AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

JANUARY 30, 1959

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Vol. 18 No. 5

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



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MONTE CARLO RALLY – FULL REPORT AND PICTURES

MIKE HAWTHORN – AN APPRECIATION : WARCO CUP TRIAL

MONTE CARLO RALLY

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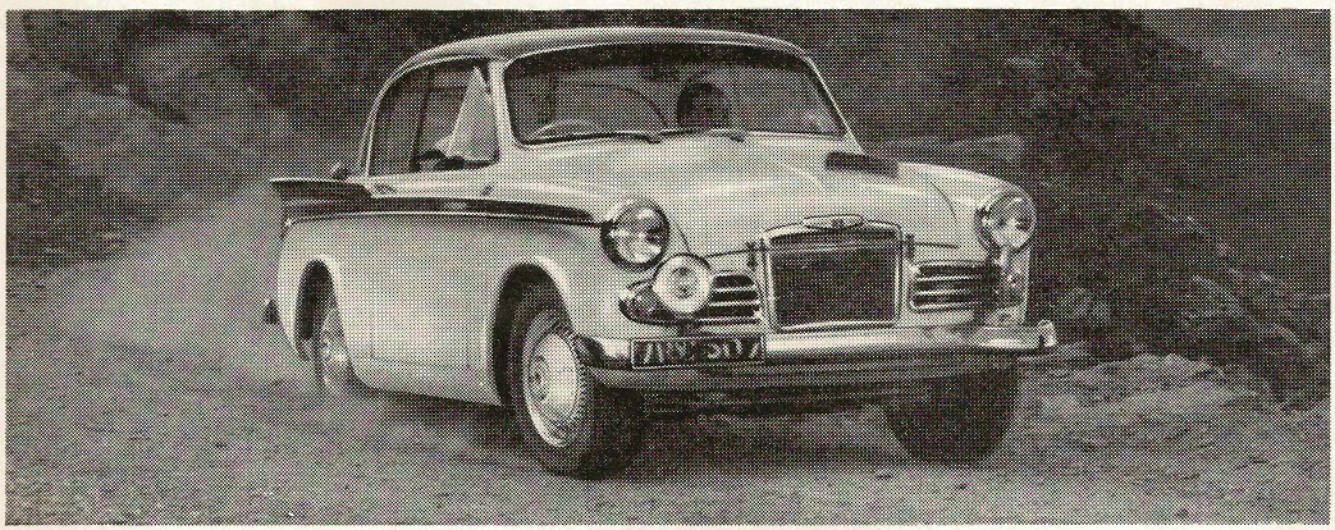
SUNBEAM RAPIER

AND WINNER OF THE STUART TROPHY

for second year running

DRIVERS: RONNIE ADAMS AND ERNEST McMILLEN

(Subject to official confirmation)



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Vol. 18 No. 5 January 30, 1959

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EDITORIAL

RALLYE MONTE CARLO

ANOTHER "Monte" has come and gone, with a fine victory for Citroën by Coltelloni and Alexandre, and once again a Sunbeam had the honour of being the highest-placed British car (Ronnie Adams and Ernie McMillen). To the Jaguars entered by George Parkes, Eric Brinkman and Phil Walton went the highly prized Charles Faroux team trophy, whilst the European Lady Champions, Pat Moss and Ann Wisdom, carried off the Coupe des Dames in the new-type Austin A40, in addition to the R.A.C. Trophy. All in all, it was a fairly difficult event, with 119 crews completing both road and classification sections within the time limits, out of 322 starters. Still there were several grounds for complaint, and at least one major manufacturer may not again enter any cars from the factory till an assurance is given that the event will be organized more efficiently than was the case this year. The presence of "secret" checks is the chief bone of contention, and there is little doubt that the organizers will have to find a far more satisfactory method of timing stages than that which was applied. Quite a number of cars had their numbers so obscured by mud that it was impossible for any timekeeper to swear that they had actually passed through these so-called secret controls. Also, the presence of various groups of people in unexpected places rather suggested that both passage and secret controls were not so secret as would be believed. In point of fact, the whole system is so open to abuse, that it should be scrapped altogether, and replaced by something a great deal more simple to apply.

MIKE HAWTHORN

THE loss of Britain's young Champion of the World in a road accident has shocked millions of people all over the world, to whom Mike Hawthorn was just a name, but nevertheless a highly romantic figure. He raced motor cars for the pure love of the Sport, without a thought of personal gain or of self-advertisement. In a chequered career full of tragedies as well as outstanding successes, he made countless friends. His courage was a byword, and carried him on to deeds which would not have been possible to a man of lesser spirit. His treatment at the hands of certain continental journalists following the Le Mans catastrophe was disgraceful, as was his own country's attitude to him during the complete and utter mix-up of his call-up papers. Yet Hawthorn rose above all his critics, and despite the deep despair caused by the death of his father, and of many of his closest friends, carried on with his motor-racing with the loyalty to his entrants which was always one of his outstanding qualities. As Great Britain's first World Champion, Mike Hawthorn's name will live for ever in the annals of Sport.

OUR COVER PICTURE

FRENCH CARS took the first four places in the Monte Carlo Rally. Here are the winners, Coltelloni and Alexandre, in their Citroën ID19.

Monte Carlo Rally

JAGUAR

congratulate

AS PRIVATE OWNERS

★ *G. PARKES*	*P. WALTON*	*E. BRINKMAN*
G. HOWARTH	*M. MARTIN*	*J. CUFF*
3·4 Litre	*3·4 Litre*	*3·4 Litre*

on their brilliant success in winning

The Charles Faroux

TEAM PRIZE

Only complete mechanical reliability under road conditions demanding the utmost from cars and drivers can gain for a team the coveted Charles Faroux Challenge Team Trophy.

All three cars were privately owned and nominated as a team in advance. The confidence placed in these cars has resulted in a well-earned success for their owners who, with other private owners, have maintained the reputation gained by Jaguar during the years of the Company's participation in all forms of international motoring events.

★ *ALSO CLASS WINNERS AND WINNERS OF R.S.A.C. CUP FOR BEST PERFORMANCE BY A GLASGOW STARTER*

Subject to official confirmation

SPORTS NEWS

LATEST news of that promising organization, the Navigators' Club, is that operations are at present suspended, due to lack of interest. We are sorry to hear that the Hon. Sec., Donald McKittrick, died not long ago, and readers are urged *not* to send letters to the club at his former address.

DUANE CARTER, competitions director of the United States Auto Club for three years, was replaced last week by Henry Banks, after a heated board meeting lasting seven hours. At the same meeting, Troy Ruttman, 1952 Indianapolis winner who drove for Scuderia Centro-Sud in European G.P.s last year, was suspended by the club from racing for a year.

FIRST four cars in the general classification of the Monte Carlo Rally all used Michelin "X" tyres.

TEAM of Austin-Healey Sprites, prepared by Downton Engineering, is being formed for the coming season by K. W. Mackenzie. A full programme of events, at home and on the Continent, is planned, possibly including Le Mans.

MEMORIAL SERVICE to Mike Hawthorn will take place on Friday, 6th February, at St. Columba's, Pont Street, off Sloane Street, London, at 12 noon.

ONE aircraft is already fully booked for the excursion to the Monaco G.P. for B.A.R.C. members, run by John Webb, Ltd., Silver City House, 62 Brompton Road, London, S.W.3. Hurry if you wish to travel on the next one. The fare is £25.

BODY-BUILDERS of the shapely new Lister-Jaguar described last week are Williams & Pritchard, Ltd., of Edmonton.

FILM of last year's Monte Carlo Rally, produced by Danny Carter and called "Nowhere in the World", is in fact now being shown in London at the Leicester Square Theatre until 11th February, and not the Odeon, Leicester Square, as given in last week's issue. The film may also be seen at the Gaumont, Haymarket.

LESLIE BROOKE will be driving a Morris Minor for Northern Motors, the Rhodesian distributors, in the coming Coronation Safari.

THE Automobile Club of Milano, Corso Venezia 43, are running a 12-hour race at Monza for touring and G.T. cars up to 600 c.c. on 12th April, which may interest Berkeley exponents. It is for the Alberto Ascari Trophy and only 60 cars will compete, selected on the basis of qualification trials on 10th and 11th April.

WE hear of two more G.P. contenders from the other side of the Atlantic. Bill Sadler is building an F1 car with a six-cylinder Maserati engine installed and Pete Loveley is putting a four-cylinder Ferrari power unit in a Lotus chassis.

ASTON MARTIN are apparently highly pleased with the G.P. car. It has been undergoing more tests this week and we can expect to see it on the circuits this season.

IT seems unlikely that we shall see Moss and Brooks in the same G.P. team this season. One can hardly expect Tony, with three *Grandes Épreuves* to his credit, to play second fiddle to Stirling again. It will be interesting to see just who they do sign up with.

B.R.M. WINS IN NEW ZEALAND

RON FLOCKHART, driving a B.R.M., won the recent Lady Wigram Trophy race at Wellington, New Zealand. Jack Brabham (Cooper) led for most of the race, Flockhart eventually passing him on the last lap to win by 2.3 secs. Bruce McLaren (Cooper) was third and Sid Jensen, similarly mounted, was fourth.

KEITH GREENE has bought a Lotus Seventeen and a Formula 2 car of the same make.

STAN ELLSWORTH has left Vanwalls and joined the Lotus équipe.

★

MAURIAC CONTROL: The early arrivals (right) are lined up in the street. In the foreground is the Sprinzel/Cave Sprite with the Moss/Wisdom A40 behind it.

LATE ARRIVAL (below) is the Bartolini/Bartolini Alfa Romeo. The co-driver rushes to the control while a gendarme directs the driver to a parking place.

★

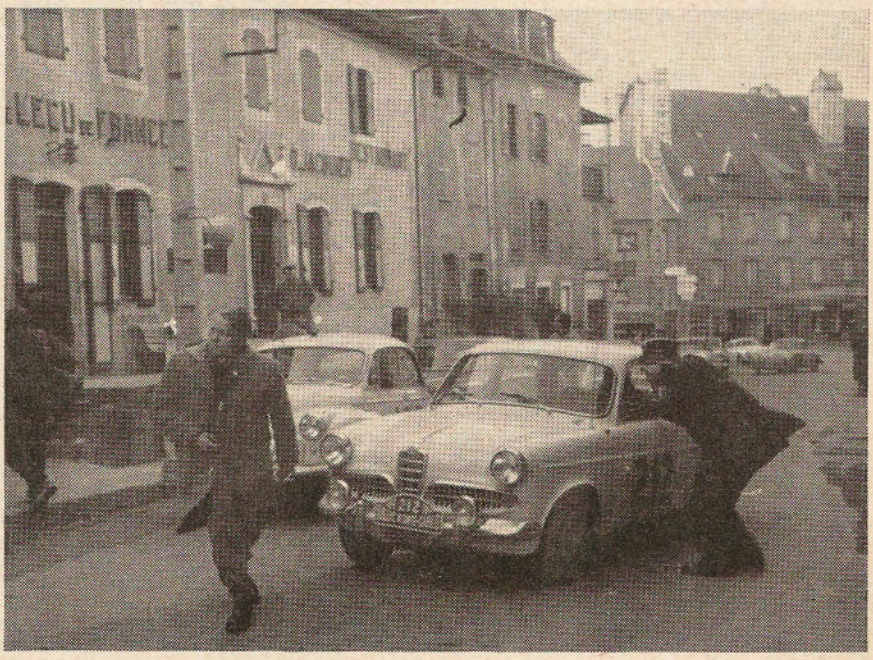


COUPE DES DAMES winners Pat Moss and Ann Wisdom are seen here with their Kar-Tidee pack. The pack is, of course, normally carried on the back of the seat. The Kar-Tidee costs 39s. 6d.

CONGRATULATIONS to Michael Taylor and Miss Charlotte Lyon who were married at Caxton Hall last Monday.

JOAKIM BONNIER will probably drive for Porsche in this year's sports car races.







MIKE HAWTHORN

An Appreciation by Gregor Grant

To write what amounts to an obituary to a friend is always a difficult task, particularly when that friend was Mike Hawthorn. I first met him at Dundrod in 1951, when he was racing his Riley. He had absolutely no idea of his capabilities as a driver, and knew not the first thing about "four-wheel-drifts" and other technical racing terms used by his fellow drivers. However, what he did know about was how to go really fast, and what he lacked in technical knowledge he certainly made up for in genuine ability and a tremendous will to win—a will that was to bring him victory on many occasions.

As a learner-racing driver, Mike had no inhibitions whatsoever. He was a very normal sort of young man, who liked a drop of ale with the boys, could tell a good story, and dearly loved to pull people's legs. Line-shooters were his particular hobby, and his rather personal brand of humour could cause discomfiture when it was most thoroughly deserved. It is true that on occasions he was boisterous, and could be rude at times. However, he was never unforgivably so, and in time people began to accept Mike Hawthorn as a man who liked to live life to the utmost.

Unlike many aspiring racing men, he did not seek publicity for his activities. Mike's idea was that winning races was publicity in itself, and the more he could win, the more opportunities he would have to race.

I remember his first Continental race at Spa-Francorchamps with the Cooper-Bristol, when he pressed on under the most appalling conditions, with an old oilskin jacket ballooning out behind him. The crowd took that crouched figure in the little green car to its hearts, and it was there that one first heard the cry "'owt-torn", so soon to resound on the circuits of Europe. In these days Mike took every opportunity to learn from drivers such as Fangio and Ascari. Although he never fully understood the mechanics of the art of high-speed cornering, it appeared to come naturally to him. Like Fangio, he felt that cars were almost human, and should be treated as such. His ferocious expression at the wheel tended to contradict this, and give the impression that he was caning the engine as hard as he was able. In truth, he was driving himself to efforts, and many team managers will agree that few men could spare machinery like Mike Hawthorn.

The opportunity to drive for Scuderia Ferrari was like a dream to Mike. He passionately wanted to race in Grands Prix, but had that hankering within himself to do it in a green-painted car. However, he was shrewd enough to realize that British-built machines could not, at the time, compare with the products of Italy, and when he successfully passed the Ferrari test, was quick to accept their offer. It always amazed him that the Commendatore went ahead with his plans after Mike had shunted his Cooper-Bristol in trials at Modena. Said he: "I drove like a clot; they must be daft to take me on after that!"

Take him on they did, and it was one of the finest strokes of business that Enzo Ferrari ever made. A few short months after his début in South America, the crowd at Rheims were shouting their heads off to see the blond Englishman fighting wheel to wheel with the incomparable Juan Manuel Fangio. The race of the century they called it, and it was all that! His Ferrari and Fangio's Maserati had a practically identical performance, and the Argentinian possessed experience that the young man from Farnham could not possibly have hoped to acquire in such a short time. Fangio produced every single trick in the book, tempting his rival to make a mistake, or blow up his engine with over-eagerness. Soon Juan Manuel realized that here was a worthy challenger, and he gave every possible encouragement to his rival to race. Mike's confidence increased as he understood that Fangio trusted his judgment—the greatest compliment that could be paid to any young driver.

Down the straight they came, wheel to wheel—then it was the last lap, and, suspecting that his rival had no bottom gear, Mike staked everything on the hairpin at La Thillois: cut inside the Maserati, and took the initiative out of the bend.

The scenes at the finish were incredible, with thousands of people milling round the "Farnham Flyer".

Two years later there was the disaster of Le Mans. Many attempted to put the blame on Mike's shoulders, but his real friends soon silenced the accusers, proving beyond doubt that Hawthorn was not at fault, and that the crash was entirely due to a series of incidents, aggravated by the narrowness of the road in front of the pits area.

We shall all miss Mike dreadfully. I had to smile when he christened his boxer dog after me, turning my name round to "Grogger". We were all very proud of him when he stood up in front of B.R.D.C. members and friends, at a party given in his honour as Britain's first World Champion. He carried that honour with great distinction.

One cannot go on indefinitely about Mike Hawthorn. It is sufficient that his name and his deeds will never be forgotten so long as men meet to talk about the sport of motor-racing.

AT the inquest on Mike Hawthorn, who was killed on the Guildford by-pass on 22nd January, the verdict returned was: accident. Hawthorn lost control of his 3.4 Jaguar, the car struck the back of an oncoming lorry and hit a tree, breaking in two. Hawthorn suffered a fractured skull and died almost immediately.

The car was examined after the crash and found to be mechanically sound. It was decided that the crash was not caused by any human error or the condition of the road at the time. It was suggested, however, that the car was caught by a strong gust of wind and blown across the road, inducing a skid which Hawthorn was unable to control.

THE Aston Martin DB Mark III is now available with Borg-Warner automatic transmission in both saloon and drophead coupé models. Prices (including tax) are £3,301 7*s*. for the saloon, and £3,676 7*s*. for the coupé. Acceleration to 60 m.p.h. is said to be improved.

AN ANGLO-ITALIAN FORMULA 1 CHALLENGER

C. T. ("TOMMY") ATKINS, ex-racing motor-cyclist who ran a successful one-car racing équipe last season as a subsidiary activity to his precision engineering business (High Efficiency Motors, Ltd., of Chessington, Surrey), is to extend his racing programme to encompass both International Formula 2 and Formula 1 categories in 1959.

In 1958 his Formula 2 Cooper-Climax, driven by Ian Burgess of Guildford, Surrey, scored outright victories in the Vanwall Trophy race at Snetterton, and the Crystal Palace Trophy race at the famous London circuit, both at record speeds. Burgess also took third place in the F2 class of the German G.P., third in the June F2 race at Brands Hatch, fourth in the Rheims F2 event, and fourth in the Prix de Paris at Montlhéry. His season was curtailed by a crash in the Berlin G.P. on the Avus track. In all, out of 12 "starts", the stable gained two "firsts", two "thirds", two "fourths" and two "fifths".

For 1959, the Surrey stable will contest Formula 1 events as well as Formula 2. In both classes their cars will be Coopers. Two 1½-litre Coventry-Climax engines are kept in A1 trim for F2 events, while a new four-cylinder, twin o.h.c., eight-plug, 215 b.h.p. Maserati power unit of 2½ litres has been acquired from Modena for installation in a Cooper chassis.

No. 1 driver of the team will be Roy Salvadori, who will handle the new Grand Prix Cooper-Maserati when other F1 commitments permit, and a F2 car in selected events. It is hoped that Ian Burgess, now almost recovered from his Avus accident, will again drive for the team in Formula 2 races.

The H.E.M. Coopers will compete in as many eligible events at home and abroad as will be possible without impairing the efficiency of the team, or curtailing thorough preparation.

And while his team are contesting Formula 1 and 2 races, Atkins himself will be "keeping his hand in", driving a special 1959 competition version of the Chevrolet Corvette in various British speed trials, a class of racing in which he has won numerous trophies in the last four years, driving Connaught and Mercedes-Benz cars.



PIT-STOP at Blois for Lionel Taylor's Sunbeam. He took time out at the control for some quick attention to a faulty fuel pump—and the Press crowded round.

MORE ABOUT THE SCARABS

MORE details have reached us about Lance Reventlow's Formula 1 Scarabs. It appears that three cars and six engines are under construction and two cars are entered for the Monaco G.P. Drivers will be Chuck Daigh and Reventlow himself.

The engine is a twin o.h.c. four cylinder job with desmodromic valves *à la* Mercedes-Benz. The motor is skewed to the right to enable the transmission to pass to the left of the driver, who will be seated very low in the car. Two twin-choke Weber carburetters will be used at first but it is hoped to install fuel injection later. To this end Reventlow came to Europe recently and paid a visit to the Bosch factory where he began negotiations for the use of the German firm's injection system on his cars. A five-speed gearbox, derived from that of the Chevrolet Corvette, is used and is rear-mounted.

The chassis is of space frame construction. Suspension is identical front and rear and comprises double wishbones and helical springs combined with telescopic dampers. Until the Dunlop disc brakes arrive from England the cars will use large diameter drum brakes. Both front wheels will have separate units but there will be a single B.R.M.-type transmission brake at the rear. Magnesium Indianapolis-type wheels will be used. The car is expected to be small, even by European standards, and well streamlined. A long nose cowl will be removed (*à la* Vanwall) for Monaco.

