

# AUTOSPORT

DECEMBER 26, 1958

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EVERY FRIDAY

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BRITAIN'S MOTOR SPORTING WEEKLY

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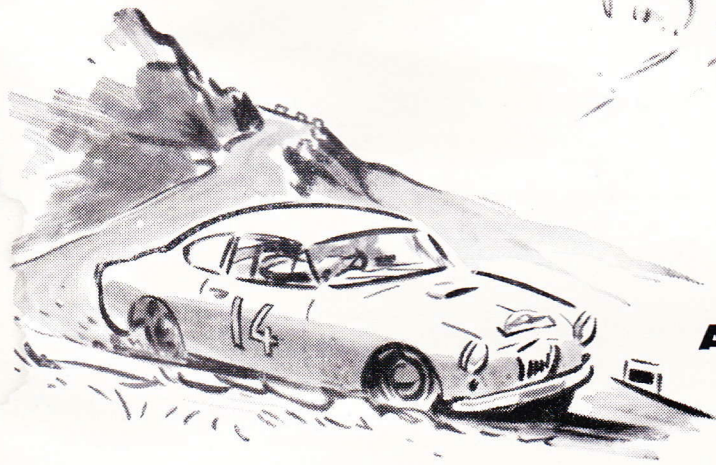


## *IN THIS ISSUE*

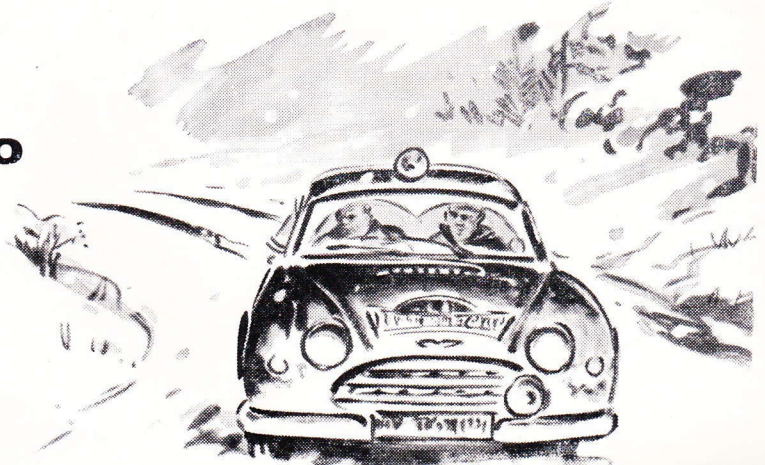
JOHN GOTT REVIEWS THE 1958 EUROPEAN RALLY CHAMPIONSHIP  
RALLYING FOR BEGINNERS – BOLSTER SOLVES A PROBLEM

# Ferodo First in 1958

## MONTE CARLO RALLY



## ALPINE RALLY



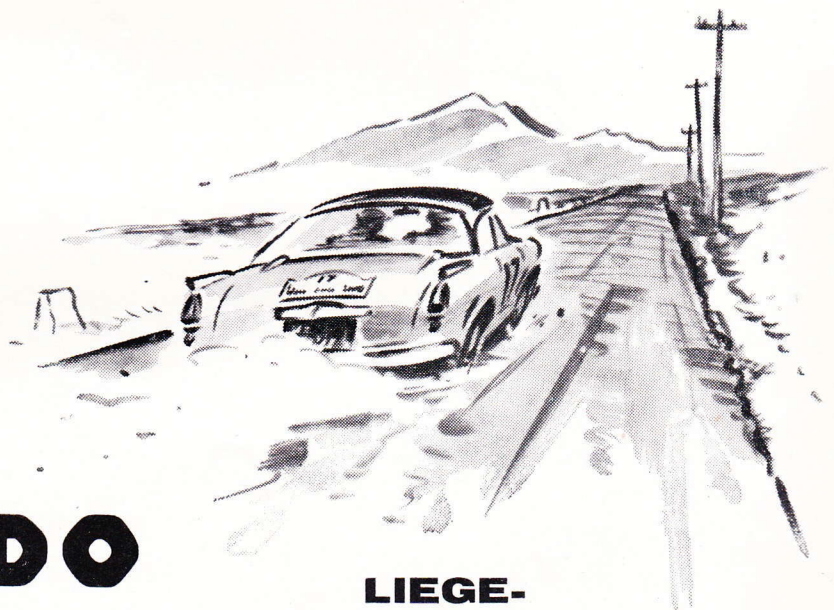
In every one of these events, probably the three toughest in the rally calendar, the winning drivers chose Ferodo Anti-Fade Brake Linings. Choose the linings used by leading rally drivers.

Fit

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# RECORD-BREAKING RALLY WINS for the **SUNBEAM RAPIER**



Team prizes, trophies, first places in several important international events and a coveted 'Coupe des Alpes'—this impressive list of motoring honours had already been collected in 1958 by the formidable new Sunbeam Rapier—only six months after its introduction!



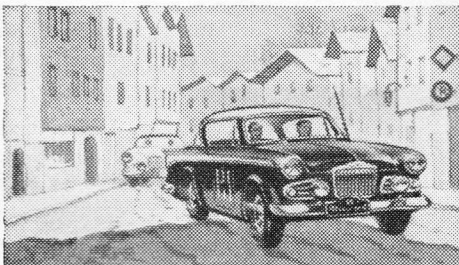
In the famous '58 Monte Carlo Rally, the Stuart Trophy for the highest placed British car went to Sunbeam Rapier. Finishing fifth in overall classification, driver Peter Harper arrived at Monte Carlo after a penalty-free 2,000 mile dash across Europe from Sweden.