These exciting newcomers to the Grand Prix scene are under construction in a Los Angeles suburb, Culver City. The technical side is under the guidance of Leo Goosen of Offenhauser and Meyer Drake renown. We await their début at Monaco with great interest.

FOLLOWING the closing-down of the Alta Car & Engineering Co., the H.R.G. Engineering Co., Ltd., of Oakcroft Road, Kingston By-Pass, Chessington, Surrey, are taking over the manufacture and sales of the Alta Conversion Head for the side-valve Morris Minor engine. Spares will thus continue to be available.

MAIDSTONE AND MID-KENT M.C. TV TRIAL

INDEPENDENT television cameras joined in the general procession of trials folk on Sunday, to Boxley, near Maidstone, Kent, where the Maidstone and Mid-Kent M.C. were running the first Independent Television Trophy Trial. Procedure was similar to that used in the London M.C.'s successful TV Trial and was run on a team basis, teams from Kent, Surrey and Sussex competing.

Eventual winner of the individual event was Mike Lawson, with Peter Highwood in second place and D. Baldwin third. Geoff Newman, Bernard Dees, Percy Barden and David Bailey followed.

Winning team—for which the Television Cup was presented—was the Kent team which consisted of Dees, Lawson, F. Chandler and Baldwin. This result was arrived at after a tie-deciding test.

Results

Best Individual Performance: 1, M. Lawson; 2, P. Highwood; 3, D. Baldwin; 4, G. Newman; 5, B. Dees; 6, P. Barden; 7, D. Bailey. **Television Cup:** Kent Team (Dees, Lawson, Chandler and Baldwin).

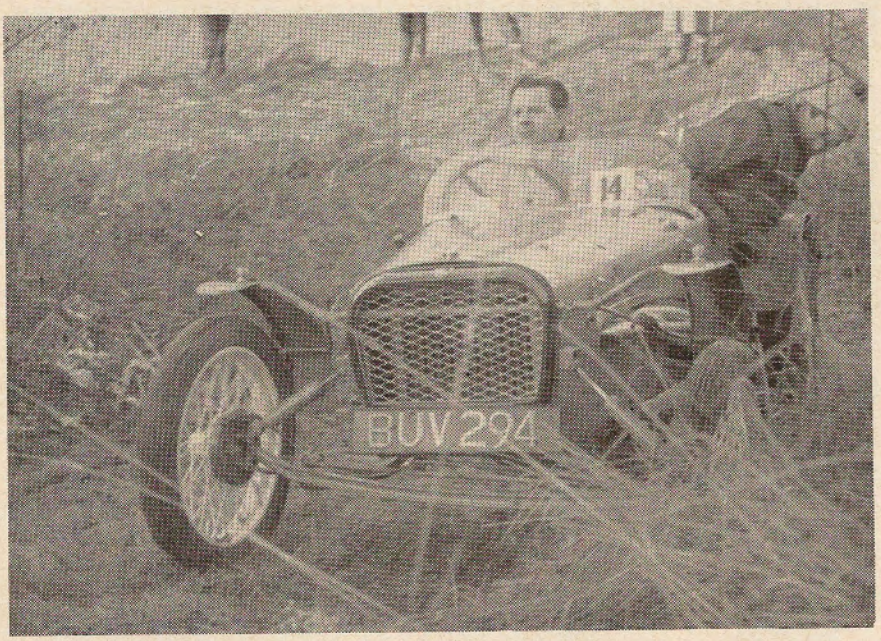
MONOPOSTO REGISTER

THE first general meeting of the Monoposto Register since its inception in March, 1958, was held recently and was a tremendous success.

The meeting took place in the Mason's Arms, Maddox Street, W.1, and over a hundred enthusiasts turned up—including one from Newcastle. Apart from the committee 14 paid-up members of the Register attended out of a total, very scattered membership of only a little over 40. At the end of the evening, however, the supply of membership application forms which the secretary, Frank Tiedeman, brought along with him was exhausted!

A great deal of keen discussion took place during the evening and a number of intending competitors' problems were sorted out and made clear.

Secretary of the Register is Frank Tiedeman, of 46A (rear) Station Road, Harrow, Middlesex.



WINNING STYLE: C. W. Pollard takes his sprucely turned-out car over a level patch while his crew throws his weight on to the rear wheels. Pollard won the event to gain the Warco Cup.

Floods Hit Warco Cup Trial

Peterborough M.C. Event Won By C. W. Pollard

EXTENSIVE flooding during the previous week wrought chaos out of the order of the Warco Cup Trial, held in the Peterborough area and run by the Peterborough M.C. on Sunday. The majority of planned sections were still under water on Sunday morning, and it says much for the organizers that new hills were planned at very short notice: in point of fact, several of the new climbs had been flooded only a couple of days before. A bitterly cold night had left all the dry ground liberally covered with hard white frost which melted with the passage of cars and the rising of the sun.

After all this, the result was a fairly close one, and it became obvious from the first that the early numbers would have a distinct advantage. Numbers were allocated by ballot, and the running order was unchanged: incidentally, just to confuse things a little, but apparently as a matter of tradition with the Warco, rear wheel marking was employed. Victory eventually went to one of the Peterborough club members, C. W. Pollard, in an immaculately turned-out machine: he finished one mark ahead of Reg Phillips, who in turn was just one mark ahead of Norman ("Fur") Coates.

The first three hills—the "A" sections—ran up various parts of a thickly wooded bank, poised on the edge of large quantities of intruding water. In fact, in two places the start area was covered by water to a depth of two or three inches! The climb itself was an "L"-shaped affair, turning sharply right on to a very steep climb. No one could do much with this one, although several competitors tried hard enough. Ron Kemp looked as though he was going to achieve something, but, in fact, and in common with nearly everyone else, he was unable to leave the start area. L. Hurt also had a real go, but fell victim to the same fate, while L. Wiles attempted the climb with only three cylinders working and was only extricated with great difficulty.

Section A2 was a mirror version of the first one—this time turning sharp left. This was far less easy than it looked, a solid-looking tree making the approach very critical. This hill, too, failed most people completely.

The third hill—A3—was a long left-hander on leaf mould which curved up between trees and bushes, ending in a steep bump. This was easier, although considerable care was needed, and for the late numbers the surface had churned up to make it more of a problem. Clean climbs here included stout efforts by Norman Coates and Rob Davis—the latter drawing 13 in the numbers ballot and, rather than tempt fate, running as No. 12a! L. Wiles found his car behaving rather strangely here, and when he returned to the road found it behaving even more oddly, an important part of his steering having given up an unequal struggle against a tree stump.

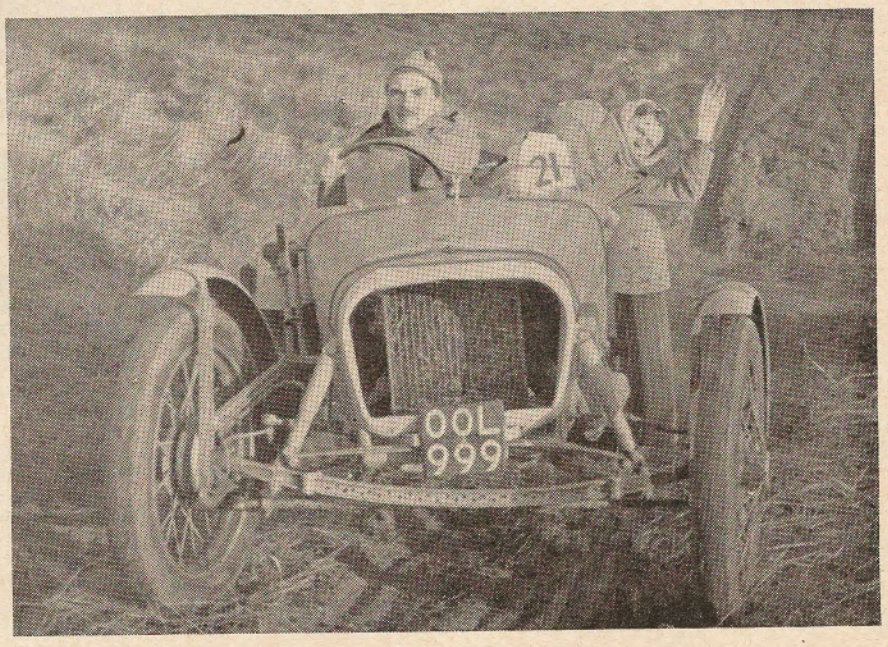
The next batch of hills was some distance away in a disused brickfield and on the way came the driving test, a manœuvre involving forwards-and-reverse in and out of garages. Then on to the brickfield and section B1. This was among a series of ditches, with the start in one of the "valleys" and the route going straight up one of them. It was a steep climb on frosty grass but caused little difficulty to anyone, most people sailing over the top.

Section B2 was roughly similar but involved more hills, like a switchback. This, in the same way, grew more difficult as it thawed but among the clean climbs here were fine efforts by Ron Kemp, Norman Coates, L. Hurt, E. J. Timmis—who was competing in only his fourth trial—and Rob Davis, his Austin-engined machine going as well as ever.

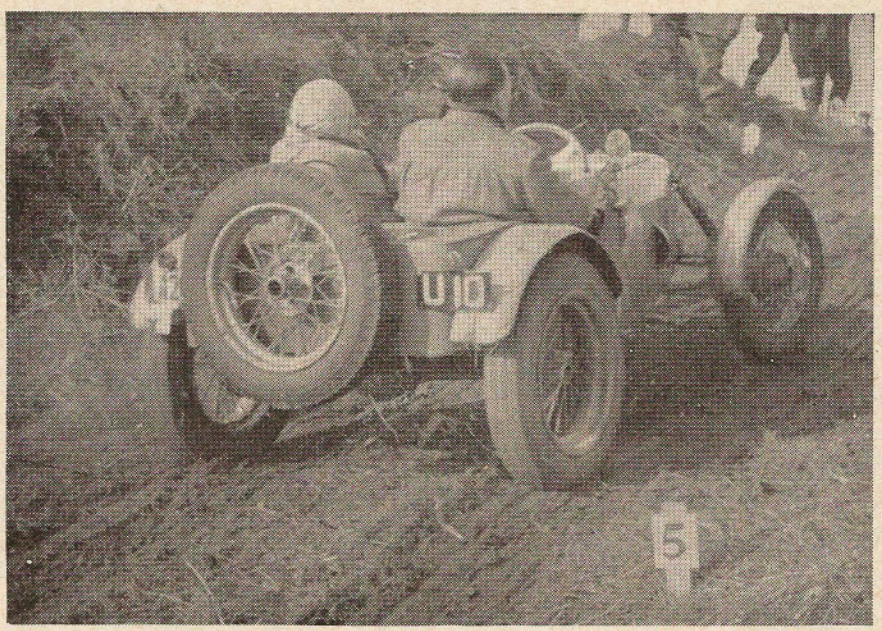
After this came the third and last of the "B" sections, which ran up a steep, stepped bank, over a ridge and on up another, steeper, bank. Alec Francis made the best effort here, reaching nine and all but going over the top, but the following competitors found thick mud at the foot of the first rise spoiled their take-off. Ron Kemp was going well and had reached three when the motor suddenly went on to two cylinders: a later inspection revealed an enormous quantity of water and muck in the fuel tank

Results

Warco Trophy: C. W. Pollard, 117 marks gained. **Goodwin Trophy (runner-up):** R. W. Phillips, 116. **First Class Awards:** N. H. Coates, 115; F. T. Lewis, 114. **Second Class Awards:** A. W. Francis, 114; R. W. Faulkner, 113. **Team Award:** R. W. Phillips, J. S. Jenkins, J. Foster.



CONCENTRATION from Frank Lewis, who finished in fourth place to gain a first-class award. His passenger is not in fact waving to the photographer!



ROMPING in fine style to the top of C4 is Norman ("Fur") Coates, who gained third place in the trial for a third class award.

and right through the rest of the system! Frank Wall, Reg Phillips and Frank Lewis also made three on this one.

Then came lunch, and an interim assessment of the position. The early numbers were certainly doing very well and it was R. W. Faulkner in the lead, with 40 points, then Francis with 35, and these two were Nos. 2 and 1 respectively! Then came four competitors all equal in third place with 33 points—Frank Wall, Frank Lewis, Ron Kemp and Norman Coates. In seventh place came, most creditably, Mr. Timmis, with 32 points.

The first batch of afternoon hills was in what appeared to be another disused brickfield, and C1 bid fair to be an absolute horror for the late numbers. It started in a dip, curved left uphill, over a bump, then down an almost sheer "cliff" which dropped for about five feet. At the bottom, the course turned left round a bush and between markers, which left by no means too much room to spare, then on and up an adverse-cambered rise to finish at the top—all on a surface of frosty grass and frozen mud. This looked absolutely evil, but Francis, Faulkner, J. S. Jenkins, W. W. Swaby, Timmis, L. Hurt, Kemp and Coates were all clean. However, these were all early numbers, and the late-comers may well have found things difficult.

Section C2 was a straight, gentle gradient with a sting in its tail in the form of a frozen pond. Avoiding this meant running along the bank! Faulkner, Francis, Jenkins, Kemp and Swaby were all clean here, but Wiles, his steering mended, made only one before spinning his way to a standstill.

This was followed by a short sharp one—C3. The course curved right down a shallow dip and almost immediately, with little space in which to straighten the car, went up a very steep bank. The approach to this was tricky in the extreme and, generally, it seemed to be the case that it was either climbed cleanly or not at all. Among those who made the top were Francis, Jenkins and Kemp.

Last of the "C" hills was, apparently, a fairly easy one, and no one seemed to have any difficulty. The route ran straight up a long, sharp gradient on a rutted cart-track, but the approach was angled and spoiled any chance of rushing at the hill. Nevertheless, most competitors seemed to romp up to the top, Coates in particular simply romping up in fine style.

The next hills were some miles away by road to as nice a collection of flooded fields as anyone could wish to see—acres of water stretching away into the distance: a horrifying sight. On the banks of this sheet were the "D" and "E" hills.

First in this part of the world was D1, which curved to the right and went steeply up a bank. Competitors seemed to be doing fairly well on this one, and the first attempts produced cleans from Faulkner, Francis, Jenkins, Timmis, Hurt, Kemp, Coates and Davis.

Section D2 was a long one, which started on the brink of the flood, climbed up two or three banks in tiers, curved sharp left and then right. Most people did well on this one, too, and once again Francis and Faulkner appeared on the list of cleans.

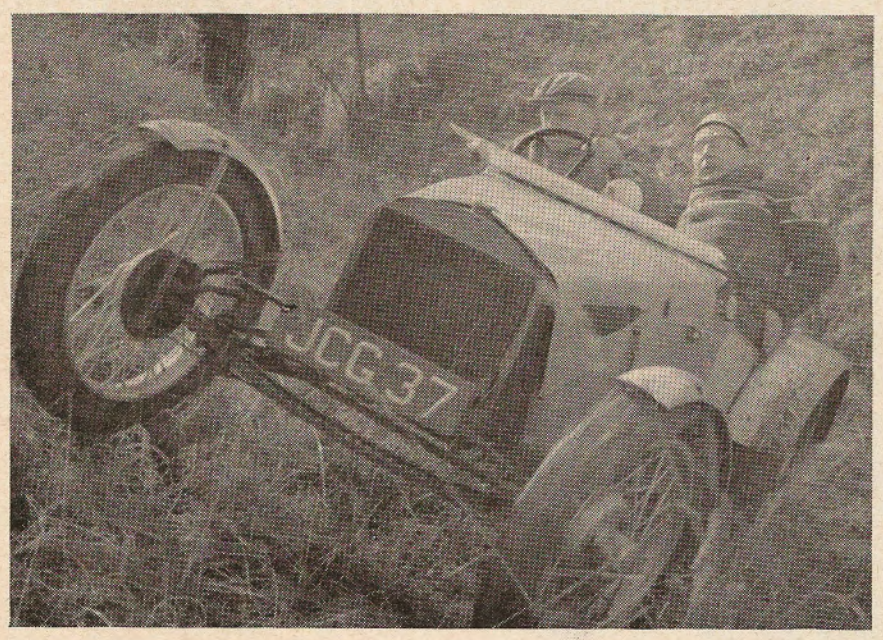
Complications in the form of trees added to the natural difficulties of D3, which started on the top of a bank, went downhill and turned left on an adverse camber and then continued steadily left, through the trees and back up the bank. It was the combination of bank and trees that beat most people here, although Alec Francis and Rob Davis both got to the top.

The first of the "E" sections had a most hair-raising approach, the route running down a steep bank to stop short on the edge of the floodwater! The hill itself, E1, started on the bank of the water, ran alongside it for a space, then turned sharp right and went up a steep slope on to a ledge, then on again up an even steeper bank. The whole thing was white with frost and it was the right-hand turn which needed great thought. No one managed a clean here, Jenkins and Timmis getting into five and two respectively. Hurt made seven, Ron Kemp and Norman Coates reached six while, surprisingly, Rob Davis did it all wrong and stopped with only one point to his credit.

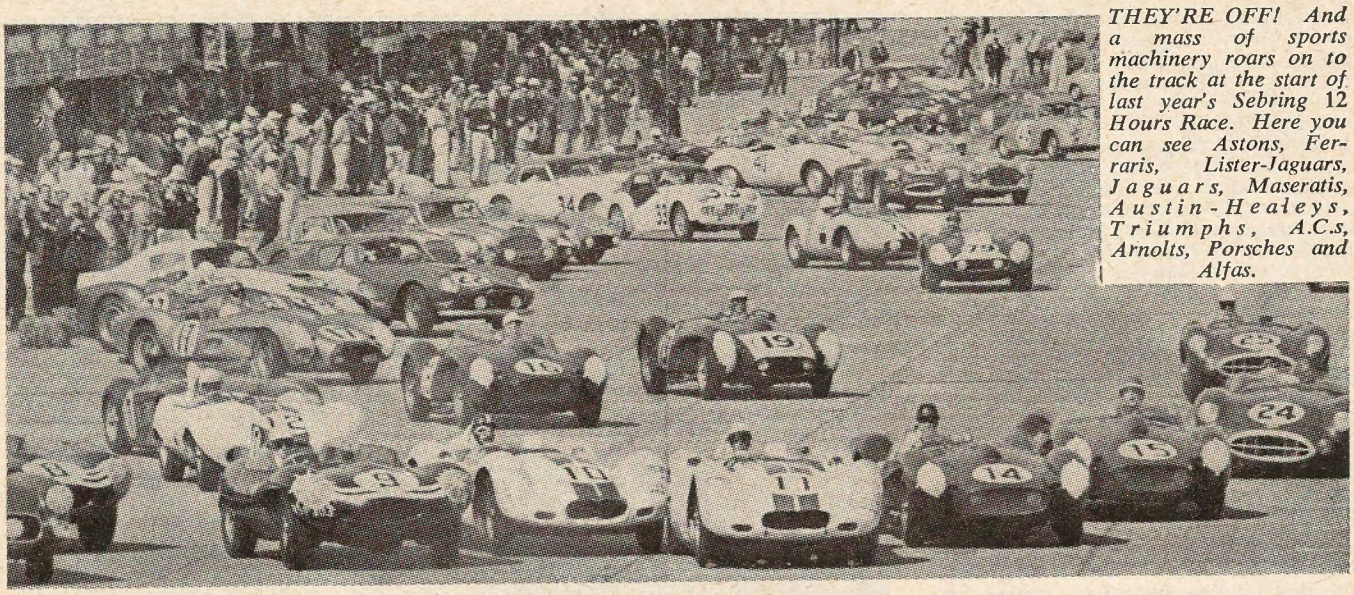
Another nasty one was E2, which curved over a bumpy track made even steeper by the bumps. A deep patch of mud almost at the start made the thing almost unclimbable, and for the majority two was the limit. Reg Phillips made a noteworthy attempt to clear the first bump, but the mud stopped him too.

By contrast E3, the last hill of the day, was quite straightforward, being a gentle climb in almost a straight line. All the early numbers romped up this one without giving it a thought. As a matter of interest, both these last two

(*Continued on page* 160)



TACKLING a steep camber is Alec Francis, while his crew looks suitably impressed! Francis, one of the leaders at lunch-time, eventually finished fifth to win a second class award.

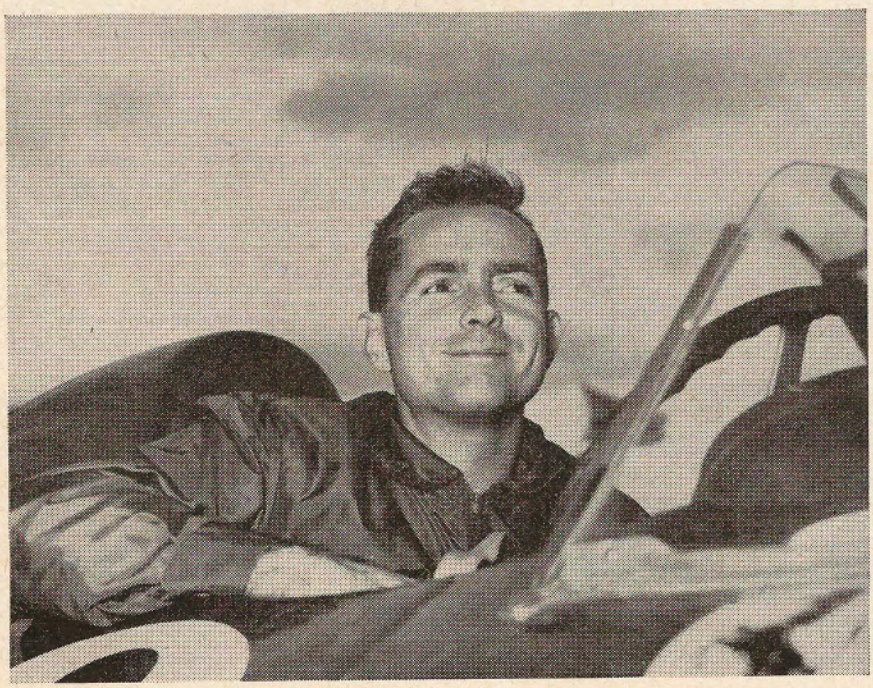


THEY'RE OFF! And a mass of sports machinery roars on to the track at the start of last year's Sebring 12 Hours Race. Here you can see Astons, Ferraris, Lister-Jaguars, Jaguars, Maseratis, Austin-Healeys, Triumphs, A.C.s, Arnolts, Porsches and Alfas.

AMERICAN ANGLE

By Ruth Sands Bentley
New York City, 19th January

BACK in 1952, while visiting in London, I remember Sammy Davis's prediction that sports car activity in America would grow and grow until prominence in the world picture was reached. His words were brought to mind when the Automobile Competition Committee for the U.S. (F.I.A.) announced that eight major 1959 American motor racing events are now on the international calendar. These include a Full International sports car racing event at Riverside, California (7th and 8th March); Sebring, Florida, Grand Prix of Endurance counting towards the World's Championship of Manufacturers (21st March); a *Formule Libre* race at Daytona Beach International Speedway on 4th April, and a sports car event at the same venue on 5th April, both Full International; Indianapolis "500" counting towards the World Championship (30th May); Pikes Peak Hill-Climb counting towards the International Mountain Championship (4th July); and a full International event (both Formula 1 and 2) at Watkins Glen, with the Formula 2 counting towards the Manufacturers' Cup Championship (18th October). A listing has also been applied for to cover the 1959 Grand Prix of the United States for Formula 1 cars, counting for the World Championship, for Sebring in November. Much credit for gaining international approval of the F.I.A. must go to Charles Moran, Chairman of the Automobile Competition Committee for the U.S. Mr. Moran is a former president of the Sports Car Club of America and has worked tirelessly to promote the sport in this country. His car adventures have taken him to Europe many times where he has participated in the Le Mans 24-hour race on several occasions.

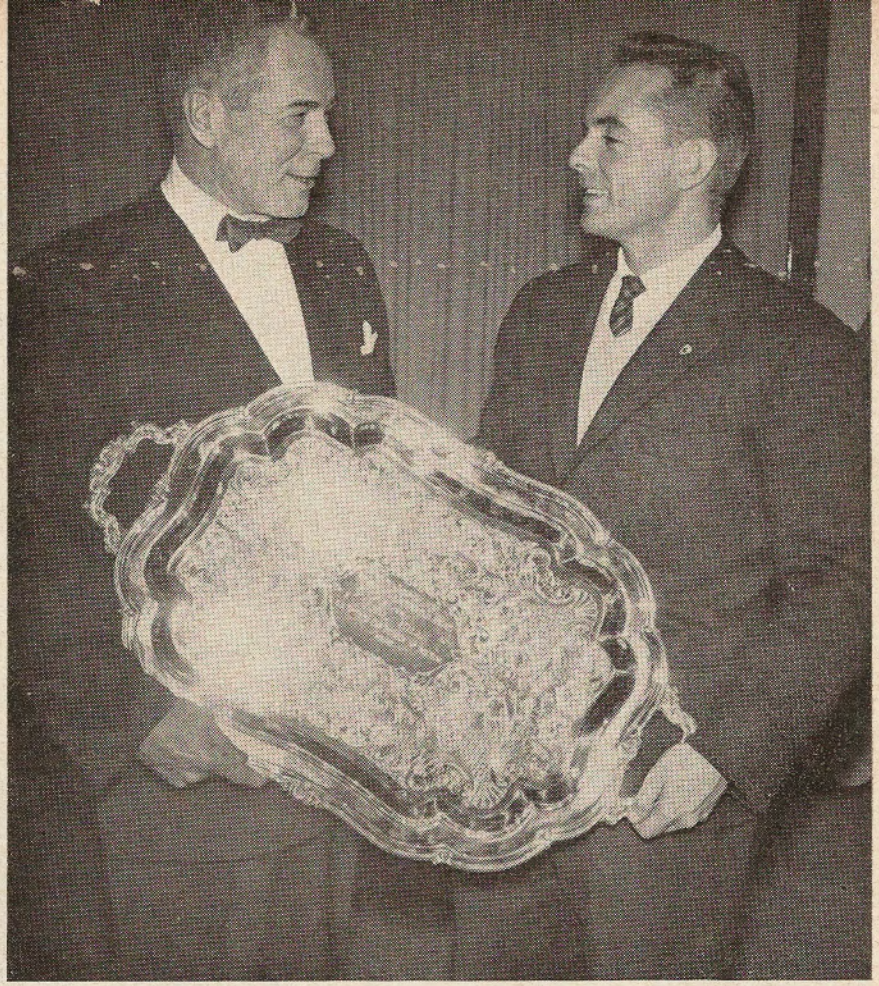


VICTOR of the Sebring race, co-driving with the late Peter Collins, was Phil Hill. He also won the Le Mans 24 Hours Race for Ferrari, with Olivier Gendebien.

Sebring Sentences

Interest is mounting as Sebring approaches. Alec Ulmann reports that the racecourse has been repaved from the hairpin to Warehouse Straight, a distance of some 3,600 feet; the press tribune is being enclosed to protect the scribes from the weather and a paddock club is being erected. Briggs Cunningham has entered three Lister-Jaguars. Walt Hansgen and Ed Crawford will drive one of the cars, Stirling Moss will co-drive one with either Tony Brooks or Ivor Bueb, and the third will be piloted by Briggs Cunningham and either Lake Underwood or Russ Boss. The Elva factory has entered two cars, with Frank Baptista (S.C.C.A.'s Class G Modified Champion for 1958) and Art Tweedale sharing one and Chuck Dietrich and Robbie McKenzie Low the other. Joakim Bonnier is negotiating with the Ferrari and Porsche factories. Lance Reventlow and Ed Martin will co-drive a three-litre Ferrari. Reventlow retired his own Scarabs after the Nassau races. While no definite word has been forthcoming on the Ferrari team, it appears likely that five of the drivers will be Phil Hill, Olivier Gendebien, Dan Gurney, Cliff Allison, and Jean Behra. Behra, who was fined and suspended by C.S.I. for driving at Riverside on 12th October without authorization from F.I.A. local authorities in France, has been reinstated and will drive at Sebring.

Tim Howkins, Chairman for the Historical Automobile Cavalcade, which will take place at Sebring on Friday, before



PRESENTING "SPORTS ILLUSTRATED's" U.S. Sports Car Driver of the Year Award to Phil Hill is publisher Harry Phillips. The presentation was made on 14th January.

the 12-hour race, has lined up a number of interesting oldsters, including the winner of the 1916 Indianapolis 500 mile race—the Racing Peugeot; the 1908 "Lautenschlager" 12.8-litre Mercedes which won the Dieppe Grand Prix; the 1914 Mercedes which won the Grand Prix of Lyon and was also driven by the great Lautenschlager; the 1931 M.G. "Double Twelve" car, driven then by Mardi/Staniland (this type also won the 1931 Tourist Trophy race); an 1893 Benz "Velo" entered by Daimler-Benz; a 1910 Stutz Bearcat; and many others. There is no entry fee. Entrants receive a pair of gate passes admitting them to the Sebring 12 Hours Race on Saturday.

Battle of the Babies

A battle for U.S.A. small-car leadership is developing between American Motors' Rambler and Studebaker-Packard's Lark. Ramblers started off the new year with a sales increase of 166.6 per cent. over the comparable 1st-10th January period of 1958. Unit production for 1958 rose to a new record of 217,332, almost double the number built in 1957. Stockholders were happy too. American Motors' $70,000,000 indebtedness has been paid off; they paid their first dividend last year; the company is now showing a profit; and Rambler has moved from twelfth to seventh place in the motor industry. *But,* until last autumn, Rambler had no domestic competition in the small-car field.

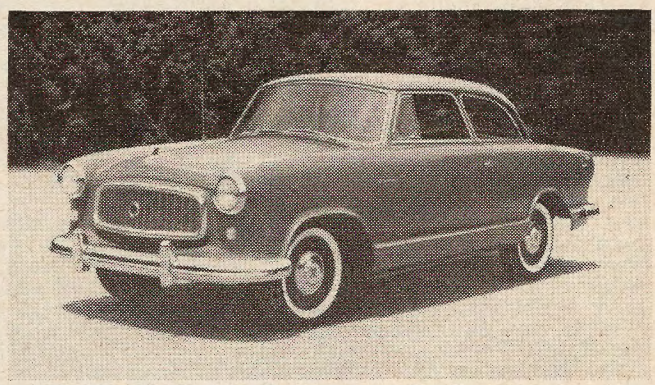
In September, Studebaker-Packard introduced the Lark, an extremely pretty car looking like a little sister to the Silver Hawk. The company has just announced their passenger car sales were up 181 per cent for the first 10 days of January compared with the same period last year. The list price of one of the Lark models is lower than the Rambler, the cheapest four-door Lark sedan selling for $1,821 against the cheapest Rambler four-door list price at $1,198. The Lark de luxe six sells for only $1,756 in the two-door model. Studebaker engines are used in the Lark, a new 169.6 cubic inch L-head six being used in the six-cylinder models and an improved shorter stroke 259.2 cubic inch V-8 engine in the others. The six cylinder develops 90 horsepower at 4,000 r.p.m. with a torque rating of 145 at 2,000 r.p.m. The V-8, with standard two-barrel carburation, develops 180 horsepower at 4,500 r.p.m. with a torque rating of 260 at 2,800 r.p.m.

During speed week in Nassau, the Press had the use of a white, hardtop two-door Lark. Art Peck did most of the driving and found the car exactly right for the narrow, winding Nassau roads, and also for parking in crowded areas. The acceleration was perfect for the hills too. Carroll Shelby took the Lark around the Oakes Course to test acceleration, braking, cornering and road holding and was impressed with the car's handling.

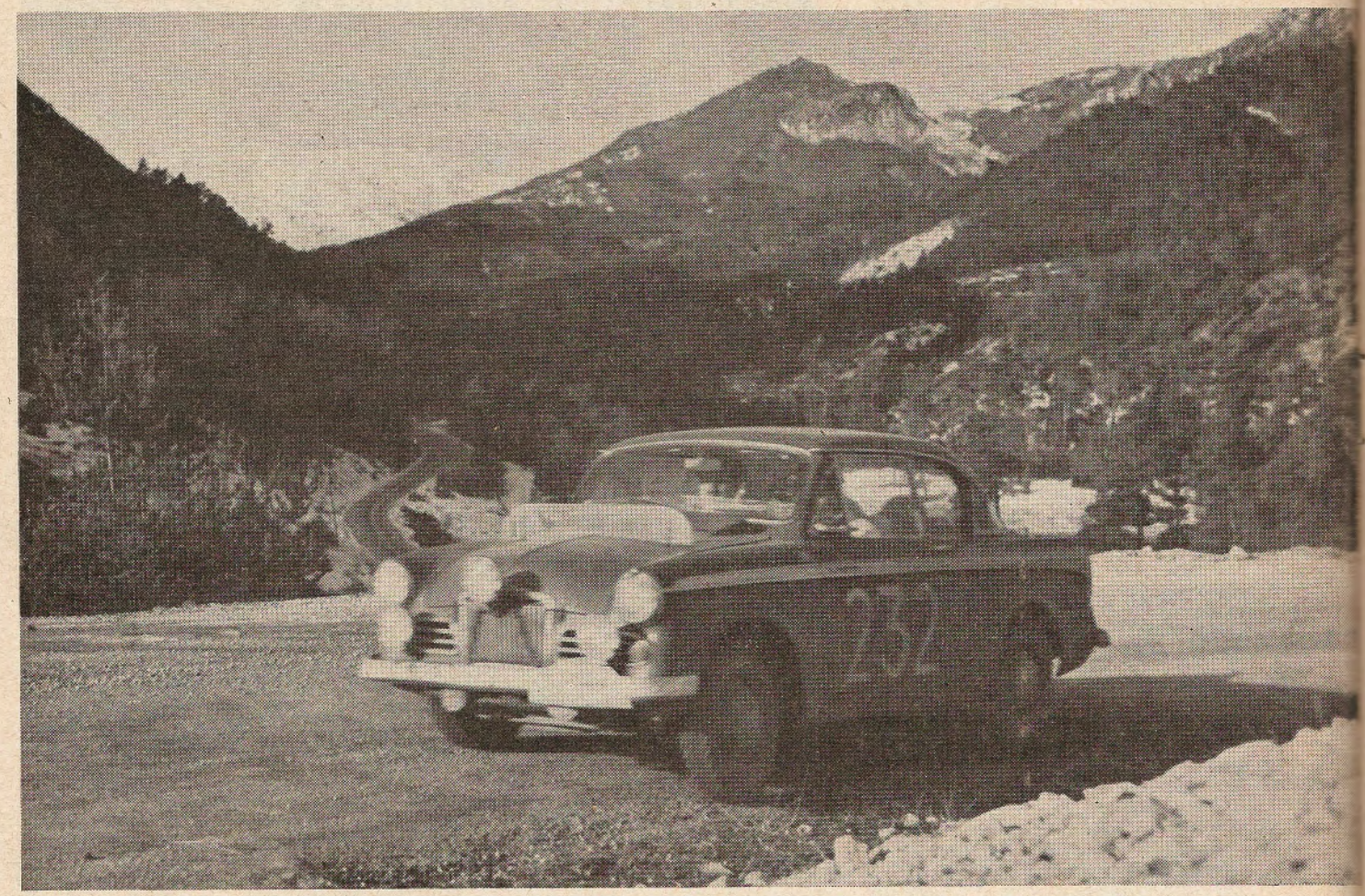
Despite the fact that Americans have wanted smaller cars for a long time and are turning to Larks and Ramblers instead of the yacht-sized Detroit products, the sales of imported small cars seem not to be bothered. Dr. Heinz Nordhoff, president of Volkswagen of Germany, predicts that foreign car sales in the United States should reach about 500,000 units in 1959, which would be an increase of 35 per cent. over 1958. And the British Automobile News Bureau informs us that more than 130,000 American motorists bought British cars in 1958, valued at some $170 million, and sales in 1959 may expand to 185,000. Britain has taken the lead in U.S. car imports with 36 per cent sales compared with Germany's 34 per cent., France's 18 per cent., Italy's 6 per cent. and Sweden's 4 per cent. Leaders among English economy car manufacturers aiming at a 42 per cent. sales advance are English Ford, Morris, M.G., Austin, Austin-Healey, Hillman, Sunbeam, Vauxhall and Triumph.

(*Continued on page* 160)





U.S. SMALL CARS. To try to combat the enormous sale of European economy cars American Motors and the Studebaker-Packard Corporation have introduced respectively the 1959 Nash Rambler (above) and the Studebaker Lark (left).



BEST BRITON: Ronnie Adams and Ernest McMillen in their Sunbeam Rapier, between Loges du Pins and Roquesseron. They finished fifth overall.

XXVIIIme Rallye Automobile Monte Carlo

Victory for ID19 Citroen of Coltelloni/Alexandre—Ronnie Adams/Ernie McMillen (Sunbeam) Best British Performance—Coupe des Dames for Pat Moss/Ann Wisdom (Austin A40)—Jaguars Take Team Award

FOR the second successive year a French car has won the Monte Carlo Rally, the ID19 Citroën of Paul Coltelloni and Alexandre finishing ahead of the Thomas/Dellière Simca. Best British performance was put up by Ronnie Adams/Ernie McMillen, whose Sunbeam was fifth in general classification; Adams, winner of the Stuart Trophy for the third time, received it for keeps. To George Parkes/George Howarth (3.4 Jaguar), eighth in the classification, went the AUTOSPORT Monte Carlo Trophy, and the much-prized Charles Faroux team award went to Jaguars driven by Parkes/Howarth, Walton/Martin and Brinkman/Cuff. The reigning European Lady Champions, Pat Moss and Ann Wisdom, won the Coupe des Dames and the R.A.C. Trophy, with their Austin A40. Runners-up for the Coupe des Dames were Anne Hall/Nancy Mitchell/Lola Grounds (Ford Zephyr).

The first four cars all started from Paris, and, like all crews with the exception of those from Stockholm, Warsaw and Athens, had to traverse the Massif Central region of France. This was expected to be a most difficult route, but happily for competitors the Arctic weather of a few days earlier had considerably altered, and many regions experienced a fairly rapid thaw. Nevertheless, in many areas, black ice and frozen snow made conditions extremely dangerous, and many cars crashed or became ditched.

By GREGOR GRANT

Photography by George Phillips and Francis Penn

Stockholm and Warsaw starters experienced a fierce blizzard on Mont Genevre, and ran into very perilous icing in the Gap-Chambery region. Peter Harper/Jimmy Ray (Sunbeam), from Athens, were eliminated when their car slid off a road which wasn't there. By the time the Sunbeam was retrieved they were outside the time limit.

For the other starters, the route from Le Thillot to Gerardmer was re-routed, as the way to Belford was blocked by heavy snowfalls on the Ballon d'Alsace. In this area severe icing was also encountered.