A new Sunbeam Rapier, making its competition debut, won outright Britain's 'toughest ever' international R.A.C. Rally. After 2,000 miles of snow and icy roads, Sunbeam clinched its victory with a magnificent performance in the final manoeuvrability tests.



In the gruelling 4-day Circuit of Ireland's International Rally, which led competitors from Belfast to Tramore, Killarney, Londonderry and Bangor, two new Sunbeam Rapiers took 1st and 2nd places in the popular 'closed car over 1300 c.c. class.' The winning team was J. E. Dowling and C. J. Atkinson; John Peile and R. Bell drove the other successful Sunbeam.



The Vosges, Jura and Auvergne mountains and the French Alps were in the route of the six-day Dutch 'Tulip Rally. Three works-entered Sunbeam Rapiers were awarded the coveted manufacturers' team prize.



More glory for 2 new Sunbeam Rapiers in the '58 Scottish Rally: 1st and 3rd places in the up-to-2600 c.c. class for modified touring cars.



2,600 miles of incredibly narrow, twisting mountain passes make the Alpine Rally one of Europe's toughest motoring events. A Sunbeam Rapier arrived unpenalised at Marseilles to win a class victory and a coveted 'Coupe des Alpes'.



The new 1½ litre Sunbeam Rapier sets new standards in performance, safety, comfort, looks. New featherlight steering . . . new 10" brakes with 15% better performance . . . new gear change . . . twin carburettors, compression increased to 8.5. All new features, but tested and proved perfect in the toughest Rally conditions.

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## the new 1½ litre **SUNBEAM RAPIER**



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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 17 No. 26 December 26, 1958

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## EDITORIAL

### RETROSPECT

THE year that is just closing has been a memorable one for British motoring sport. Not only did Mike Hawthorn become Champion of the World, but the next three places were occupied by drivers from this country, namely Stirling Moss, Tony Brooks and Roy Salvadori. Then to Vanwall and Cooper went the F1 and F2 Constructors' Championships respectively—a very notable achievement in view of the fact that, not so long ago, Great Britain was regarded as a very much “also ran” in Formula racing. The year also saw the rise to International fame of American drivers such as Phil Hill, Carroll Shelby and Masten Gregory, and the success of the Reventlow Scarab has convinced its sponsor that the time is now ripe for the U.S.A. to enter Formula 1 racing. Sweden's Volvo was outstanding in International rallies, and with this car Gunnar Andersson won the European Rally Championship. However, honours also went to drivers and crews of cars from this country, Pat Moss and Ann Wisdom winning the Ladies' Touring Championship with B.M.C. products. Sunbeam, Ford and Triumph were also prominent, particularly in the difficult “Alpine”. Aston Martin was this country's most outstanding marque in International sports-car racing, whilst both Lister and Lotus were also prominent. It was also a year of tragedy, such fine sportsmen as Archie Scott-Brown, Luigi Musso, Peter Whitehead and Peter Collins losing their lives in accidents whilst taking part in events. However, despite the ever-increasing exports of British-built cars, the Industry on the whole, as represented by the S.M.M. and T., has failed to acknowledge the debt which is owed to the men who build and race cars, so adding greatly to the prestige of British automobile engineering. The absence of one of Mr. G. A. Vandervell's Vanwalls from Earls Court was nothing short of a scandal, and when AUTOSPORT first pointed out the omission, it was soon taken up by the National press. The result was that, during the time the Motor Show was being staged, a Vanwall, winner of no fewer than six *grandes epreuves*, was exhibited in a Fleet Street window. Not long afterwards came the C.S.I. bombshell which, despite arguments to the contrary, bids fair to end Grand Prix racing as pure spectacle. The “half-ton” 1,500 c.c. formula may have its supporters, but those who support G.P. racing are certainly not convinced that it will be a success. The “debate still continues”, but no one can deny that the 1961 formula has met with anything but a friendly reception from those who really matter in top-line motor racing! So, for 1959, we look forward to even keener competition in International events than ever before.

### OUR COVER PICTURE

*GRAN TURISMO: The 250 G.T. Ferrari remains one of the most appealing cars of its type. This is the victorious Gendebien/Bianchi machine during last September's Tour de France. A new Spyder version is being produced for 1959.*

# SPORTS NEWS

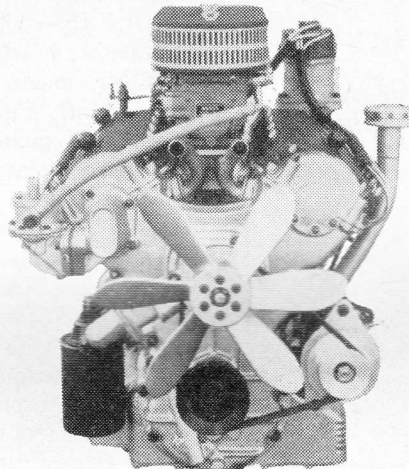
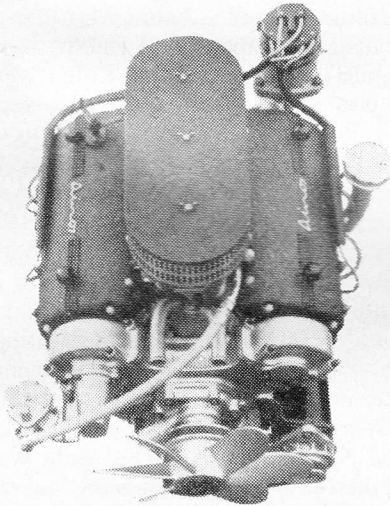
## NEW FERRARI MODELS

2-litre Dino "196" and 250 G.T. Spyder California—Disc Brakes Featured on "196"