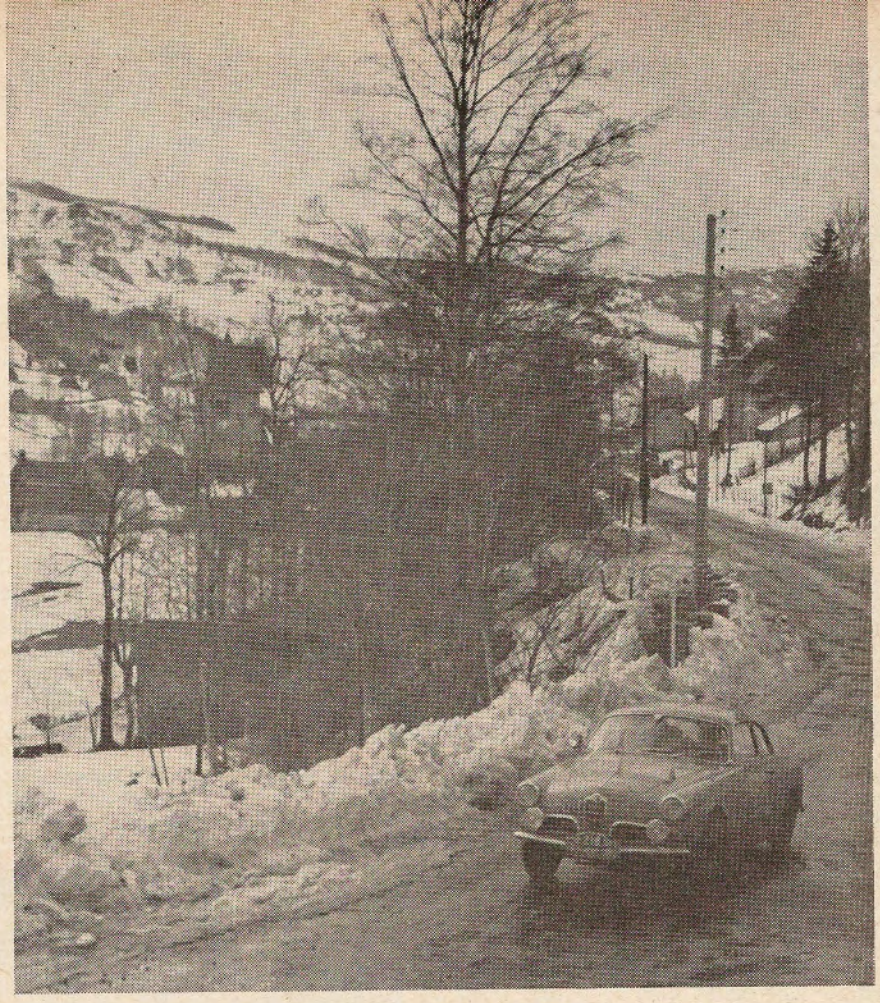
From the Warsaw start, apart from a brief interlude in Italy, competitors were never off snow or ice till well beyond Sisteron for the final run-in to Monaco. The Stockholm contingent, too, had its fair share of wintry conditions.

Of the 322 starters, 119 were classified at the end, including 35 from Great Britain.

* * *

With the Glasgow Starters

A quiet, uneventful trip across the Channel, following the easy journey down from Glasgow, lulled the British starters into what was later to prove a false sense of security.



ROAD CONDITIONS were not generally as bad as last year, but much of the route had plenty of ice and rutted snow. Here is the Fabre/Morceau Alfa Giulietta at La Pradette.

All 58 left Boulogne and turned south, including Peter Bolton, Gordon Shanley and Peter Craven, whose Ford no longer showed any signs of contact with that level crossing gate in the fog.

Roads were not easy at the start of the French section. Heavy slush covered ice, and that could prove treacherous; but the highways were quiet, if in cases not main roads, as far as Blois, and by there most had gained enough time to be able to call into the local hotel and enjoy a meal—something on the principle that this might well be the last for a long, long time.

Through Bourges they passed almost without incident, and started their lonely trip into the Massif Central, heading for what was new territory, Tulle and Figeac.

Main roads were used most of the way, although there was one slight detour into the higher mountains. Yet everyone was running like proverbial clockwork, although trouble was about to hit several of the cars, including the M.G. of Dr. Ian Cameron and Charles Lewis, which had continual fuel-pump trouble, and the TR3 of the very experienced McLaughlin cousins, which blew a cylinder head gasket and had to be withdrawn.

Generally, however, conditions were still good; so much so that the more experienced "Monte" drivers were beginning to feel nervous; it seemed to be too good to last!

The route from Figeac led up to St. Flour, and here the first real indication of a true "Monte" was met. For several miles before Murat the road was covered with sheet ice, so that cars which had been cruising happily at around 55 m.p.h. suddenly found their speed cut back to 10 m.p.h., for safety, and navigators who had been happy with the red hand of their Haldas well in front began to fret as the minutes ticked away.

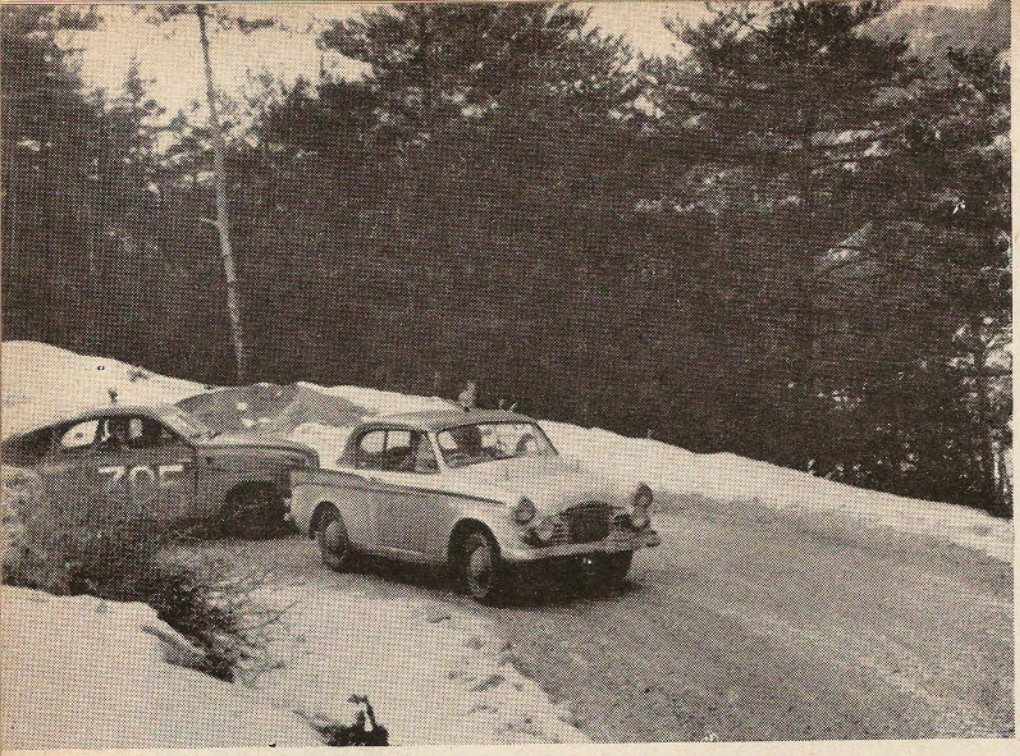
After Murat the road straightened out, and drivers were able to make up lost time. The little Berkeley, which had been going gallantly, clocked in a few minutes late at St. Flour, after being delayed with a broken throttle, and so did the Triumph of Major John Raper and Capt. Ingram-Cotton, members of the Army Triumph team.

Their leader, Colonel "Bing" Crosby, had gone out altogether, when a hidden rock smashed the steering gear, and sent them swerving towards the edge of a precipice.

Also in trouble at this control were the Austin A40 of Horace Appleby and



COUPE DES DAMES was won in fine style by Pat Moss and Ann Wisdom in one of the new Farina-style Austin A40s. Here they are at the start of the Mountain Circuit Test. They finished 10th in general classification.



EDITORIAL Rapier takes a corner during the mountain circuit test. Gregor Grant and Brian McCaldin started from Warsaw. Following them is the Danish-entered SAAB of Fischer and Reidl.

Hugh Braithwaite, which was late, and John Melvin and Edwin Foden whose Sunbeam had a conflagration in the luggage boot; Frank Taylor and Jack Faucett (Vauxhall), both of whom had been seen parked at the side of the control, and John Meikle and Thomas Murray (Hillman), who were running late.

The next control was at Le Puy, but before there came another sweep, this time south to Altiers, which no one had covered before on a "Monte", but which recce reports said was practically impossible to do in the time.

A good road beforehand, however, enabled drivers to build up time for the twisting section into Altiers itself, and although there was thick mountain mist around immediately afterwards, once the main road into Le Puy was reached competitors were able to travel quickly enough to make up time once again.

This, in fact, was the pattern of Tuesday's drive; there would come a bad section, but almost immediately afterwards a first-class road to help out. Had there been thick snow all the way, however, it would have been a very different story.

The road from Le Puy towards the N7 and the Rhone Valley ran along a mountain shoulder which experienced "Monte" drivers knew could bring difficult weather conditions. Indeed, it brought a gale which whipped the cars about. Frank Grounds lost his windscreen wipers, torn away by the gale, and saw a motor-cycle, complete with rider, picked up and dumped into a ditch.

R. T. Haddow became involved with a tree in his Rapier and had to retire. His co-driver, N. L. Patterson, was flown back to England with rather extensive injuries. Ken Fraser and Thomas Bowns (Morris) stopped to help them, ran the injured to hospital, and made the next control with a minute to spare.



COLLECTING her road book upon checking out from the Bourge control is Pat Ozanne, who co-drove a Jaguar 3.4 with John Bowdage.

Once across the N7, the road to Die was almost straight and nearly ice-free, so that crews were able to push their cars along and attempt to reach the passage control there with 15 minutes or so in hand. This was necessary, for the road to Bourgoign lay over the mountains, and as competitors began the climb they were warned that chains might be necessary.

However, most managed without them, and once over the initial mountain barrier, with all its hazards, there came yet again a straight run into the control. The organizers (or was it the weather?) had indeed been kind. By this time there had been another car put out, the Austin of John Reeves and David Seigle-Morris, seen on the side of the road with the front wheels at a peculiar angle, indicating suspension breakage.

Dole was reached without trouble, and then came the turn to the south, to the final range of mountains. To Chambery presented no difficulties, but then drivers and crews began discussing whether or not chains should be fitted for the run to Grenoble.

Some fitted them beforehand, others did not, trusting that they could gain enough time on the last stretch to make up. In truth, many rallymen will never fit chains except as a very last resort.

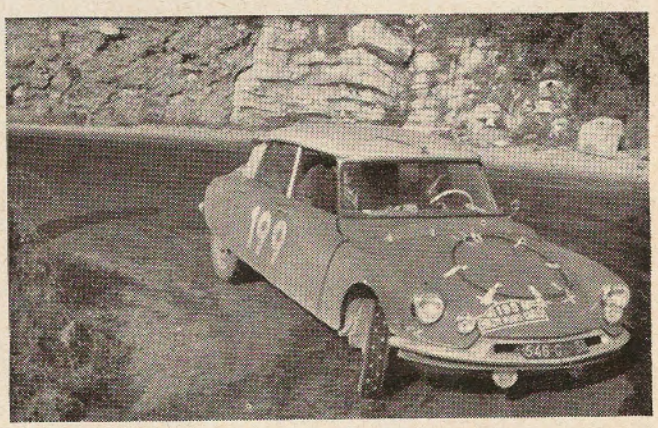
Soon after leaving Chambery Sydney Allard was in trouble. First he slid off the road, when trying to pass a slower competitor. He and his crew dug the car out, but a little farther on he took the justifiable risk of moving over to the side to try to avoid being baulked, and his car sank into the soft snow which had looked as if it would provide a good foundation. Lyndon Sims was held up briefly, and then spun off coming very near a tree; he managed to extricate the car and continue.

Now it was an all-out effort all the way to Monte Carlo, almost 10 hours away.

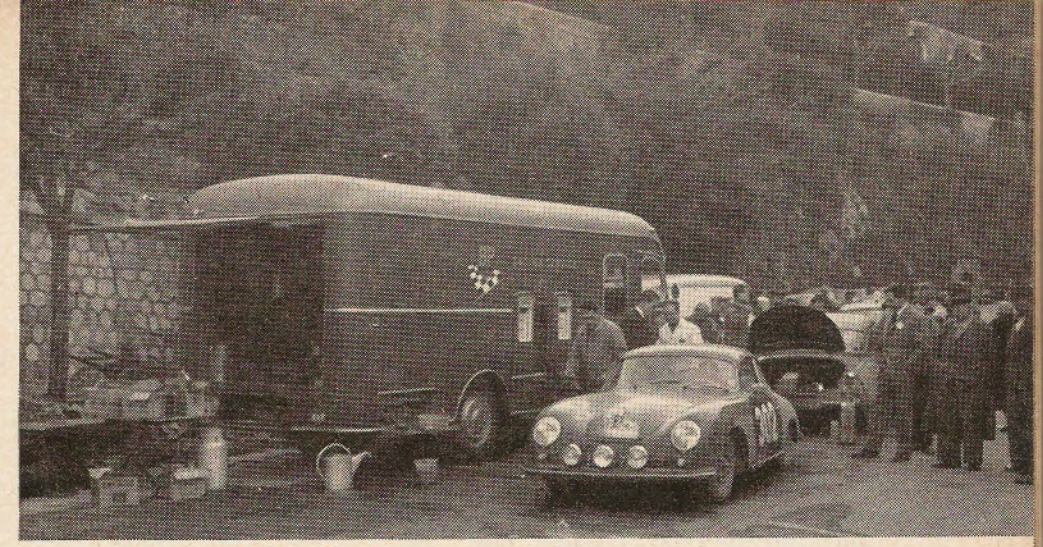
Somewhat lamentably, wrong interpretation of the Regulations ruined the hopes of many drivers. Eric Brinkman in his Jaguar was driving magnificently and so was Peter Bolton in his Ford.



LE MANS chief of staff, Raymond Acat, was in charge of the control at Blois. Here he watches over the Simca of Cecil Vard and Arthur Jolley.



MANY cars carried spare wheels and other equipment externally, but for some reason, Prestail and Roussel had a hula-hoop taped to the bonnet of their Citroën.



INTERMISSION: Having arrived at Monte Carlo, competitors had a brief respite before setting off again on the 250-mile mountain test. Most took advantage of the service facilities available; here is the Dutch-entered Porsche of Dooijes/Slotemaker at the B.P. depot on the Quai de Commerce.

Yet both, although quite capable of maintaining the set average speed, worked on the principle that they had to average between the lowest average speed set and the highest, whereas the object of the exercise was to maintain the lowest average speed from control to control without exceeding the highest at any given point, and to clock in on the exact minute of the lowest speed.

Hence, although they drove so well, they were penalizing themselves at every control by passing through early.

The final complete regularity sections brought trouble to Cyril Corbishley, who had steering trouble which brought his Standard Ten into contact with a bridge wall.

Maurice Pickering and Geoff Smith went off the road in their Jaguar, and had a chance to use in earnest the deditching gear with which they had practised back home in Birmingham. Ian ("Tiny") Lewis had five punctures in 22 kilometres, but still managed to reach Monte Carlo with only the loss of a minute (only to have his sixth puncture on the Regularity Test at the end).

Ron Gouldbourn was driving well and came into the final control in excellent order.

So, then, to the final Classification test.

Frank Grounds, somewhat despondent at losing eight minutes on the final sections, started the Regularity but withdrew when he decided that two bald tyres on his front wheels were not up to the strain.

He had his consolation, however. While others were fighting their way round the mountains he went back to the Casino and won nearly £200!

He was comfortably situated in Monte Carlo when others started to come back with tales of trouble after having retired. Gerry Flewitt, for instance, had to drop out before the first control with a puncture.

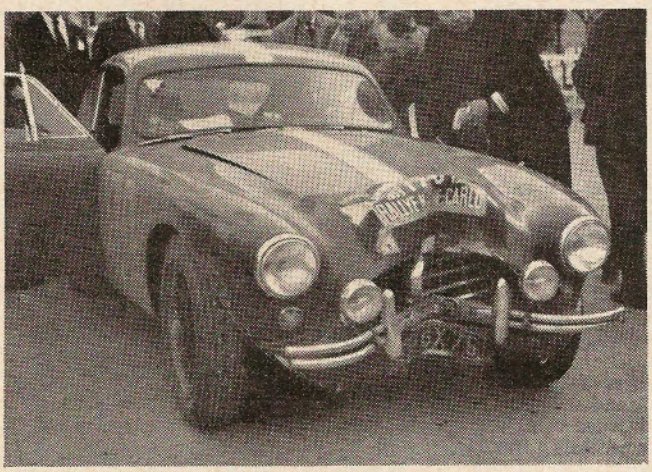


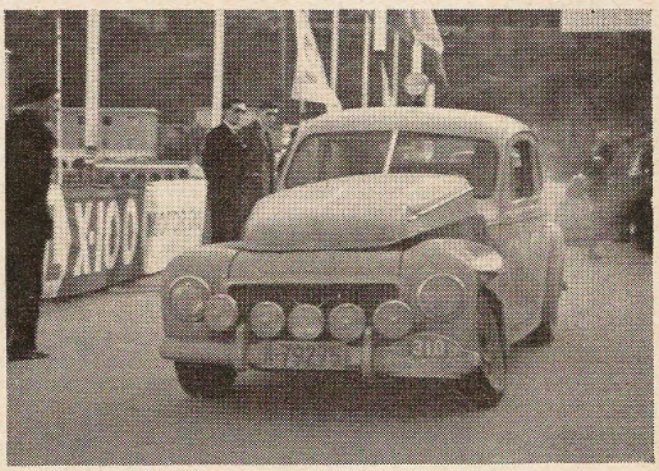
HELPING HAND from AUTOSPORT'S *George Phillips (getting his shoulder to it) gets the Spanish Sequeiros brothers' D.B. out of the ditch. "Phil", Bill Mason and Francis Penn came upon the incident near Mauriac early on Wednesday morning.*

From Sweden, Poland, and Athens

The starters from Stockholm and Warsaw joined forces at Hanover. Of the 86 crews which set out from the Swedish city in a temperature of 13 deg., only three were missing after a nightmare trip on the autobahn from Hamburg. Deep snow had left only a narrow lane, and passing anything was almost impossible. Gulbrandsen / Stensrud (Skoda), Andersen/Heick (Fiat) and Petersen/Thomsen (NSU) were missing on arrival in the German city, where a superb welcome awaited all competitors, including a first-class running buffet.

Tommy Clarke/Keith Baker were very weary. In Stockholm they had taken their 1.5 Riley to have the average speed indicator checked by the makers. Apparently a mechanic had a collision with a lorry, practically wrecking their car. The instrument makers managed to obtain another 1.5 from somewhere and, after all-night work, both cars were cannibalized to make one complete





MISHAPS were as prevalent as usual. The A.C. Aceca of the Bonvalot brothers (left) was still mobile in this condition. Note the steel-studded tyres used by many competitors this year. Unluckiest of all was the Norwegian-entered Volvo (right) of Andersen and Schjolberg; they collided with a taxi in Monte, within 100 yards of the finish.

vehicle. Ivor (the Driver) Bueb had managed to acquire a genuine Stockholm "Taxi" sign, and both he and co-driver Scott sported badges of the local hackney-drivers' association.

The Warsaw contingent of 21 had one of their number missing, namely the Polish-entered Simca of Brodna/Wodnicki. Competitors from here had one of the most tremendous send-offs ever given to rally competitors. Enormous crowds gathered to watch the start under glaring arc-lights, and cars had to wend their way for many kilometres within the city confines between lanes of tightly packed people. It reminded one of a sort of snow-bound Mille Miglia.

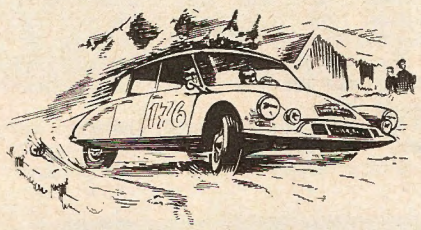
Although the road to Danzig and Gdynia was completely snowbound, ploughs were out everywhere and dangerous bends were heavily sanded. Discretion was needed at many points, where one slight skid would land the car in deep snowdrifts. A few hours after the cavalcade had reached the Baltic city, a fierce blizzard swept the Warsaw area, blocking the roads completely. At hundreds of points along the route to Poznan and the Polish-German frontier at Slubice, men stood with little red flags to guide competitors. Also, at indicated filling stations, the Polish A.C. had organized a supply of 100-octane, aviation-quality petrol, in place of the normal, low-grade fuel generally available. En route, the Behra/Murat/Heber Citroën had suffered two punctures from its steel-studded tyres; the crew were well prepared, with no less than four spare wheels on the roof. Swahn/Garpo had a smashed windscreen on their Volvo, caused by a rock thrown up by a lorry; the screen was replaced at Hanover.