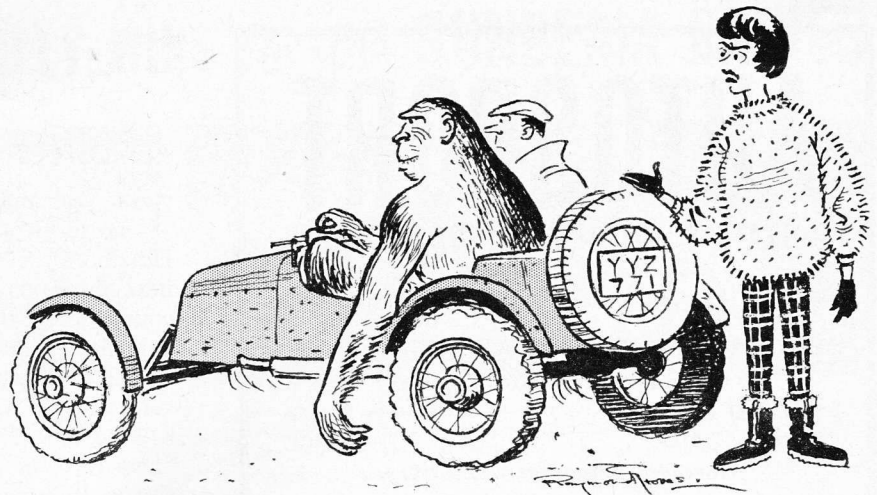
FOR 1959, Ferrari has announced two new models. Of great importance is the V-6 Dino "196" Sports, the engine of which has been developed from the Grand Prix cars. Bore and stroke are 77 and 71 mm. (1,983.7 c.c.) and with a compression ratio of 9.8 to 1, it develops 200 b.h.p. at 7,200 r.p.m. on 98/100 petrol (equivalent to B.P. Super).

Cylinder block and crankcase are constructed from silumin alloy; pressed-in cylinder liners are employed. The crankshaft runs on four bearings; these, and the big-ends, are Vandervell Thin-wall. The twin overhead camshafts on each block are chain-driven; three d/c Weber carburettors are employed, and there is a single magneto.

Chassis frame is built up from steel tubes, with rigid rear axle, lateral rods and triangulated radius arms. Suspension is controlled by helical springs and large telescopic dampers. Helical springs are also used at the front (i.f.s.).



The compact and neat V-6 2-litre engine for the Dino "196" (above and left). Below, the sleek and graceful 250 G.T. Spyder "California".



"There—I've always said you never notice a thing I wear. . ."

Curiously enough, right-hand drive is standard on the Dino "196".

Dunlop disc brakes are fitted all round and Dunlop light-alloy wheels carry 5.50 x 15 ins. tyres (front) and 6.00 x 15 (rear). A four-speed gearbox is employed with central change. Weight,

with open sports body, is 660 kilograms.

The new "250" G.T. Spyder California has a V-12 2,953 c.c. (73 x 58.8 mm.) engine, developing 260 b.h.p. at 7,000 r.p.m.; compression ratio is 9 to 1. With 3.7 to 1 axle fitted, maximum speed is stated to be 157 m.p.h. With the 4.6 axle, 0-100 can be achieved in 12 secs.

Other models for 1959 are the 4.9 "410" Superamerica (Farina), the 3-litre G.T. coupé (Farina) and the G.T. Berlinetta.

## "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

### Five Classes for 1959 Series

AT a meeting of the organizing panel for the AUTOSPORT Series-Production Sports Car Championship, 1959, it was decided that there would be five classes, namely: (A) up to 1,000 c.c.; (B) over 1,000-1,300 c.c.; (C) over 1,300-1,600 c.c.; (D) over 1,600-2,000 c.c.; (E) over 2,000 c.c.

Briefly, the contest would be open to cars of Grand Touring category as defined in Appendix J of the Sporting Code. To qualify for eligibility, a minimum number of 25 cars must have been produced by the manufacturer before the opening date of the contest. Entrants accepted before the closing date would not necessarily have to drive one make of vehicle. A complete list of eligible cars will shortly be published, and the panel reserves the right to admit any machine during the contest so long as the 25-built clause is observed. However, no entries will be accepted from individuals after the published closing date.

The bonus points system has been abolished, and the marking as used in 1958 will be retained, with the six best performances to count for the final Three Hours Race on the Snetterton circuit. Appendix J windscreens must be used throughout the season; spare wheels will be carried. In the "Three Hours" there will be a compulsory pit stop for all competitors after a stated period. During the series R.A.C.-appointed scrutineers will attend each meeting on behalf of the organizing panel.

Full regulations will be available early in 1959, together with entry forms and the necessary forms of recognition for vehicles concerned.



**WHERE TO SEE THE "EXETER"**

The week-end of 9th-10th January sees the M.C.C. classic "Exeter" long-distance trial and many of the traditional hills will again be included in the route. The times given below are those at which the first competitor is due.

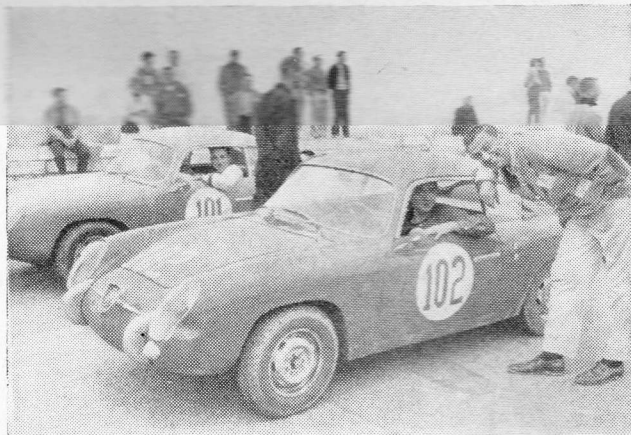
**Pin Hill** (near Honiton), 3.41 a.m., 10th January; **Tillerton** (Tedburn St. Mary), 6.41 a.m.; **Fingle Bridge** (Drewsteignton), 7.01 a.m.; **Simms** (Ilington), 7.51 a.m.; **Stretes** (Ottery St. Mary), 9.21 a.m.; **Harcombe**, 9.41 a.m.; **Waterloo** (Codyford), 9.51 a.m.; **Meerhay** (Beaminster), 11.10 a.m.; **Knowle Lane** (Bridport), 11.41 a.m.; **finish** (Weymouth), 12.30 p.m.