Leipzig was a strange contrast to the city of pre-war days. Traffic was very sparse indeed, and the largest proportion of the population appeared to travel by tramcar, bicycle or on foot. The East German club was most hospitable, and everything possible was done to assist competitors.

The Hanover re-start was from the splendid "Continental"; snow and slush made conditions really tricky to Augsburg, where Warsaw starters Schramm/"Falk" (Volvo) and Escarras/Turquetil (Renault) failed to show up. Behind time of the Stockholm people were Chavy/Ulleberg (Vespa), Rouselle / Trenblay (Vespa) and Beau/Guiraud (Vespa). The tiny machines were heavily handicapped in heavy-going and on hills, but were faster than anything else downhill. A revelation was the recently introduced NSU Prinz, which displayed incredible speed and remarkable roadholding, to the discomfiture of the crews of many larger and more powerful vehicles.

The Augsburg control was something of a box-up, the autobahn authorities having refused to permit the erection of any signs indicating the position of the control, which was actually at a "Rathaus". Incoming and outgoing competitors became thoroughly mixed up in the narrow "Einfahrt", and the parking arrangements were such that the unfortunate Swahn had his red Volvo almost completely wrecked by a lorry and trailer. The "chassisless" construction stood up to the impact, and the car continued on its way, rather considerably bent. On the advice of Prince Frederick-Karl von Preussen and A.D.A.C. officials, the longer autobahn route to Innsbruck was taken by the majority of competitors. At the end of the autobahn at Munich, the Peter Dimmock/Donald MacLeod Ford suffered from the effects of a collision with a lorry, and continued with a very non-Dagenham rear-end.

It was tricky work in the mountains before reaching Austria. In one of the last of the German towns, a radar police trap was operated with dire effects, in that 55 of the Stockholm starters were fined for exceeding the 50 k.p.h. speed limit; this was entered in their road book. Later numbers were warned by the presence of a small group of local enthusiasts, who had hoisted a large sign reading "Rally cars—Achtung—Stop—Arretez—Police". One rather felt that these martyrs, if caught, would spend a considerable time in the local hoosegow!



Trento was a pleasant interlude, and the majority of arrivals were able to have a bath and a fairly leisurely meal before setting off for Brescia, and the crossing into France via Mont Genevre. The trip to the Mille Miglia city was uneventful, although Mary Handley-Page, Joyce Howerd and Daphne Freeman were slightly injured when their Sunbeam went off the road and hit a tree on the opposite side of Lake Garda to the route taken by the majority of crews. This meant the exit of Sunbeam's No. 2 team. All were taken to hospital, but later released after treatment.

Brescia control had Mille Miglia signs everywhere, and on the autostrada run to Milan and Turin thick fog was encountered. However, everyone clocked in with plenty of time to spare, and no major incidents were reported. Then followed the "road-race" to Susa, to make up as much time as possible for possible difficulties on Mont Genevre. Conditions here were almost indescribable, a blinding snowstorm on already frozen roads making for highly dangerous conditions. Cars slid in all directions; José Behra's Citroën was deeply embedded in a 10-foot snowdrift, as was the Sunbeam of Courtney Edwards/David Humphrey and the irrepressible winner of the *Daily Mail* competition, who all took turns in digging out the car. Excavation work was also undertaken by Robert Glenton, Ian Titterington and Lord Montagu, when their Ford broadsided into another deep drift on the way down to Briançon. They got it out half-way, when a Citroën nudged the Zephyr back in a bit deeper; then followed more furious digging till at last they got away.

The roads to Gap and Chambery produced the greatest number of accidents in the entire event. A sudden drop in temperature caused the dreaded black ice to form, and almost immediately turned the roads into skating rinks. Cars gyrated wildly in all possible directions, ending up in ditches, over considerable drops, and against walls and trees. No less than 15 of the Stockholm starters failed to clock in, including the Edwards/Humphrey Sunbeam and the Greta Molander/Helga Lundberg SAAB. Tommy Clarke's Riley was wrapped round a tree, whilst the White/McAdam Aston Martin was almost completely written off after diving down a deep incline and hitting several trees. The crew were completely unhurt. The Mariage/Pouget Aston Martin spun wildly and ended up against a tree, almost a complete wreck. To the amazement of all who saw the remains, the Monegasques managed to drive it down to Monte Carlo!

It was frightening to see so many cars in various stages of disrepair, and one had to go cautiously with no thought of braking even when warning lights flashed that there were obstructions ahead. Speeds came down to as low as 20 m.p.h., and one held the steering wheel via spittle on each finger, and about a pound of feathers between foot and accelerator pedal. Yet several of the Continentals, with chain and stud-assisted tyres, belted along with seeming total disregard for the perilous conditions. It was on this apparently endless and nightmarish stretch, that the skilful driver came into his own; masters of ice-dicing such as Peter Harper, Ronnie Adams, the Harrisons and others were in their element, driving just as fast as the conditions would permit.

At the Gap control scenes were a trifle chaotic as several crews arrived almost simultaneously. The Grant/McCaldin Sunbeam lost about three minutes, because the timekeepers refused to take the route card till several French competitors had been satisfied. This also happened to the Glenton/Titterington Ford, which, though arriving behind the Sunbeam, was given an earlier time out. It is behaviour such as this which is tending to cause the organization of the rally to fall into disrepute. Surely it is possible to time cars accurately on arrival, and not have crews behaving like hooligans to have their cards stamped?

The half-an-hour extra at Chambery was all too brief. The Warsaw group was reduced by half-a-dozen, and the Athens people by five. Now came the dash over the mountains to Grenoble and Gap. The Cols of Granier and Porte were terribly slippery, and one saw ominous wheel marks ending up where nothing else could be seen, and abandoned cars in the most unexpected places. Near Sappey the Cuff-Miller/Frost Zephyr was facing in the wrong direction, whilst a wrecked Borgward and a Citroën lay almost side by side farther on.

On the Col de Porte, Anne Hall/Nancy Mitchell were baulked and had to be pushed, and were well on their way before they discovered that the Ford was lacking the third member of the crew—Lola Grounds. She was quickly recovered from the prospect of spending hours in the middle of nowhere, and the crew went on its way.

Amongst the Athens group, Peter Harper's and Jimmy Ray's rally ended when their Sunbeam dropped down a deep decline. They sportingly made way for Gatso/Becquart to pass in their Triumph, but the snow covered nothing instead of the road they had expected. On the Col Croix Haute, a press car was thoroughly ditched, the crew digging

away like mad. The George Jopp/Cyril Lipstone Wolseley was ditched when "third man" Paul Emery slid on the ice.

Near Sisteron the snow almost miraculously disappeared, although the roads still remained slippery. Near Riez was an abandoned 3.4 Jaguar, with a German registration number. It was hard dicing to keep to tight schedules on the various stages which comprised the Chambery-Monaco section. At Brianconnet the Standard Ten of Cyril Corbishley/Tony Beaumont was parked with a flat tyre, and signs of contact with a small bridge. A great pity, for Corbishley did so well in the 1958 event!

Monte Carlo was getting nearer and nearer, but many had been left behind in the mountains, to find their way to the Principality bitterly disappointed that they could not arrive within the one hour lateness, and so claim the much-prized finisher's tag.

Along with the Glasgow starters, the folk from Lisbon, Paris, The Hague, Rome and Munich had to tackle the Massif Central area before reaching Chambery for the run-in to Monaco. Of the Lisbon entries, 13 were posted as non-starters, leaving a total of 43 cars, of which only four were British, including the Austin-Healey Sprite of Raymond Baxter/Jackie Reece. Pat Vanson from the U.K. was with Pierre Jacob in a DKW, but they abandoned in the Massif Central before St. Flour, at which control the Dan Margulies/Campbell-Jones Austin A35 was late. The Americans Fred Tinsley and Donald Landsman disappeared in this area with their big Ford Fairlane, and four more starters were behind time at Le Puy.

The black ice on the way to Chambery thoroughly decimated the entry, and the Ray Merrick/Oliver Bevan Jaguar did not pass through the control. In all, 15 crews failed to report for the start of the Chambery-Monaco section. Raymond Baxter's Sprite was pushed off the road by an over-eager competitor, and co-driver Jackie Reece was concussed so badly that he could not drive, read a map or talk anything like sense for some considerable time. As a result, the Sprite was well behind time and was later outside the time limit. Another casualty was the Triumph TR3A of Annie Soisbault/Nadege Ferrier, which went off the road after Chambery on sheet ice.

Of the Paris contingent, only four were forfeit, and the 50 starters soon ran into wintry conditions; so bad that Belfort had to be cut out and a shorter route used to reach the Gerardmer control. It was on this road that the Lawrence/Saunders Morris Minor slid into a deep ditch, and had to be dug out. Most of the Paris party, including many of France's best rally drivers, were full of praise for the performances of the John Sprinzel/Willie Cave Sprite, and the Pat Moss/Ann Wisdom Austin A40. Going extremely well throughout was the little Fairthorpe Minor of Don and Elsa Bennett.

The Pudsey/Collins Zephyr bore the scars of contact with objects solid, as did the Harper/Pilgrim Minor. Sprinzel's engine was misfiring badly, but this was due to dirt in the carburetters, whilst Henri Marang's Citroën had rear suspension troubles which were speedily put right.

In the Massif Central, the Belgians Anny Spiers/Guy Degroff ran the bearings of their M.G. By the time Chambery was reached, 15 of the original 50 starters had vanished; the John Walker/Leslie Needham Vauxhall Cresta crashed, the last-named being rather badly knocked about.

At Blois, Raymond (Le Mans) Acat and Jean Lucas were in charge of the control. The gallant Cameron and Lewis arrived two hours late, taking turns to sit in the luggage boot and operate a defective fuel pump by hand. It was noted that the Lindner/Walter 3.4 Jaguar had the metal ring-inserted Trellenberg tyres as used in 1958. From The Hague, the Dutchmen Mulder/Hollander mounted a snow-bank with their Alfa Giulietta near Cambrai, with all four wheels spinning gently in the air. After a good deal of manhandling, the car was persuaded back on the road.

Near Le Lorens, competitors had an additional hazard in the shape of a convoy of a dozen big army vehicles, which ascended Frisse Haut Col slowly against the flow of rally traffic.

Many competitors using steel-studded tyres of both British and Continental origin suffered from punctures. In the majority of cases this was due to the ends of the bolt-on types having chafed through the inner casing.

THE BRITISH SURVIVORS AT MONACO
(Prior to Classification Test)

Lisbon: Nil.

Glasgow: Mather/Hall (Morris), Burnett/Crawford (Jaguar), Lewis/Nash (Standard), Meredith-Owens/Pitts (Riley), Sims/Ambrose (Aston Martin), Cooper/Barker (Jaguar), Banks/Dunham (Vauxhall), Key/Stokes (Austin), Wood/Procter (Sunbeam), Waddilove/Wood (Jaguar), Parkes/Howarth (Jaguar), Jackson/Baguley (Vauxhall), Grounds/Hay (Austin), Gouldbourn/Turner (Standard), Hadden/Norman (Jaguar), Brinkman/Cuff (Jaguar), Flewitt/Roberts (Jaguar), Fraser/Bowns (Morris), Bolton/Shanley (Ford), de Salis/Bridgeman (Aston Martin), Taylor/Tracey (Austin), Davies/Taylor (Triumph), Gott/Brookes (M.G. Twin Cam), Shepherd/Milne (Austin), Walton/Martin (Jaguar), I. and W. Sutherland (Riley), Uren/Walker (Ford), Leston/Hopkirk (Riley).

The Hague: Nil.

Munich: Nil.

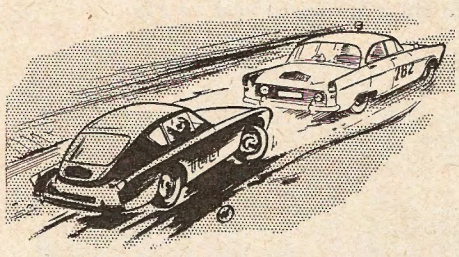
Paris: Wisdom/Johns (Sprite), Evans/Stephens (Sunbeam), Brasher/Wrangham (Triumph), Sprinzel/Cave (Sprite), Pat Moss/Ann Wisdom (Austin), Bennett/Mrs. Bennett (Fairthorpe), Ballisat/Bertaut (Triumph).

Rome: Nil.

Stockholm: Anne Hall/Nancy Mitchell (Ford), Griffiths/Blockley (Sunbeam), Adams/McMillen (Sunbeam), Ward/Gartside (Jaguar), Harrison/Habershon (Ford), Burgess/Croft-Pearson (Ford), C. and J. Harrison (Ford), Scott/Armstrong (Ford), Bueb/Scott (Sunbeam), Dimmock/McLeod (Ford).

Warsaw: Grant/McCaldin (Sunbeam).

Athens: Nil.



THE CLASSIFICATION TEST

THUS, out of the 322 crews which started out, just 119 were eligible to take part in the final classification test on the mountain circuit. Early numbers were fortunate in getting far more sleep than was possible for the late starters—a difference, in some cases, of as many as five hours. This year the organizers had made a much welcome concession in the form of letting competitors take their cars out of the *parc ferme* for a period not exceeding one hour. This led to much frantic behind the scenes work on the part of various manufacturers' representatives, and trade people, particularly in ensuring that brakes were 100 per cent. effective.

The Shell folk had really gone to town for this important test, having produced one of the most detailed route books ever seen. This was to prove a godsend to weary navigators, enabling them to rest their eyes from the constant peering at maps. As conditions were almost ideal, the average speed for each of the stages was considerably higher than had been expected.

Actually the test required a great deal of mental gymnastics and juggling with timing equipment. For each stage an ideal time was set, and, after a 10 secs. allowance either way, penalty marks were at the rate of 1 per second. There were also ceiling speeds which must not be exceeded, with the G.T. and special series cars having a much lower average than the normal touring group. This meant that the faster cars more or less had to maintain a much higher average, as they could not take advantage of a more generous "ceiling speed", in order to make up time after difficult sections. Total regularity sections were also introduced, which presented a problem in the fact that if the average speed was too low at the unknown check point, cars would probably have to be driven at over the maximum average in order to clock in on time. The presence of secret controls and possible timed speed checks also added to the puzzle.

Precisely 119 cars started from the Boulevard Albert ler on a clear moonlit night on their 430 kilometres trip in the Alpes Maritimes. Stage 1 had an average speed of 56.3 k.p.h. for the 55½ kilometres, with ceilings of 65.5 k.p.h. and 60 k.p.h. respectively for Category 1 and 2 cars. This meant that the ideal time was 59 mins. 12 secs. In consequence, the faster cars were driven absolutely flat out to Menton, in order to hit the set average as soon as possible, and to maintain it up the tricky Cols de Castillon, St. Jean and Braus. There was nothing in the way of ice, so the majority did the average with little difficulty, although several made the mistake of going through the control early.

The next section (68.4 km.) was far more difficult, in that it included the icy and snow-bound slopes of Turini. This called for a 53 k.p.h. average, with Category 1 cars allowed a maximum of 65.5 k.p.h., and the Category 2 vehicles only 60 k.p.h. This was really difficult, for great care had to be exercised on the slippery turns. On through the night we went; for some odd reason we met several cars with rally numbers travelling in the opposite direction. Brian McCaldin thought that we must be off the planned route, but a quick check-up showed that the Sunbeam was definitely headed for its proper destination. Another quick check-up proved that the cars we spotted were not in the test at all; maybe the crews were out to have a looksee, but the fact that they were going the wrong way gave us ideas which we hoped were not right. There was also the question of the ban on organized assistance, but the presence of several posts manned by people obviously on the watch for competing cars rather made a nonsense of that particular regulation. In point of fact, the

(*Continued on page* 146)

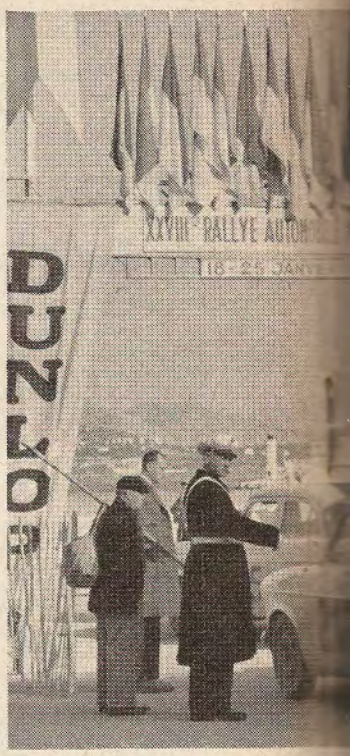


FOGLIGHTS blazing, the Sunbeam Rapier driven by the Swiss team of Ziegler and Gretener dashes on its way round the final mountain circuit. The car was placed 23rd overall.



AUSTIN IN THE ALPS: Through La Turbie (above) goes the A105 driven by Frank Grounds and Jack Hay. NEWCOMER to the "Monte" is the Fairthorpe. Don Bennett and his wife took the 948 c.c. model through the event in fine style and are seen (below) near Le Puy.





Per Ardua

("Through Trials to the British Monte Carlo R



LAST TURN onto the harbour front at Mon the travel-stained Ford Zephyr of Ge

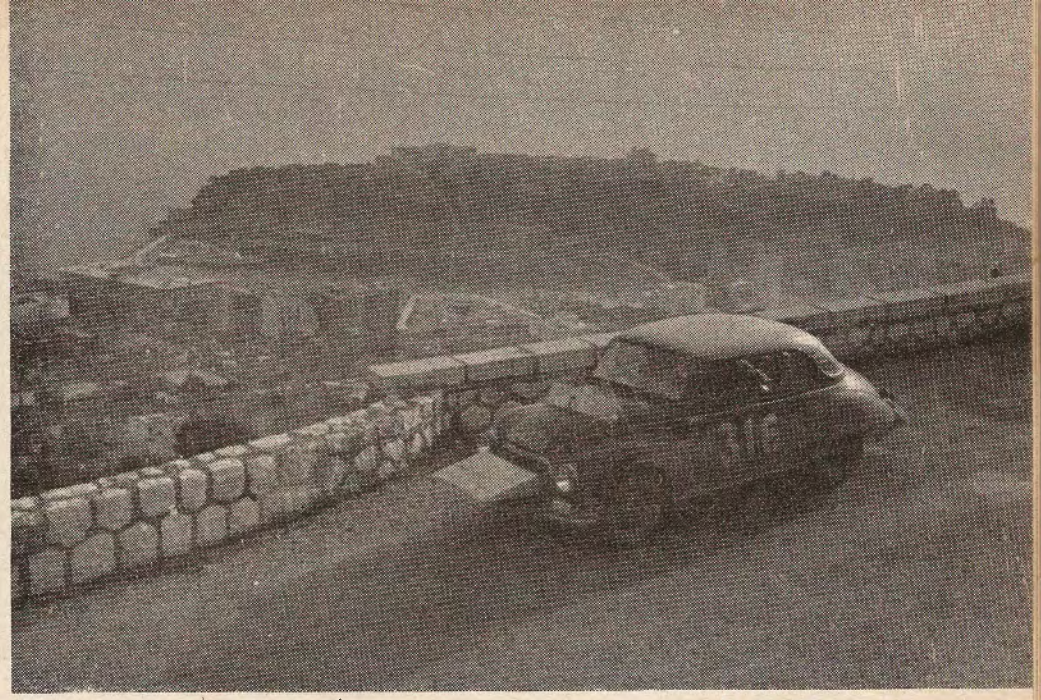


ad Solem

he Sun"—the motto of
Rally Competitors' Club)



Carlo. Into the Mediterranean sunshine rolls
erry Burgess and Sam Croft-Pearson.



NEARLY THERE: On the last run down to Monte Carlo, the Dutch-entered DKW of Bootz/Swaab is in sight of the famous harbour. Note the hood over the fog lamps to avoid upward glare.



JAGUARS did well in the event and one team won the manufacturers' team award. Here (above) is one of the other private entries, the Haddon/Norman 3.4. PLUNGING down the hillside in the evening sunshine go a Citroën (below) and the Swahn/Garpo Volvo.