**SIMMS-WELBECK WANTED**

SIMMS MOTOR AND ELECTRONICS CORPORATION LTD. are seeking an example of their Simms-Welbeck car. A number of these were made in 1901 by the late F. R. Simms. So far all efforts to find one of these vehicles has failed. The company, therefore, are offering a reward of £100 "to any reader of your journal who may prove instrumental in enabling us to obtain such a vehicle or even a bare chassis".

Any information should be sent to Alan Hess, P.R.M., Simms Motor and Electronics Corporation, Ltd., East Finchley, London, N.2.

★  
*SON of the war-time President of the U.S., Franklin D. Roosevelt, Jr., is entering a team of three Fiat-Abarth Zagatos at Sebring. Here are two of the cars, seen at Marlboro, with drivers Bill Tessell and Bob Kahmer, joined by Franklin Roosevelt.*



★  
THE Eolopress tyre inflator, pictured in a recent issue, is manufactured by Fisher, Morgan and Co. (1950), Ltd., of 5 Elliott's Place, Colebrooke Row, London, N.1, and is obtainable from most well-known garages.

★  
MAURICE TRINTIGNANT gave an informal dinner to his friends in Paris on 18th December, to celebrate his award of the Championship of France. The British guests were Rob Walker and John Bolster.

SIR GAWAINE BAILLIE will probably enter a Chevrolet Corvette for the 1959 AUTOSPORT Series-Production Sports Car Championship.

IT looks as though the American G.P. at Sebring will be postponed until November or December next year. The main reason seems to be that neither B.R.M., Aston Martin nor Scarab will be ready by March. The 12 hours race will be held as scheduled.

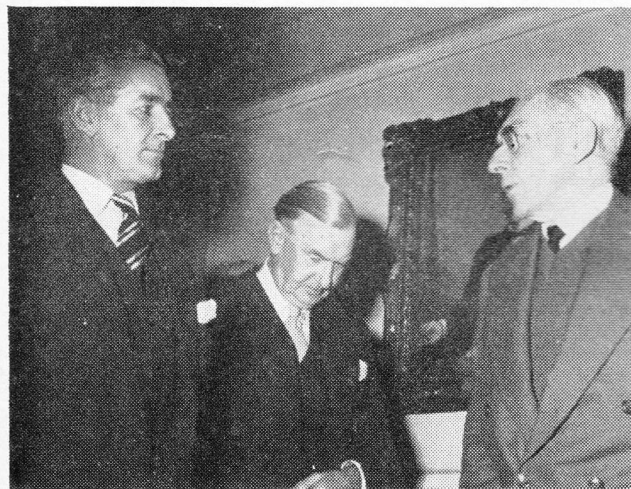
LACONIC comment of well-known International rally driver after a recce. of the Massif Central section of the "Monte" was "b— ridiculous!"

A FORMULA 1 race will be the leading feature at the B.A.R.C.'s Easter Monday Meeting at Goodwood in 1959.

**WEST ESSEX C.C. DINNER-DANCE**

THE annual dinner-dance of the West Essex C.C. was held in the Park Lane Hotel, London, on 17th December, with a record number of members and guests present. In the chair was the club's President, the Hon. Gerald Lascelles, who proposed "The Guests", to which Tommy Wisdom replied. These were the only speeches, both occupying rather less than five minutes altogether. The awards were presented by the wife of the president.

The dinner was excellent, the company lively, and altogether a fine time was had by one and all. Racing drivers present included Keith Greene, Cliff Davis, Steve Ouvaroff, David Boshier-Jones, John Ogier, R. A. Brightman, Ron Flockhart, Graham Hill, A. F. Rivers Fletcher and Patsy Burt.



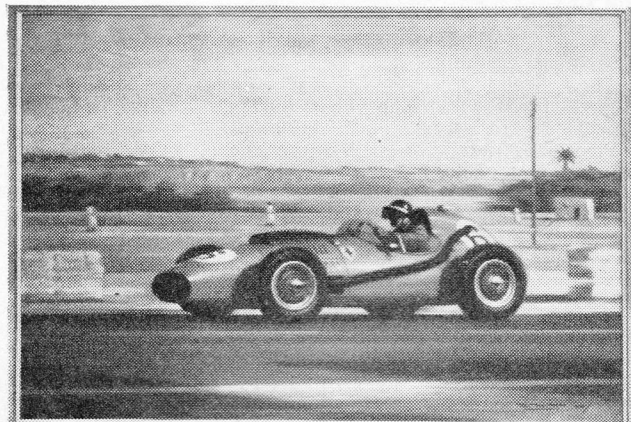
★  
*"SO I SAID to Perouse, I said . . .," Tommy Wisdom denounces, in no uncertain terms, the C.S.I. President's 1961 Formula 1 announcement. Also seen is Wilfrid Andrews, chairman of the R.A.C.*

IN two days' time Bobbie Mackenzie-Low leaves for the U.S.A. He is joining a firm in Los Angeles, California, which deals in British and Continental sports cars. He intends to do a fair amount of racing there and hopes that his first event will be Sebring in March.