RESULTS

GENERAL CLASSIFICATION

1. Coltelloni/"Alec"/Desrosiers (Citroën ID19, 1,911 c.c.), Paris, 308 pts.
2. Thomas/Dellière (Simca P60, 1,290), Paris, 330.
3. Surles/Piniers (D.B.-Panhard, 850), Paris, 478.
4. Marang/Badoche (Citroën ID19, 1,911), Paris, 489.
5. **R. Adams/McMillen (Sunbeam,** 1494), Stockholm, 502.
6. Bengtson/Lohmander (Volvo, 1,580), Stockholm, 537.
7. Eikelmann/Wencher (DKW Auto Union, 980), The Hague, 573.
8. **Parkes/Howarth (Jaguar,** 3,442), Glasgow, 599.
9. **Walton/Martin (Jaguar,** 3,442), Glasgow, 601.
10. **Pat Moss/Ann Wisdom (Austin,** 948), Paris.
11. Grosgogeat/Biagini (DKW Auto Union, 980), Athens, 620.
12. Schligler/Berthémy (Renault Dauphine, 845), Paris, 632.
13. **MacAndrew-Uren/Walker (Ford,** 2,553), Glasgow, 668.
14. "Gino"/Deligne (DKW Auto Union, 896), Paris, and **Sprinzel/Cave (Austin,** 948), Paris, 687.
16. **Bueb/Scott (Sunbeam,** 1,494), Paris, 695.
17. Trautmann/Richard (Citroën ID19, 1,911), Athens, 697.
18. Gacon/Buchet (Porsche, 1,582), Lisbon, 707.
19. Blavet/Armagnac **(A.C.-Bristol,** 1,971), Lisbon, 728.
20. Klinken/Socher (Volkswagen, 1,184), Munich, 753.
21. Kolwes/Mlle. Lautmann (Volvo, 1,580), Lisbon.
22. Martenson/Bengtson (Volvo, 1,580), Stockholm, 772.
23. Ziegler/Gretener **(Sunbeam,** 1,494), Lisbon, 782.
24. H. Ingier/Hagen (Volvo, 1,580), Stockholm, 793.
25. **Lewis/Nash (Standard,** 948), Glasgow, 828.
26. Lemerle/Morel **(Jaguar,** 3,442), Rome, 844.
27. Schock/Moll (Mercedes, 2,195), Munich, 853.
28. G. Andersson/Karlsson (Volvo, 1,580), Stockholm, 886.
29. Peyrot/Marion (Citroën DS19, 1,911), Rome, 896.
30. Bremer/Lampi (SAAB, 748), Stockholm, 904.
31. Vold Johansen/Kopperud (DKW Auto Union, 980), Stockholm, 950.
32. Van Bennekum/Poll (Porsche, 1,582), Stockholm, 1,005.
33. A. Ingier/Eikrem (Volvo, 1,580), Stockholm, 1,058.
34. **C. and J. Harrison (Ford,** 2,553), Stockholm, 1,080.
35. **Meredith-Owens/Pitts (Riley,** 1,489), Glasgow, 1,105.
36. Levy/Vomfell (DKW Auto Union, 980), Warsaw, 1,109.
37. **Brinkman/Cuff (Jaguar,** 3,442), Glasgow, 1,110.
38. Mothe/Jeanjaquet (Renault Dauphine, 845), Paris, 1,158.
39. Dooijes/Slotemaker (Porsche, 1,582), Stockholm, 1,205.
40. Beylot/Charrière (Renault Dauphine, 845), Lisbon, 1,210.
41. **E. Harrison/Habershon (Ford,** 2,553), Stockholm, 1,218.
42. **Waddilove/Wood (Jaguar,** 3,442), Glasgow, 1,250.
43. **Haudley/Harvey (Ford,** 2,553), Stockholm, 1,311.
44. Capelli/Villoresi (Fiat, 1,221), Athens, 1,340.
45. Jouanneaux/Laurent (Citroën ID19, 1,911), Lisbon, 1,341.
46. Tak/De Boer (Mercedes, 2,195), The Hague, 1,342.
47. Prètre/Berney (Porsche, 1,582), Warsaw, 1,349.
48. Meyrat/Meyer (DKW Auto Union, 980), Munich, and P. and S. Nystrom (Volvo, 1,580), Stockholm, 1,362.
50. **Banks/Dunham (Vauxhall,** 2,262), Glasgow, 1,364.
51. **Faulkner/Boardman (Ford,** 2,553), Glasgow, 1,388.
52. Rottbol/Nielsen (NSU, 583), Stockholm, 1,403.
53. **Shepherd/Milne (Austin,** 2,639), Glasgow, 1,405.
54. **Scott/Armstrong (Ford,** 2,553), Stockholm, 1,431.
55. O. and E. Kalpala (Citroën, 1,911), Stockholm, 1,445.
56. **Cooper/Barker (Jaguar,** 3,442), Glasgow, 1,447.
57. Lucienbonnet/Cappa (Alfa Romeo, 1,290), Athens, 1,469.
58. **Wisdom/Johns (Austin,** 948), Paris, 1,476.
59. Garcia/Villar (Alfa Romeo, 1,290), Lisbon, 1,484.
60. **Bolton/Shanley (Ford,** 2,553), Glasgow, 1,527.
61. Jonssen/Asplund (SAAB, 748), Stockholm, 1,558.
62. Lang/Seelinger (Volvo, 1,586), Munich, 1,562.
63. **I. and W. Sutherland (Riley,** 1,489), Glasgow, 1,608.
64. **Davies/Taylor (Trinmph,** 1,991), Glasgow, 1,642.
65. **Burgess/Croft (Ford,** 2,553), Stockholm, 1,663.
66. **King/Stroton (Ford,** 2,553), Glasgow, 1,679.
67. Legardeur/Delindry (Peugeot, 1,468), Paris, 1,685.
68. Gatsonides/Becquart **(Triumph,** 1,991), Athens, 1,704.
69. Huisman/Polder (Volvo, 1,580), The Hague, 1,807.
70. Gillard/Dugat (Alfa Romeo, 1,290), Lisbon, 1,808.
71. Pilhatsch/Hartinter (Denzel, 1,281), Munich, 1,818.
72. Hveem/Walby (Volvo, 1,580), Stockholm, 1,820.
73. **Wallwork/Bleakley (Triumph,** 1,991), Stockholm, 1,858.
74. Augias/Roland (Peugeot, 1,290), Lisbon, 1,862. Stockholm, 1,951.
75. Sjostrom/Hermansen (Volkswagen, 1,192),
76. Borch/Askersrud (Volvo, 1,580), Stockholm, 1,959.
77. Chiron/Berger (Citroën ID19, 1,911), Athens, 1,973.
78. **Anne Hall/Nancy Mitchell (Ford,** 2,553), Stockholm, 1,989.
79. Wollert/Ridderborg (Volvo, 1,580), Stockholm, 2,177.
80. Auriacombe/D'Esturac (Citroën, 1,911), Warsaw, 2,195.
81. Warmbold/Gomoll (DKW Auto Union, 980), The Hague, 2,241.
82. **Leston/Hopkirk (Riley,** 1,489), Glasgow, 2,256.
83. Andres/Soler (Alfa Romeo, 1,290), Lisbon, 2,292.
84. Duval/**Jopp (Sunbeam,** 1,494), Paris, 2,305.
85. **K. and E. Richardson (Ford,** 2,553), The Hague, 2,320.
86. Nelleman/Skarring **(Ford,** 2,553), Stockholm, 2,352.
87. Johansson/Loffler (Renault, 845), Stockholm, 2,376.
88. Baecklund (Volvo, 1,580), Stockholm, 2,415.
89. Greder/Vigneron (Panhard, 851), Paris, 2,444.
90. Laroche/Radix (Citroën, 1,911), Stockholm, 2,560.
91. **Jackson/Baguley (Vauxhall,** 2,262), Glasgow, 2,564.
92. Falkenback/Sager (SAAB, 748), Stockholm, 2,618.
93. **Ward/Gartside (Jaguar,** 3,442), Stockholm, 2,647.
94. Samsing/Isdahl (DKW Auto Union, 980), Stockholm, 2,686.
95. Vial/Panuel (Citroën, 1,911), Athens, 2,766.
96. Voigt/Bagger (NSU, 583), Stockholm, 2,922.
97. G. and A. McMillan (Porsche, 1,582), Athens, 2,926.
98. Ekren/Griff (DKW Auto Union, 980), Stockholm, 3,121.
99. Thrana/Ulleberg (DKW Auto Union, 980), Stockholm, 3,129.
100. Aury/Houel (Citroën, 1,911), Lisbon, 3,306.
101. W. and V. Bartoloni (Alfa Romeo, 1,290), Rome, 3,403.
102. **Gouldbourn/Turner (Standard,** 948), Glasgow, 3,572.
103. Schwaneberg/Kotgen (Lloyd, 596), Lisbon, 3,602.
104. **D. and E. Bennett (Fairthorpe,** 948), Paris, 3,641.
105. Fontgaland-Mattras (Panhard, 850), Rome, 3,658.
106. Mmes. Texier/Archambault (Simca, 1,290), Paris, 3,907.
107. Lelong/Delignières (Panhard, 851), Paris, 3,933.
108. Halmi/Kennedy **(Triumph,** 1,991), Paris, 4,153.
109. Kleing/Falk (DKW Auto Union, 980), Munich, 4,234.
110. Bigger/Morre **(Jaguar,** 3,442), The Hague, 4,316.
111. Weikkola/Puustinen (Citroën, 1,911), Stockholm, 4,330.
112. Fabre/Marceau (Alfa Romeo, 1,290), Rome, 4,501.
113. Prestail/Gros-Roussel (Citroën, 1,911), Paris, 4,538.
114. **Grant/McCaldin (Sunbeam,** 1,494), Warsaw, 4,860.
115. Lier/Lichtenberg (DKW Auto Union, 896), Athens, 5,208.
116. Gudim/Martinsen (Skoda, 1,221), Stockholm, 5,603.
117. Mmes. Vanson/Humel (Simca, 1,290), Lisbon, 5,950.
118. Salis/**Bridgeman (Aston Martin,** 2,922), Glasgow, 6,099.
119. **Ballisat**/Bertaut **(Triumph,** 1,991), Paris, 7,774.

CLASS PLACINGS

Category 1 (Touring)

Group 1: 1, Parkes/Howarth (Jaguar); 2, Uren/Walker (Ford), 3, Lemerle/Morel (Jaguar); 4, Schock/Moll (Mercedes). **Group 2:** 1, Coltelloni/Alexandre (Citroën); 2, Marang/Badoche (Citroën); 3, Adams/McMillen (Sunbeam); 4, Bengtson/Lohmander (Volvo). **Group 3:** 1, Thomas/Delliere (Simca); 22, Klinken/Socher (Volkswagen); 3, Gillard/Dugat (Alfa Romeo); 4, Sjostrom/Hermansen (Volkswagen). **Group 4:** 1, Eikelmann/Wencher (DKW); 2, Pat Moss/Ann Wisdom (Austin A40); 3, Lewis/Nash (Standard); 4, Bremer/Lampi (SAAB).

Category 2 (G.T. and Special Series)

Group 1: Count de Salis/Bridgeman (Aston Martin). **Group 2:** 1, Trautmann/Richard (Citroën); 2, Gacon/Buchet (Porsche); 3, Blavet/Armagnac (A.C.-Bristol); 4, Kolwes/Lautmann (Volvo).

Driving Tests

Results

1, Ferreira F. Duarte (Mercedes), 1 m. 05.42 s.; 2, Alex Gacon (Porsche), 1 m, 09.91 s.; 3, **John Wallwork (Triumph),** 1 m. 10.13 s.; 4, Dr. A. Pilhatsch (Denzel), 1 m. 10.29 s.; 5, R. Dooijes (Porsche), 1 m. 10.35 s.; 6, **Lyndon Sims (Aston Martin),** 1 m. 10.64 s.; 7, Klinck (Borgward), 1 m. 11.20 s.; 8, Von Bennekum (Porsche), 1 m. 11.44 s.; 9, **Chris Brasher (Triumph),** 1 m. 12.10 s.; 9, Wessblad (Volvo), 1 m. 12.10 s.; 11, Gatsonides **(Triumph),** 1 m. 12.12 s.; 12, Cornu **(Triumph),** 1 m. 12.56 s.; 13, **Les Leston (Riley),** 1 m. 12.83 s.

PRINCIPAL AWARDS

Coupe de L.A.S. Prince Rainier and Princess Grace of Monaco: Coltelloni/Alexandre (Citroën ID19).

Coupe de l'A.C. de Monaco: George Parkes/George Howarth (3.4 Jaguar).

Coupe de la Riviera: Coltelloni/Alexandre (Citroën).

Coupe de Monte Carlo: Thomas/Delliere (Simca).

Coupe du Country-Club: Eikelmann/Wencher (DKW).

Coupe de la Commission Sportive de L.I.S.C.: Count de Salis/Bridgeman (Aston Martin).

Coupe du Mont-Agel: Bengston/Lohmander (Volvo).

Coupe des Dames: Pat Moss/Ann Wisdom (Austin A40).

R.A.C. Challenge Trophy: Pat Moss/Ann Wisdom (Austin A40).

The "Autosport" Trophy: George Parkes/George Howarth (Jaguar).

Challenge A.C. de Portugal: Gacon/Buchet (Porsche).

Challenge A.C. de Suisse: Ziegler/Gretener **(Sunbeam).**

Challenge A.C. de Greece: Grosgogeat/Biagini (DKW).

R.S.A.C. Cup: Parkes/Howarth (Jaguar).

Challenge Antony Noghes: Gatsonides/Becquart **(Triumph TR3).**

Challenge Charles Faroux: Jaguar—Parkes, Brinkman and Walton.

Stuart Trophy: Ronnie Adams/Ernie McMillen (Sunbeam).

Challenge l'Equipe: Citroën.

Challenge PZM (Poland): Levy/Vomfell (DKW).

Late Public Schools Trophy: Adams/McMillen (Sunbeam).

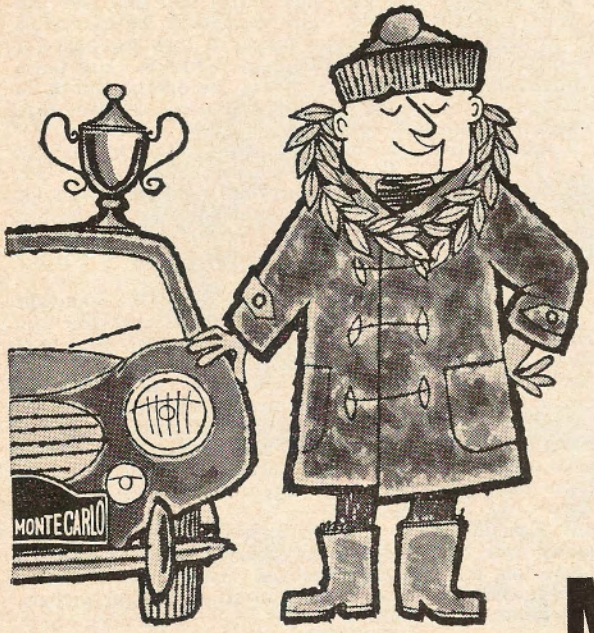
Monte Carlo—*continued*

Swiss pair Ziegler/Gretener (Sunbeam) were signalled to stop by what turned out to be a special information centre for another make of car. It was something more than a coincidence that the passage control was only a few kilometres farther on!

It was a case of press on all the time on what were obviously the most difficult sections, with navigators constantly checking speeds to avoid being caught by secret checks. The drivers were ever on the watch for ice, so crews were always kept at the highest possible state of concentration. Corners followed corners in quick succession, and there were invariably hairpin bends in the most unexpected places. Darkness did, of course, inspire confidence, for one never had a chance of dwelling upon how far it would be down if one went off the road.

On the whole, competitors played the game with each other, and drew well in to the side to let faster machinery pass. Cars such as Lucienbonnet's Alfa Romeo

(*Continued on page* 160)



Shell triumphs again!

MONTE CARLO RALLY RESULTS

Coupe des Dames

AUSTIN A40 — Miss P. Moss, Miss A. Wisdom

(also 10th in General Classification)

The Stuart Trophy (First British Car)

SUNBEAM RAPIER — R. J. Adams, E. McMillen★

Nominated Team Prize

1st JAGUAR ★

2nd FORD ★

3rd D.K.W. ★

And Seven★ Class Wins

(subject to official confirmation)

★ALSO USING SHELL X-100 MOTOR OIL

USING SHELL WITH ICA

YOU CAN BE SURE OF SHELL

CORRESPONDENCE

The 1½-litre Formula

MR. JOHN HUGENHOLTZ is a charming man with many accomplishments. I am afraid, however, that logic is not his strongest point.

Let me put it in the simplest terms. Mr. Hugenholtz is still trying to convince us that oil companies support the 1½-litre formula. He says: "Mr. Wyer knows as well as I do that racing definitely needs the support of the big oil companies." I agree. He says, "With commercial fuel, they are much more interested in racing." I agree. By some feat of mental legerdemain, he then tries to argue that they (the oil companies) will be in favour of the 1½-litre formula. Upon what evidence? Has nobody told Mr. Hugenholtz that 2½-litre engines will also run on commercial fuel?

He also asks us to accept, as a further *non sequitur*, that 1½-litre cars are nearer "the everyday car" than 2½-litre cars. I disagree profoundly. Was the 1½-litre, 16-cylinder B.R.M. Mr. Hugenholtz's idea of any "everyday car"? Because, whether he likes it or not, that is the sort of car (unsupercharged) which we shall be having under the 1½-litre formula.

Mr. Hugenholtz disclaims all responsibility for the new formula. It is a little difficult to believe that he had no knowledge of the views of the Dutch delegate to the C.S.I.; nevertheless, I am delighted to accept his assurance.

Incidentally, may I take this opportunity of correcting a false impression. It has been widely reported that Switzerland voted for the new formula. This is incorrect; in fact, the Swiss delegate did not attend the meeting, having been held up by fog in Paris. I am authorized to say that, had the Swiss delegate been present, he would have voted with Britain and Italy.

J. WYER.

FULMER, BUCKS.

The Loss of the Vanwalls

LIKE so many other enthusiasts, I am completely shocked to learn that, for reasons of health, Mr. Vandervell cannot continue with this magnificent Vanwall team. One must, of course, offer him our every sympathy, and thank him enormously for his remarkable efforts in restoring our nation's prestige in the field of competitive motoring, but rather than lament the passing of Great Britain's era of Grand Prix supremacy, we must ensure that Mr. Vandervell's efforts are not wasted, and the lead this country now has must be maintained and increased.

The prohibitive cost of maintaining a successful G.P. team is quite beyond the means of most groups, and the time is surely ripe (perhaps the correct word is overdue) for our large motor manufacturers to "weigh-in" with all the resources at their command and save the Vanwall team by operating it as a co-operative effort. The success of the team last season is ample reason for maintaining the present manager and his aides.

If the S.M.M.T. once again shun the Vanwall as something "not quite nice", then an approach should be made to the powers that be at Whitehall, as our export trade in motor vehicles and component parts depends very largely on our maintaining our G.P. supremacy. The world's motoring public will always want their cars from the most successful country, a point which Mercedes-Benz proved unquestionable for Western Germany.

I trust that AUTOSPORT will make its usual plea to the S.M.M.T., and hope that they have now come to realize that advertising does not necessarily mean pictures of pretty girls, gooey eyed lovers and admiring schoolboys.

D. BARRIE WINYARD.

WOLVERHAMPTON.

"VANWALLS QUIT RACING" was the main headline in a recent *Daily Express*. This filled me with regret, firstly, because of the reason for the withdrawal, and then because of the fact that the Vanwall will take the chequered flag no more.

I felt that it was a tribute to Mr. Vandervell that he hit the headlines, despite the unfortunate circumstances. Any amount of praise and publicity and other forms of recognition can be given to the Vanwall venture which has done so much for British Green.