★  
MASTEN GREGORY has been testing the DBR1 Aston Martin at Monza with Roy Salvadori. They did a nine hour non-stop run to test the new gearbox.

CAPTION to a photograph in last week's issue indicated that Hans van Santen was responsible for the "Sweetheart's Express" coach. This is, of course, organized solely by the British Monte Carlo Competitors' Club. Van Santen runs the Vredestein baggage service en route, for all competitors.

★  
*MAGNIFICENT oil painting by Roy Nockolds of Mike Hawthorn in his Ferrari at Casablanca, was presented to the World Champion by Mr. C. M. Vignoles, on behalf of the Shell Petroleum Co. Ltd.*



**NEXT WEEK**—our Seasonal Survey of the year's Formula 1 Grandes Epreuves—and our new series for the novice competitor continues with Club Racing.

★



# CHAMPION OF THE WORLD

By GREGOR GRANT

*Concluding the story of Mike Hawthorn's progress towards becoming England's First Formula 1 World Champion*

FOR 1956 Mike signed again for Jaguars. Mercedes-Benz had announced their withdrawal from racing, and Stirling Moss was also approached; he was to be joint No. 1 with Hawthorn, but decided not to join the Coventry team after all. Hawthorn did not go with Ferrari for F1, but signed with B.R.M. He raced the disc-braked Owen-Maserati in Argentina, and was third in the G.P. At Sebring, his D-type Jaguar was withdrawn after brake troubles.

At Goodwood on Easter Monday he had a frightening and tremendously spectacular crash with the B.R.M.; fortunately he escaped without injury. No one would have blamed Mike had he said goodbye to Bourne there and then, but he drove at Aintree and nearly pranged again—the brake pedal came adrift! In the International Trophy at Silverstone a timing wheel broke when he was leading Fangio (Ferrari) and Moss (Vanwall). Then at Nurbürgring with the Jaguar, officials said that he was driving dangerously by passing on the right in front of the pits. All round the circuit German drivers were keeping to the left, making it almost impossible for faster and more experienced drivers to pass. Anyway they picked on Mike, probably with Le Mans in mind. Later the car went out with a broken half-shaft.

With Peter Collins, Mike won the lire-laden Supercortemaggiore race with a Ferrari—a lucky event for Mike on the whole. B.R.M. decided to skip Rheims, so Hawthorn got a drive for Vanwall. This was the race in which

Harry Schell diddled the entire Ferrari team, and put the name Vanwall in the news. Actually, Hawthorn had driven in the 12 hours race for Jaguars. In the G.P. he felt fatigued, and when Schell's car stopped at the pits, Mike, then in fourth place, halted and handed over to Harry. This was a lightning change-over, completely missed by the Ferrari pit, who thought Hawthorn had retired and that Schell was over a lap behind. When Harry drew level with the four leading Ferraris, they said "Ha-Ha", but Fangio later twiggled that Schell was on the same lap. Whilst it lasted, it was a remarkable dice, and certainly shook Scuderia Ferrari more than a trifle.

The British Grand Prix saw the quite amazing spectacle of Hawthorn and Brooks in their B.R.M.s leading the field, and what was more, drawing away. For 15 laps it was a glorious sight—the two dark green cars pursued by Vanwalls, Maseratis and Ferraris. However, once again the Bourne jinx struck, and Mike retired with drive-shaft oil-seal failure. Not long afterwards Tony Brooks crashed, almost disastrously, for the car burst into flames. His throttle had jammed wide open! By now Hawthorn had

*THE CHAMPION'S CHOICE (above): Mike Hawthorn driving the Ferrari 246, which took him to the top of the Championship table this year. It is interesting to note that Mike has nominated Phil Hill as his successor to the Championship and Hill will be driving for Ferrari during the forthcoming season.*

lost his confidence in the B.R.M.s, and parted from them to drive once again for Ferrari. He was due to go to Nurbürgring, but for some extraordinary reason the insurance people refused to accept him in the German G.P. Eventually Ferrari sorted it out, but Hawthorn quite rightly decided to stay away. This was definitely an echo of the "1,000 kilometres" trouble with the officials; it was most unsporting and got many peoples' backs up.

At Le Mans, the Jaguar team early met with misfortune, owing to Frere getting into a slide in the Esses and bouncing off the banks. Fairman tried desperately to avoid him, did so, but was shunted by de Portago's Ferrari. This left the Hawthorn/Bueb car as sole survivor, but this ran into trouble with a most difficult to diagnose misfire. It was later found to be a hair-crack in an injector fuel line. Both drove magnificently after lengthy delays, but could only finish sixth. The splendid Flockhart/Sanderson victory in the "Ecurie Ecosse" D-type Jaguar was a wonderful tonic for the Coventry concern, after all had seemed lost.

Hawthorn's season finished with a crash in Ivor Bueb's Lotus which skidded on mud washed on to the Oulton Park circuit after heavy rain. With various sprains and bruises to get over, Hawthorn called "enough" for 1956.

For the following year he joined Ferrari again, but went out in the Argentinian race with clutch troubles.

(Continued on page 838)



THE A.C.G.B. & I. (now the R.A.C.) was formed in 1897, but the present constitution largely dates from an historic meeting which took place on 10th March, 1904. On that day the "old guard" committee, led by Lord Shrewsbury, R. W. Wallace, K.C., Colonel Crompton and C. Swinton, was displaced by a reform committee organized by my father and consisting of some of the most famous motoring pioneers.

The reasons for this *coup d'état* were manifold, but the issues at stake came under two main headings: (1) Was the club to be purely social, run by the amateurs of motoring, or to include members of the trade and industry? (2) Was the club entitled to trade and run its journal as a public magazine, competing for news and advertisements with the existing journals, or should it be used as a communication of club news for the benefit of members?

In the six months preceding the meet-

ing of March, 1904, the club had been carrying of number plates. It was my father's unhappy task to be forced by a hostile House to accept the 20 m.p.h. speed limit, incurring the wrath of some members of the Automobile Club, who passed a vote of "no confidence" in him and withdrew their support from him as representing Automobile Club interests in the House of Commons. Before the debate, my father had specifically warned the A.C. of the absolute need for him to remain free of too inflexible a brief in order to save the Bill on the floor of the House should the need arise. The club journal wrote a leader at that time headed "Killing An Industry" which attacked the Parliamentary Committee for being responsible for the destruction of the young British motor industry. Eventually, after protests by Automobile Club rank and file members, a formal motion of appreciation of the Parliamentary Committee was passed, and my father's action was officially approved.

neither the bribe nor the threat contained will influence them in the careful administration of the Motor Car Act".

There was violent reaction in the club, and Arthur Stanley, M.P., and J. E. Hutton resigned in protest against the circular. The following week the club sent round a hasty, clumsy and not very gracious apology.

The third fatal mistake was in January, 1904, when the club sold its patronage for £500 to Mr. Cordingley, who organized a rival motor show to that run at Crystal Palace by the newly formed S.S.M.T. under Mr. Simms. Earlier the club had announced its intention of remaining neutral until the tussle between the two shows had been resolved, but suddenly, without warning, the committee played one show off against the other and sold the club's patronage to the highest bidder.

Most members felt strongly that the club had no business to trade its influence and were suspicious as Lord Shrewsbury, leader of the "old guard", was chairman of the Mutual Protection Society, under whose auspices the Cordingley show was being held.

In February, 1903, Roger Wallace, chairman of the club since its inception, announced his intention of resigning. This sparked off a major struggle for power inside the club, and in consequence a reform party was formed which published a manifesto and listed 50 candidates, widely representing the industry and motorists generally. One purpose of the reform party was to create a supreme council of a president and vice-presidents detached from the industry, to ensure that the club was run for the interests of motoring generally, and not for one section. Furthermore, it was urged that public announcements should only be made after submission to the committee, and that the journal should be run as a means of communication amongst members and that it should record facts and not enter into controversy. The reform party consisted of such famous names as Arthur Stanley, Hugh Weguelin, Claude Johnson, Charles Jarrott, Stanley Spooner, Henry Sturmeay, Fred Simms, Mark Mayhew, Sir David Salomons, Sir John Thorneycroft, Colonel Holden, S. F. Edge, the Hon. C. S. Rolls and Earl Russell, Chairman of the London County Council.

The mouthpiece of the reform group was the weekly journal the *Car Illustrated* which was founded and edited by my father, and who wrote blistering editorials about the need for a clean sweep. As well as the *Car Illustrated*, the reform group was supported by *The Autocar*, whose editor wrote a leader headed "The Decadence of the Club" and the influential *Automotor Journal* also lent its support.

The other side was led by Lord Shrewsbury, who announced his intention of banning all connected with the trade, or with journalism from the committee, and in addition M.P.s and ordinary members who happened to be shareholders of automobile companies or accessory firms.

The battle for proxies started, and the  
(Continued on page 839)

THIS HISTORIC PHOTOGRAPH was taken in 1904 at Hinton Admiral Station. In the car are the Hon. John Scott-Montagu, Colonel the Hon. H. Legge and H.M. King Edward VII. The car is a 22 h.p. Daimler.

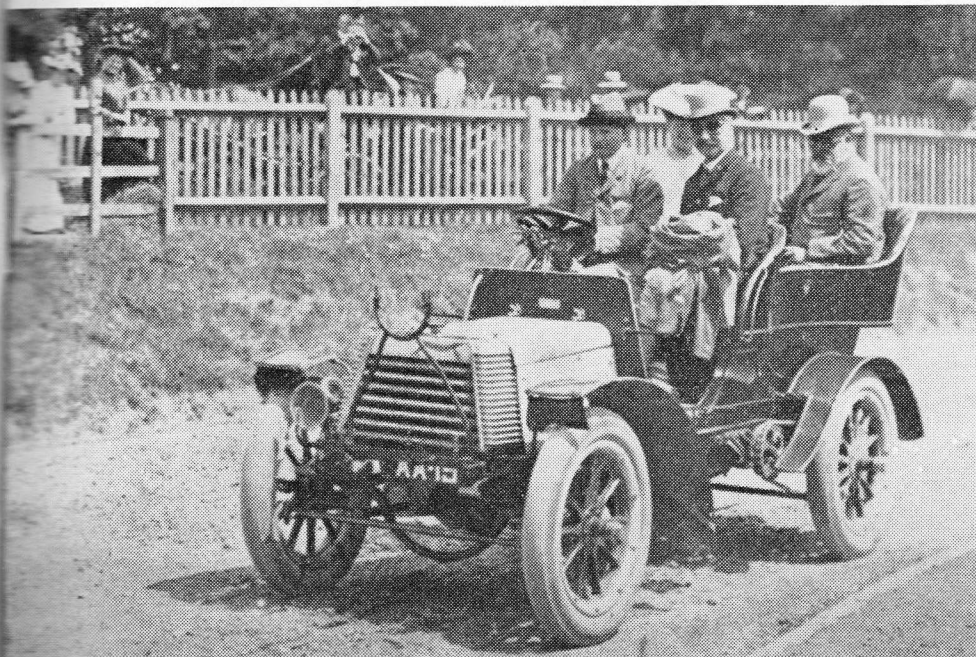
## Coup d'état in the Automobile Club

The Day the A.C. Committee was Sacked

By LORD MONTAGU of Beaulieu

ing of March, 1904, the club had been rent with dissension and many members had resigned. These crises had been caused by action taken on three occasions by some of the club's autocratic committee, acting through the secretary without reference to their fellow committeemen. The first crisis occurred in August, 1903, when after many months of anxious negotiation, the Scott Montagu Bill (later the Motor Car Act) was at last given its second reading in the House of Commons. My father was chairman of the Parliamentary Motor Committee, and was responsible for steering the Bill through Parliament. After hours of debate and all-night sessions, the Bill was passed which raised the speed limit to 20 m.p.h., secured the right of appeal against fines, laid down the necessity of two policemen to give evidence of speed, and most important of all initiated the