Mike Hawthorn withdrew when at the very top; now Vanwall does the same. Although it seems that the new season is getting off to a bad start, I feel that this year can see as good a season as any. Mr. Vandervell, by his whole attitude to the Vanwall venture, has set a high example for other manufacturers and private équipes to follow. It is not a closed book which will be forgotten, for the drivers will be in other teams and will, I hope, seek for the same efficiency they knew when with Vanwalls.

Mr. Vandervell had one thing in mind—to beat the Italians in Grand Prix racing. To do this he was enthusiastic, ruthless and not afraid to turn to others for assistance with his problems. Cooper, Lotus, B.R.M., Aston Martin will have a stiff task to carry on in the Vanwall tradition, but Coopers have already proved themselves twice within a year of starting Formula 1 racing.

Let us hope that no one tries to suggest that the Vanwalls could still compete without Vandervell actively at the top. Like Hawthorn, so with Mr. Vandervell; although we regret the course they are taking we completely understand and wish them well. We know that neither will forsake the sport, and in the case of Mr. Vandervell the newspaper reports do not give the impression that this is a final retirement, so we enthusiasts can still hope, but let us say that we hope that he will make certain that he is completely well and fit before he undertakes the rigours of competing in the Grand Prix field again.

Finally, I would like to take this opportunity of hoping that AUTOSPORT will bear some green covers this year for the issues reporting the Grandes Épreuves. There must be many like myself who would dearly like to see a B.R.M. victory, so long overdue.

K. HAMMERTON.

SUNDERLAND, CO. DURHAM.

IN view of Colin Chapman's knowledge of the Vanwall's design, would it be too much to ask of Mr. Vandervell to let Colin have the loan of a couple of cars. I think that the ability to get the cars to the starting line in anything like 100 per cent. condition is within the power of the Lotus concern. If the lending of complete cars is out of the question, then surely a couple of engines could be placed at Colin's disposal.

At Spa last year the F1 Lotus proved itself to be a machine to be reckoned with. Given a few more horses it should prove invincible.

K. J. TANNER.

SURREY.

THE announcement that the Vanwall team will race no more under the patronage of Mr. G. A. Vandervell is indeed a cruel blow to motor racing followers.

Would it not be possible, therefore, to persuade Mr. Vandervell to loan the cars, equipment and, if necessary, the mechanics to one of the many independent car racing firms in this country, just as Alfa Romeo allowed Scuderia Ferrari to race their cars before the war.

Ecurie Ecosse or R. R. C. Walker's équipe, to name but two, are surely qualined to maintain the standards set during the past two seasons by Mr. Vandervell and his team, and so enable us to continue watching the Vanwalls in action.

J. C. HARRIS.

LIVERPOOL, 8.

Abolish Rally Tests

NOW that we are well into the rallying season could I make a plea to rally or navigation trial organizers to omit the driving tests at the end of a rally.

Recently in a big and fairly important rally held in South Wales, competitors who had managed to complete the rally were forced to go back to the final control to do some driving tests.

These tests, in my opinion, show lack of imagination in compiling the navigational section, and do no good to either driver or car, the latter suffering a great deal. The tests make my hair stand on end as tired drivers push their hard-worked cars to the absolute limit with engines, tyres and brakes attempting to outdo each other in a cacophony of sound.

Some clubs include small tests in the navigational sections and these are often enough to decide any ties. So, rally organizers, get rid of these "car-killers" at the ends of rallies! Use some imagination in the navigation sections and they won't be necessary.

D. J. HOLMES.

PONTYPOOL, MON.

(*More* **Correspondence** *on page* 155)

Grip

to master *all* conditions *all* the year!

GRIP on wet, slippery surfaces.
GRIP in mud, snow and slush.
GRIP in all conditions
all the year—
with excellent mileage too!





DUNLOP

'Weathermaster'

CFH/HSB/101

WINTER WALSINGHAM

Fun and Games at the 750 M.C.'s Annual Trial for Austin Sevens



BOUNCING strongly, the passenger in M. Galliers's Austin special urges the car up one of the hills.



STARK in the extreme, yet appearing quite innocuous, Arthur Mallock's latest Austin special is powered by an extremely potent motor.



THEY also serve, who only hold the handle! B. T. Pursall's lady assistant stands by.

THE 750 M.C.'s annual Walsingham Cup trial was held at the Brands Hatch Estate on Sunday, 18th January, and resulted in a win for A. C. Smith in his Austin Nippy. Smith has been competing for several years in this car and has usually managed to win the class award for open Austins. It is nice to see him carry off the major award at last. Winner of the Tingey Trophy for the best car other than Austin 7 engined was S. R. Seeley in his 1172 Ford-based trials special after a tie on marks with H. M. Batten in a similar car. The winner obtained better times in the two tests.

The going, after the sudden thaw, was very muddy and the majority of the entry spent the day with wheels spinning and radiators boiling. Everyone, however, voted the meeting a great success.

Other Results

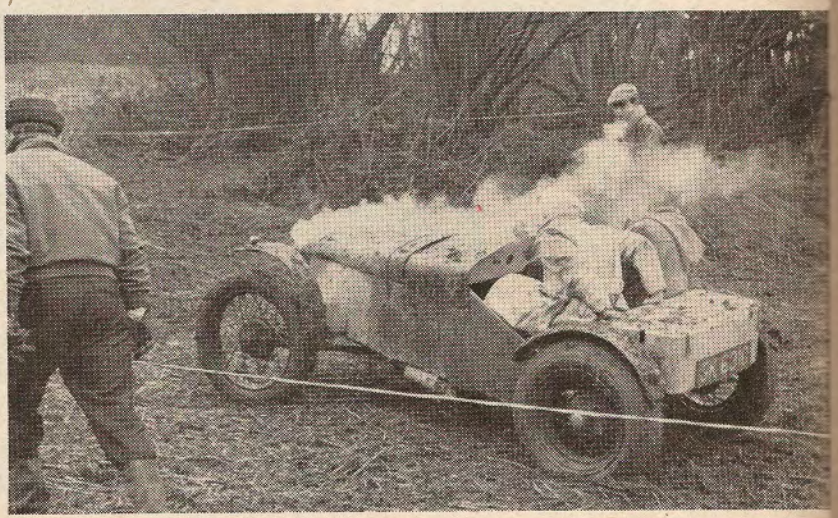
Class A: 1, J. Burrill (Austin Chummy); 2, M. Terry (Austin Chummy). **Class B:** 1, A. R. Mallock (Modified Austin); 2, D. T. Chester (Modified Austin). **Class C:** R. Coad (Austin Trials Formula). **Class D:** 1, F. Bruce-White (M.G. "M"); 2, J. E. Epstein (Frazer-Nash/BMW). **Class F:** H. M. Batten (1172 BB IIS).



FOR SALE was R. Sargent's saloon, in full running order, which at the end of the meeting was sold for £4 10s.!

OLD AND NEW body styles for Austin Sevens (below). On the left is P. Stanton's Chummy and on the right, A. J. Tickle's formula trials car, which tended to boil frequently!





B.M.C SUCCESSES IN THE MONTE CARLO RALLY

AUSTIN A40

Driven by Miss PAT MOSS and Miss ANN WISDOM

WINS

COUPE DES DAMES

COUPE DES DAMES HOUBIGANT CUP

R.A.C. CHALLENGE TROPHY

AND SOUVENIR AWARD



CHALLENGE TROPHY
"L'OFFICIEL DE LA COUTURE"

2nd in Class for Standard Series Production Touring Cars up to 1000 c.c.

10th in General Classification.

The AUSTIN A40 on its first appearance in any competition has proved its rugged dependability in an international rally.

GRAND TOURING PRODUCTION CARS UP TO 1000 c.c.

2nd AUSTIN-HEALEY Sprite

J. SPRINZEL · W. CAVE
14th in General Classification.

Subject to official confirmation

THE BRITISH MOTOR CORPORATION LTD.

BIRMINGHAM AND OXFORD

Club News

by MARTYN WATKINS

FIRST news this week came to me in the form of a delighted little note from the **250 M.R.C.,** announcing the fact that they had discovered and obtained the use of a new racing circuit.

It seems that the course is within 25 miles of London, although its exact location is not given, and is just under a mile in length. The club states that it should be "ideally suited" to their needs. The nature of the course is apparently such that R.A.C. approval has been granted for 250 c.c. and Berkeley racing only.

First meeting to be run by the 250 M.R.C. will be held under a closed-to-club permit on 29th March—Easter Sunday. Berkeley sports cars and 250 c.c. racing cars will be eligible to compete and of the seven races it is hoped to run, at least three will be for Berkeleys. During the rest of the season, a programme of four race meetings and one sprint has been scheduled. Full particulars are available from the 250 M.R.C. Secretary, 30 Monks Avenue, New Barnet, Herts.

I understand that there are now some 20 completed 250 c.c. racing cars and several more in course of preparation. There are several moves to organize a club for Berkeley owners, but until any of these bear fruit, owners of these small sports cars are more than welcome in the 250 M.R.C.

* * *

REGULATIONS have now arrived for the **Sporting Owners' D.C.** Rallye Dubonnet on 14th-15th February. Entries close on 9th February and there is a list of 22 invited clubs which we published last week. Secretary of the event is J. S. D. Ayers, Bruce Cottage, Totternhoe, Dunstable, Beds. . . . **North Midland M.C.** annual dinner and prize presentation is to be held at the Grand Hotel, Sheffield, on 4th February. The Kitching Trophy Trial, and qualifying event for the Championship and a B.T.R.D.A. Star event, will be held by the same club on 15th February in Derbyshire. Regulations and entry forms for this one can be obtained from Brenda M. Alldred, 133 Ecclesall Road South, Sheffield, 11. . . . The "Bronte Rally", a closed-to-club event for the north-eastern centre of the **M.G.C.C.,** will be held on 8th February. Entries go to A. J. Sinclair, 14 Axholme Road, Doncaster. . . . **Advertising M.C.** members will probably be the first to see Stanley Schofield's new colour film on last week's Monte Carlo Rally at their meeting on 4th February, which takes place at the Regent Club, 1a Chesterfield Street, London, W.1, at 6 p.m. . . . **B.A.R.C.** midnight film matinees will be held at the Curzon Cinema, Curzon Street, Mayfair, London, W.1, on 30th January, 2nd February, 4th, 6th, 9th, 11th and 13th February, starting at 11.15 p.m. each evening. . . . **Royal Military College of Science M.S.C.** "Rallye Militaire" will be held on 21st-22nd February, and regulations are available. You may remember this from a notice in this column a few weeks back—it is the event open only to competitors who have won an award in a 1958 rally of restricted status or above. The other point is that this is the first rally ever to have the full support of the Army—I'm not sure whether that is a threat or a promise! Entries close on 10th February, or 17th February at an increased fee, and secretary of the event is David Commerford, Rallye Militaire, Royal Military College of Science, Shrivenham, Swindon, Wilts. . . . **Kent Group** of the **Forces M.C.** members will meet on 11th March to appoint a temporary committee and to re-establish the group as an active branch of the club. Temporary organizer is G. D. Woodward, R.N., 31 Carlton Avenue, Gillingham, Kent (or H.M.S. *Shackleton,* Chatham), and the meeting takes place at the H.Q. of the 458th L.A.A. Regt., T.A., Watling Street (A2), Gillingham (opposite Woodlands Road), starting at 7.30 p.m. . . . **Exeter M.C.** Exeter Rally regulations are now available. Invited clubs are all those in the South-Western Association and the course covers about 130 miles. Entries close on 9th March, or when 60 entries have been accepted, whichever is the first, and secretary of the rally is F. D. Souter, 18 Fore Street, Heavitree, Exeter. . . . **M.C.C.** Land's End Trial and Run take place on 27th-28th March and again the trials event is a joint promotion with the **V.S.C.C.** and the **V.M.C.C.** Entries close on 4th March and go to L. G. Eckett, 1 Holmdene Avenue, N.W.7. . . . **Leicestershire C.C.** Bacon Trophy rally takes place on 15th February, a closed event starting from Croft Hill Filling Station, Coventry Road, Marlborough. . . . **Cumberland S.C.C.** Keswick rally is scheduled for 4th-5th April and the organizers have two ambitions: to make it a national event in the future, and to obtain their maximum of 100 entries. Invited clubs include members of the Association of North-Eastern Car Clubs, Liverpool M.C., Lancs A.C., Knowldale C.C., Yorkshire S.C.C., Furness and D.M.C., M.G.C.C. (north-eastern centre), Morecambe C.C., Westmorland M.C. and Leeds University U.M.C. Regulations will shortly be available. . . . **Wolverhampton and S. Staffs C.C.** Spring Trial, a closed event for production cars, takes place on 8th February. Entries close on 4th February and go to L. A. Borts, 1 Foley Avenue, Tettenhall Wood. . . . **Singer O.C.** "February Frolic" will be held on 15th February, a closed event for which entries go to J. Snell, 1 Chatsworth Gardens, Acton, W.3. and close on 11th February. . . . **Margate and D.M.C.** Clifford Cup rally takes place on 8th February, a daytime, closed-to-club event. On 7th-8th March there is a closed night navigation rally and another day-time event, also closed, on 12th April. . . . **Hagley and D.L.C.C.'s** next evening rally will be on 25th February, entries closing on 19th February and going to G. I. Tucker, 115 Bewdley Hill, Kidderminster. The annual dinner-dance takes place on 6th March at the Raven Hotel, Droitwich, while the annual general meeting is on 10th February, place and time being the Lyttelton Arms Hotel, Hagley, at 7.30 p.m. . . . **Wolverhampton and South Staffs C.C.** *Express and Star* night navigation rally takes place on 7th-8th March and has, so far, a list of 81 invited clubs. Starting points

(*Continued on page* 160)



DRIVING TEST: An M.G. Magnette bows under heavy braking to stop in a "garage". The car was taking part in a recent northern rally.

Coming Attractions

February 1st. *Hagley and D.L.C.C. Clee Hill Trial, Stewponey Hotel, Kinver, Worcestershire. Start,* 10.30 *a.m.*

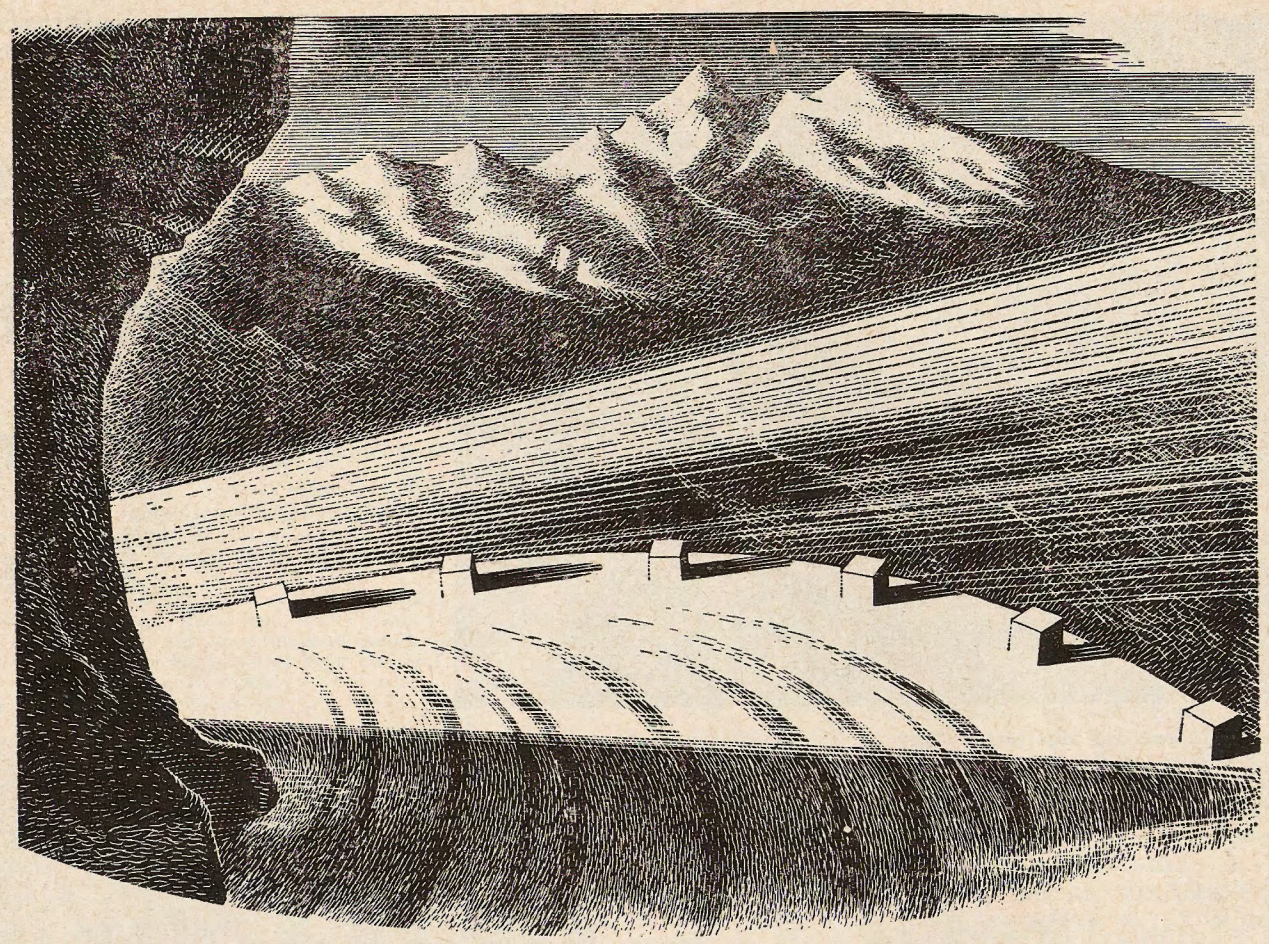
B.A.R.C. (N.W. Centre) Television Driving Test Meeting, No. 1 Car Park, New Brighton, Cheshire. Start, 10.30 *a.m.*

February 8th. *M.G.C.C./West Hants and Dorset C.C./750 M.C. Salisbury Trial, The High Post Hotel, Great Durnford, near Salisbury, Wilts. Start,* 11.30 *a.m.*

Wolverhampton and S. Staffs C.C. Spring Production Car Trial, Piggott Arms, Pattingham. Start, 2.15 *p.m.*

February 15th. *North Midland M.C. Kitching Trophy Trial.*

Vintage S.C.C. Driving Test Meeting, Heston, Aerodrome, Middlesex. Start, 12 *noon.*



CASTROL WINS

LADIES' CUP

MONTE CARLO RALLY

PAT MOSS and ANN WISDOM (AUSTIN A40)

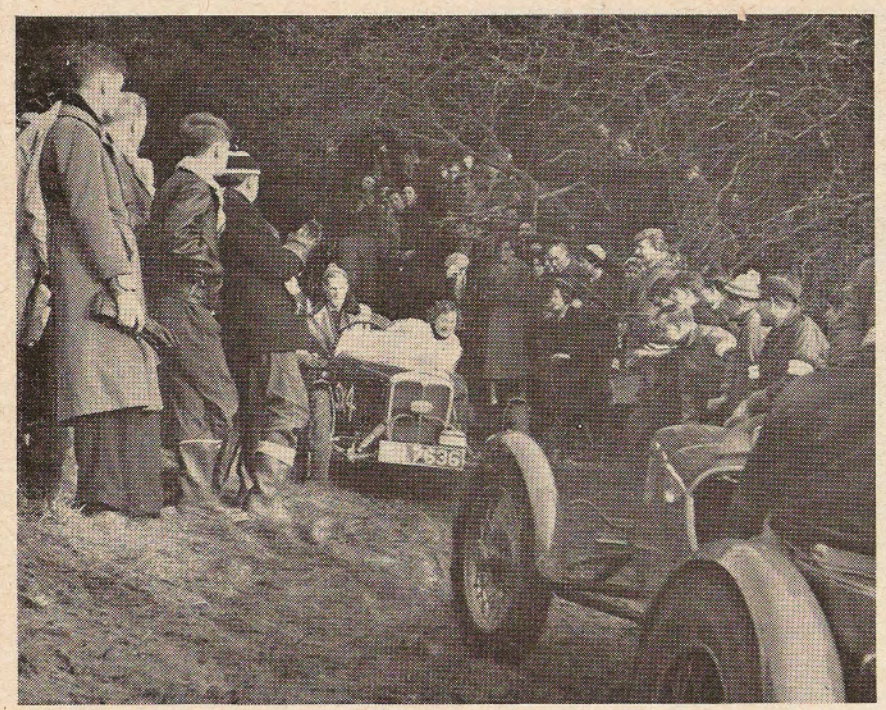
also 3 class wins

(Subject to official confirmation)

USING CASTROL

WAKEFIELD Castrol MOTOR OIL

FOLLOW THE EXPERTS - ALWAYS ASK FOR CASTROL BY NAME

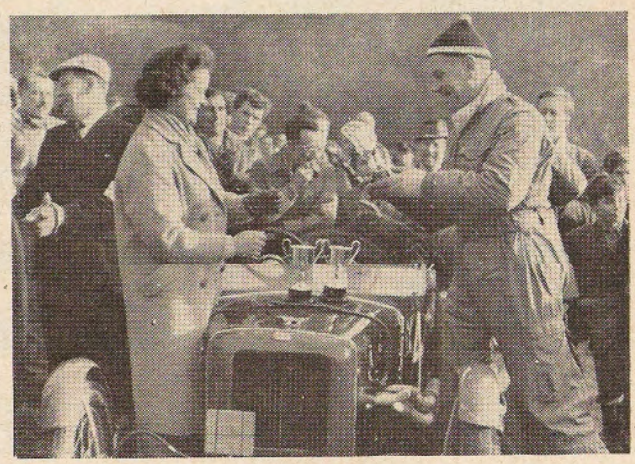


CROWDS applaud a successful climb by Peter Highwood, who was placed second in the individual competition.