The second blunder by the committee of the Automobile Club was in December, 1903, when a letter was sent out to all county councils asking them what their attitude was to be regarding the new Act which was to come into force on 1st January, 1904. This request was accompanied by a veiled threat that those councils which did not promise to improve their roads and give up police traps would be black-listed by the club, and members would be urged to register their vehicles elsewhere, thus causing the councils to lose revenue. This letter which was sent out by the assistant secretary, Rees Jeffreys, without the knowledge or authority of the majority of the committee, caused a very bad impression in Parliament and with county councils. The chairman of the Lancashire Roads Committee wrote that the letter "was wholly unprecedented in tone, and



● JOHN GOTT'S REVIEW OF

# THE 1958 EUROPEAN RALLY CHAMPIONSHIP

IN direct contrast to 1957, 1958 was very much a "vintage" rally year. If entries generally were down—although for the two toughest rallies, the "Monte" and Liège-Rome-Liège, by only six and four respectively—11 scoring rallies were run as against only eight last year. The general standard of organizational efficiency was above average, the courses and schedules were tougher and public interest greater than ever before.

For the first time the Men's Championship was not won by a German driver, but went to the brilliant young Swede, Gunnar Andersson, who has only been driving seriously for two years. His car was consistently a Volvo. Peter Harper, the No. 1 Sunbeam driver, finished a good fifth, so achieving the best British placing for some years.

The Ladies' Championship went to B.M.C. for the third year running, Pat Moss/Ann Wisdom, driving Morris Minor, M.G.A, Riley 1.5 and Austin-Healey 100-6, winning fairly comfortably against the strongest feminine opposition since the Championships started. Even more meritorious perhaps, they finished seventh in the Men's Championship which is the highest ladies' placing yet.

Ladies' crews in general had a very good year, as they finished fourth in the General Classification of three rallies (R.A.C., Tulip and Liège-Rome-Liège), and it does not look like being very long before a classic rally is won outright by a ladies' crew.

In 1958, the balance of rally power swung right away from the large Grand Touring car, only three years ago the rally car. Only one rally was won by a car over two litres, a 2.5 Lancia Aurelia. Two indeed were won by cars of under 1,000 c.c., a 750 c.c. Fiat Abarth winning the Sestriere, and an 850 c.c. Renault winning the "Monte", the smallest car ever to conquer in the winter classic.

### The Toughest "Monte" Yet

After a series of insipid and rather easy "Montes" it is delightful to be able to record that the 27th version was back to pre-war form as a really tough event.



CHAMPION (above)  
—The Volvo driver,  
Gunnar Andersson.

★  
THE LADIES:  
(Right) 1958 Champions Pat Moss and Ann Wisdom being congratulated by John Gott and Marcus Chambers (B.M.C. Competitions Manager).



★  
HIGHEST PLACED  
(below) of British competitors was Peter Harper with his Sunbeam Rapier in which he won a Coupe des Alpes, and the R.A.C. Rally outright.



The winners, Monraisse/Feret (Renault), were late at Chambéry, whilst Gatsonides/Becquart (Triumph TR3) pulled up from 58th at the start of the Mountain Circuit to sixth at the finish—a fantastic drive indeed.

French drivers made a brilliant start to the rally season, although both Storez, the 1957 Champion, and Consten, the 1958 Champion, had not entered on the alleged grounds that luck rather than skill decided the "Monte" winners. A French crew on a French car were the clear winners, whilst second place and the Coupe des Dames were taken by French crews driving Italian Alfa Romeo Giuliettas—an international combination, incidentally, which was later to dominate the "Alpine".

It was by no means a British success, although Peter Harper/Peter Elbra/Reg Phillips (Rapier) retrieved the situation by choosing the right starting place and

finishing fifth from Oslo. Great Britain had 130 starters, but only 16 finishers, not one of whom even won a class, and only one of whom finished in the first 10. Even the ladies were out of luck, none arriving in time at Monte Carlo. Very honourable mention must, however, be made of Edward Harrison/Dick Habershon/Jim Furze who alone got through from Paris only to retire with gearbox trouble on their gallant Ford Zephyr during the Mountain Circuit.

British cars, fortunately, did better than British drivers, for a Triumph TR3 (sixth) and a Ford Zephyr (11th) both won their classes, whilst Bill Banks on a beautifully presented Rover maintained the British monopoly of the Prix de Confort.

**A Successful Sestriere**

Although well down on its record 1957 entry, which was primarily due to disappointed "Monte" crews looking for a substitute winter rally, the Sestriere was a very good event run on its usual lines, a road section interspersed with speed tests at Modena and Monza, a hill-climb at San Marino, a long "pylon-dice" at Turin and a final dice around the home-brewed Sestriere circuit. This year the road section was no easy loaf, for many fancied crews lost marks and 25 retired.