A Kentish Television Trial

THE first Independent Television Trophy trial was held on Sunday by the Maidstone and Mid-Kent M.C. A report and results appear on our Sports News pages.

★



RECEIVING awards from Mrs. L. E. Davey is Bernard Dees, a member of the winning team and fifth in the individual competition.

★

LONDON M.C.

THE London M.C. has just announced that Sir Charles Kimber will be the Clerk of the Course on this year's "Little Rally", assisted by Wing Commander John King. As Sir Charles was one of last year's London Rally organizing team, we can expect the same high standard of organization. Entirely new country will be broken this year, but the traditional type and spirit of the rally will remain unchanged.

The Club are again holding their New Year party at the Paviour's Arms, Page Street, S.W.1, on Wednesday, 11th February. There will be several outstanding personalities in the motoring world attending.

RECORD "PILKINGTON"

FORTY-SEVEN crews, a record number of entrants for the event, competed in the annual Nottingham S.C.C. Pilkington Trophy Rally on 25th January.

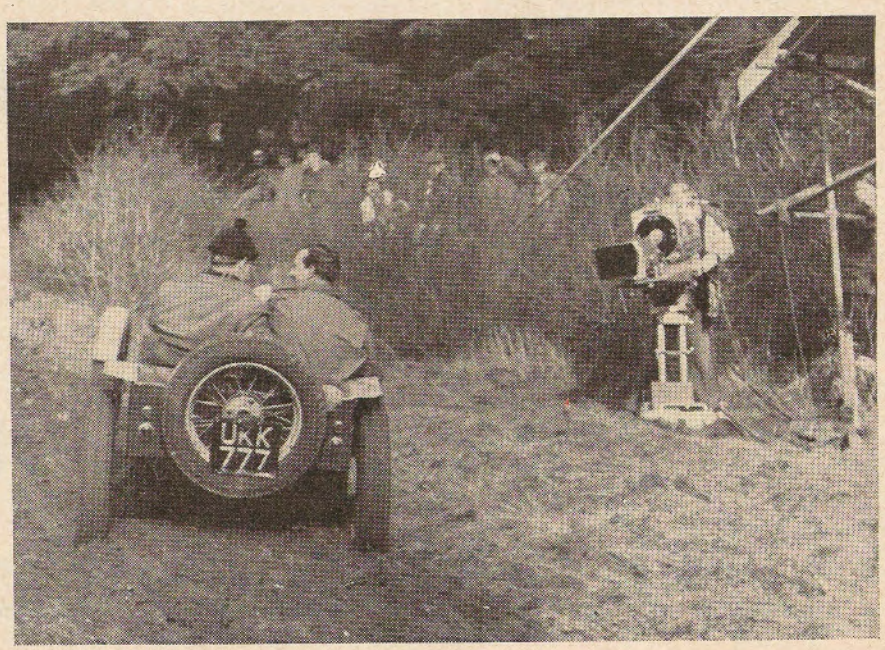
The route, over 90 miles of Derbyshire dales and "by-ways", was made doubly interesting through the traditional presence of the January weather devices of melting snow and not too melted ice.

Such added piquancy to an already well-prepared dish called for extra effort on the part of organizers, marshals and crews alike. All are to be congratulated on their response.

A rally such as the Pilkington augurs well for the future of the club and rallying at large.

Provisional Results

Best Performance: 1, J. R. Crow (M.G.A); 2, A. N. Lowe (Ford); 3, H. J. Rilett (M.G. Magnette).



UNDER the "eye" of a television camera David Bailey sets off on a climb. He finished in seventh place.

Correspondence—*continued*

Mike Hawthorn—A Tribute From David Brown

MIKE HAWTHORN was one of the most courageous and brilliant drivers I have ever known, a worthy World Champion and although recently retired from active racing he was, and will always be, part of "the sport".

Despite the fact that he was in the opposite camp, racing against us, his driving was always scrupulously fair. Off the track his friendly personality made him a most likeable person, ever generous with his praise for others.

All members of the Aston Martin racing department and I myself, would like to extend our heartfelt sympathy to his mother.

DAVID BROWN.

ASTON MARTIN/LAGONDA, LTD., LONDON, W.1.

Our Deplorable Roads

MY sorrow, caused by the loss of England's greatest racing driver, has simmered into anger against the hopeless battle we seem to be always fighting with stupid officialdom; in this case the Ministry of Transport.

It is to be hoped that all members of the Press: dailies, weeklies, and journals, will agitate the public into some action whereby the Ministry will allocate road funds in the right direction and overcome the black spots on Britain's hopeless roads.

Numerous accidents have occurred at the spot where Mike Hawthorn met his tragic end, and I have also skidded there on two occasions, yet the police and authorities take no action whatsoever. How much longer have we highly taxed motorists to endure this state of affairs? Both our railways and roads are 100 years behind the times.

R. A. EARLE.

BRISTOL.

More About the Vanwalls

DOUBTLESS this letter will be amongst thousands of others swamping your office from readers, fans and supporters who have read in the National Press that Mr. Vandervell has decided to retire from racing. Just as British racing gets to the top, and with prospects for the coming season much brighter than ever before, this catastrophic blow explodes right in front of us. The Vanwall is undoubtedly the finest British racing car for years and the whole future of British G.P. racing will be terribly affected.

The National Press has put forward several suggestions which might be attributed to Mr. Vandervell's decision. To start with, the proposed new formula doesn't come into effect until 1961, so that doesn't hold much water! Secondly, it is suggested that the tragic loss of Stuart Lewis-Evans has played a major part. We were all terribly upset by this accident but as you have said in your magazine, no possible blame could be attributed to him. No one did more to try to save Lewis-Evans's life than Mr. Tony Vandervell. Ferrari, Maserati and Mercedes have all suffered such setbacks but have continued to race.

We must all agree that the strain of managing a team such as the Vanwall must be immense and Mr. Vandervell says that at 60 he thinks he ought to slow down. Fair enough; but why can't he appoint someone to run the team for him? Mr. Owen of B.R.M. does and so does Enzo Ferrari who, as we have seen, have produced outstanding successes without the "Boss" being present.

We were all led to believe that the organizers of the American G.P. were trying to postpone their race till November because Vanwall and B.R.M. announced they would be unable to prepare their cars by the earlier date. Also we heard what steps were being taken to improve the Vanwall for the 1959 season. Why then does Mr. Vandervell come to this remarkable decision?

We would all like to see Stirling Moss become World Champion Racing Driver in 1959 and especially in a British car and we must admit that the Vanwall is the only British car that has really proved itself.

Therefore it is of paramount importance to all British car manufacturers and all those in the world of the Press to make it their duty to try to persuade Mr. Vandervell to enter his cars in World Championship events for at least one more season.

T. J. LALONDE.

BRISTOL.

THE decision of Vanwall to withdraw from Grand Prix racing is indeed a sad blow to the sport. One feels there may be other reasons for this decision.

After five years of hard work and much expense the dream child of that great sportsman, Mr. Vandervell, has proved itself to be the best ever Grand Prix car to be produced in this country. It is hoped that the motor industry is aware of the great contribution this racing team has made. It is a great pity the country has not recognized their success. After all, those who play football and cricket have had their share of the honours.

The success of this venture has, without doubt, proved that our designers and engineers are second to none, and it is hoped when Mr. Vandervell has recovered we shall have the opportunity to see the familiar name of Vanwall painted on racing cars again, even those we must have in 1961.

E. ODOM.

GLASGOW.

A Tidier Calendar?

NOW that the new year is with us is it not time to revise the system of motor rallying in this country. The happy hunting grounds are filled every week-end, much to the detriment of our good name.

Of the 250 Restricted rallies in the 1958 calendar how many were run with as few as 30 competitors, or cancelled for lack of support. And yet, with the newly formed associations, we have the basis for a more realistic system.

Could we not, in 1960, limit ourselves to (say) 120 Restricted events chosen from the best of 1959. The best 20 per cent. of competitors should be eligible for National events of which there should be about a dozen. The best 20 per cent. of these competitors may then pass on to a "Grand Finale".

We have not yet received news of the form to be taken by the 1959 R.A.C. Rally but it might well be incorporated into a scheme such as is outlined above. Since we obviously cannot attract foreign competitors into the event it may just as well be planned for a 100 per cent. British entry.

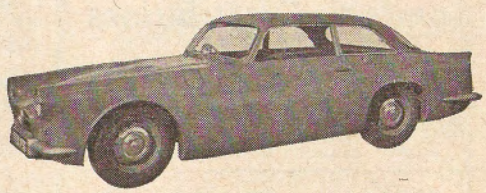
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Club News—*continued*

are at Wolverhampton, Liverpool, Hereford, Oxford and Nottingham, and the finish is at Pendeford Airport, Wolverhampton. Entries close on 16th February and secretary of the rally is R. Cleary, 49 Holcroft Road, Wall Heath, Staffs. . . . **Allard O.C.** annual dinner, dance and prize presentation will take place at the Kensington Palace Hotel, De Vere Gardens, W.8, on 20th February. Tickets may be obtained from the secretary, R. W. May, 25 Hardinge Road, Kensal Rise, London, N.W.10. . . . **Airedale and Pennine M.C.** annual "pyramid rally" will take place on 1st February, a closed event covering a course of 120 miles or so. . . . **Fylde Motor Sport Group,** the name of the recent amalgamation of the three Fylde Coast motor clubs, will this year be running three restricted rallies, known as the Trio, as three separate events. First of these, the Welsh Rally, takes place on 14th-15th February, entries closing on 11th February. Entries for the Trio must be made not later than 7th February, although late entries will be accepted up to 11th February. The other two events are the Moonlight Rally (in the Lake District) on 25th-26th April, and the Dales Rally (Yorkshire) on 13th-14th June. Regulations are available from D. E. Naylor, 17 St. Ives Avenue, Marton, Blackpool.

MIDLANDS M.E.C. DINE

NEARLY 200 members and guests of the Midlands Motoring Enthusiasts' Club gathered at the Pavilion Suite, Warwickshire County Cricket Ground, on 23rd January for the club's annual dinner, dance and prize presentation. A toast to the Club was proposed by Harold Hastings, the Chairman, Bernard Humphreys responding, and other speakers included Mrs. Martyn Watkins and Timothy Baker.

American Angle—*continued*

American Ace

Phil Hill received *Sports Illustrated's* award last week for the best American racing driver of 1958 at a press reception held in the Time and Life Building, Rockefeller Center. Publisher Harry Phillips, presenting the large silver tray to the Californian, cited his many victories last year, including Le Mans and Sebring.

Hill, who flew in from the West Coast, was also guest of honour the day before at the Madison Avenue Sports Car Driving and Chowder Society luncheon at Sardi's restaurant. The Chowder Society presented Hill with a practical trophy—a large container of silver polish!

Principal speaker at the Chowder Society was Eddie Sachs, whose subject was "How To Take a Chowder Badge Around Monza at 190 m.p.h.". The humorous speaker caused hilarious laughter with his witticisms, gesticulations, and earthy comments. If any TV programme director is looking for a natural comic, he should contact Sachs!

Warco Cup Trial—*continued*

hills had themselves been under water only a couple of days earlier!

At the finish it was seen that the marking was very close indeed, only five marks covering the award winners. Fourth place was a tie between Frank Lewis and Alec Francis, both of whom had a total of 114: Lewis's time in the driving test was better, however, and this dropped Francis to fifth place.

MARTYN WATKINS.

Monte Carlo Rally—*continued*

went past our Rapier at a tremendous rate of knots, the driver trying desperately to save those precious seconds when the going was most difficult.

All round the circuit gendarmes stuck manfully to their posts, wearing "Scotchlite" helmets and armbands, and armed with powerful torches to indicate the proper direction of the route. Filling stations were open in several villages and towns, and the pump attendants went to their jobs with the trained precision of a Grand Prix pit crew.

The third stage was of 66.6 kilomes., with a set average of 58 k.p.h., and ceilings of 72 and 65.5 k.p.h. respectively, and this was followed by a 119 kilomes. section at 60 k.p.h. (80 k.p.h. and 72 k.p.h. respectively). After the twists and turns of the Col de Luens and Castellane, there were several long straight sections where secret controls were liable to have been set up. Quite a number of competitors overshot the intersection of N207 and 202, and carried on for quite a distance before having to turn back and find the right road. This was followed by a total regularity section of 61.8 kilomes. to Levens, over the tricky Col St. Martin. It was at St. Martin Vesubie that we found John Gott and Ray Brookes, whose twin-cam M.G. had overshot a bend, after nearly hitting a boulder on the road, finishing many feet down in a ravine. The crew scrambled out, shaken but completely unhurt. This was the most difficult part of the route, for fatigue was setting in, and weary drivers were dizzy from the incessant twists and bends of the mountain roads. Between Duranus and Levens, there was an icy section going into a fast bend. When our Sunbeam arrived, police were out in force, and we had to slow down to a crawl. It transpired that no less than four cars had gone over the edge at one time or another, the Wisdom/Johns Austin-Healey Sprite and the Leston/Hopkirk Riley landing in such a position that the cars were able to be driven back on to the roads with little delay. Underneath were a French car and the Evans/Stephens Rapier. The unfortunate Chris Brasher had to do a round trip of about 10 kilometres to Levens and back, when his Triumph ran out of petrol. Ballisat and Bertaut were delayed when their TR3A slid into a wall.

At last La Turbie was reached, and then the homeward dash down to the quayside at Monte Carlo, where the inevitable Jack Kemsley was waiting to welcome all surviving British competitors, to complete a 24 hours stint. Considerably behind time came the much fancied combination of Gatsonides/Becquart, who arrived with a flat rear tyre, wobbling front wheels, and tales of a complete electrical failure when the lights fused on their Triumph hard-top.

Monaco Musings: It was certainly a feather in the cap for the Monte Carlo British Competitors' Club, when Prince Rainier accepted an invitation to the club's annual rally cocktail party at the Hotel Metropole. . . . Best performance in the driving test on the Quai d'Albert was put up by the Portuguese driver F. Duarte Ferreira (300SL Mercedes-Benz), with 1 min. 5.42 secs. Second was Gacon (Porsche), and third, Johnny Wallwork (Triumph). Easily the best touring car time was recorded by Klinck (Borgward), with 1 min. 11.20 secs., to beat the fastest Volvo by eight-tenths sec. . . . Shell's superb film "La Coupe des Alpes" was shown to a highly enthusiastic audience in the Gaumont Cinema, Monte Carlo.

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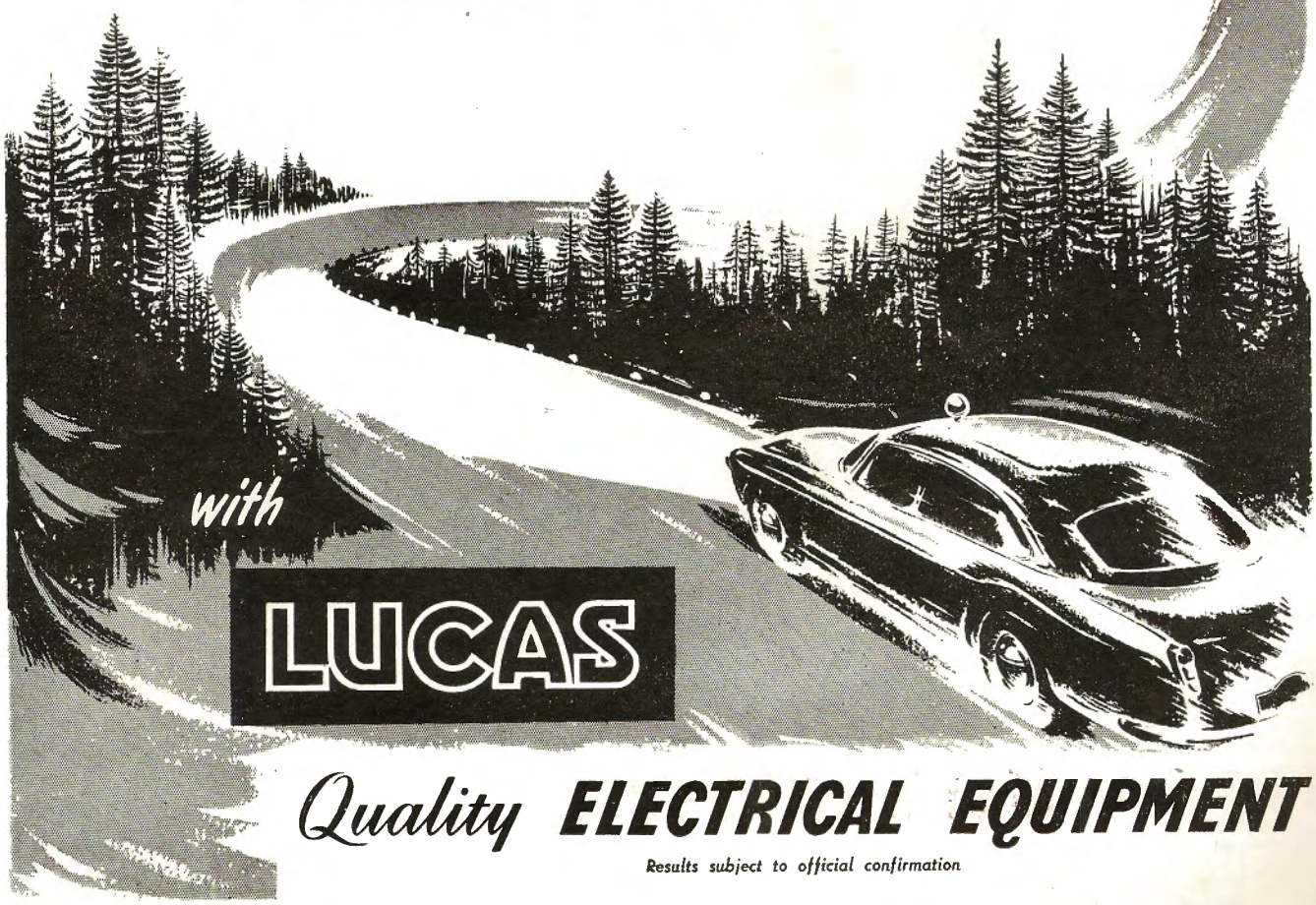
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