The rally was won by the beautiful Zagato-bodied Fiat Abarth of Cussini/Argenti, who beat the runners-up, Switzerland's Berney/Decoppet (Alfa Romeo 1900), by the useful margin of 21.5 points.

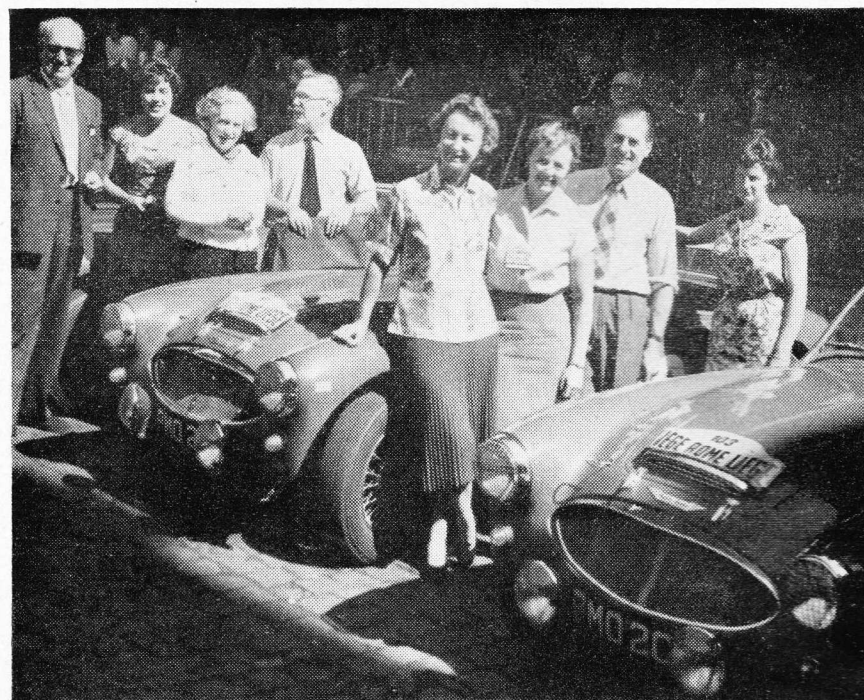
The Norwegians Greta Molander/Helga Lundberg (SAAB), very much at home under winter conditions, won the Coupe des Dames quite easily.

Sadly enough, the class win scored by a Mercedes 300SL was the season's only success of this erstwhile invincible rally car. Another famous name amongst the prize winners was "Gigi" Villorosi (Lancia Aurelia G.T.). A racing driver who could have done better with less boot and more head was "coming man" Scarfiotti (Fiat 8V). Arriving at Sestriere with the only "clean sheet", he made rather a mess of the final test and so lost the Fiat 1100 which was first prize.

No British crews competed, but a Jaguar was second in its class.

**A Poor R.A.C.**

Regretfully, the R.A.C. Rally must be recorded as the poorest Championship



**TEAM VICTORS:** (Above) The Austin-Healey drivers who won the Team Prize in the Liège-Rome-Liège. (Left to right) Gerry Burgess, Pat Moss, Joan Johns, Sam Moore, Nancy Mitchell, Anne Hall, Sam Croft-Pearson, Ann Wisdom.

rally of the season, chiefly through lack of appreciation as to what effect some loosely worded regulations might have on the results. The field was "international" in name only, for of the 196 starters there were but three "foreigners", Annie Soisbault from France, A. P. Kilden, a private SAAB from Sweden, and Ireland's Paddy Hopkirk. Although billed as the "Rally of the Tests", these had no bearing at all on placings, for the weather was very tough, with plenty of snow and ice. However, the regulations produced the curious result that crews who stayed in bed, missing half the controls, finished higher than crews who struggled through the night to try to get round the course and it was actually a handicap to abide by the directions given in the road book and route card. Seven crews alone were not penalized for non-compliance with these directions; one won the rally, the next best-placed was 44th.

Yet the R.A.C. could so easily have been a very good event; the conception was excellent, the tests interesting and the

officials enthusiastic and helpful despite the weather. With the lessons of 1958 fully learnt and digested and with a 1959 date in November, which should ensure a fairly genuine "international" entry, next year's R.A.C. should be a much-improved rally.

As it was, this year's results must mean very little to serious followers of rally form. Honourable exceptions were Peter Harper/"Doc" Deane (Sunbeam Rapier) who abided by their instructions, visited every control and took every test, yet beat the runners-up, Ron Gouldbourn/Stuart Turner (Standard Pennant)—who didn't!—by no fewer than 526.5 points, a matter of about 45 minutes, despite cutting no corners.

Pat Moss/Ann Wisdom (Morris Minor 1000) opened their Championship points account by winning the Coupe des Dames (from nine other ladies' crews), their class (from 29 other crews), and finishing fourth overall.

**A Friendly Acropolis**

The 6th Acropolis Rally was described by Gunnar Andersson as the most friendly and pleasant of all that he ran in, yet the club were, properly, very strict about the cars.

Certainly it was one of the few honoured by Royalty, for H.M. the King and Queen of Greece presented the prizes. Unfortunately, no British crews competed, although a Greek-crewed Jaguar XK 140 finished fourth overall.

The two starting points at Athens and Trieste linked up at Salonika for a stiff run back to Athens, which included six special stages, hill-climbs at Ritsina and

**TRIUMPH STAR:** (Left) Annie Soisbault, the Champion of France, won the Coupe des Dames in the Acropolis Rally.





*A ROYAL OCCASION: (Above) H.M. The Queen of Greece presents N. Papa-michael with the cup he won for finishing fourth in the Acropolis on a Jaguar.*

Mount Parnes, and a speed/regularity test on Tatoi circuit. This last had a big bearing on the final results for times recorded were affected by a Performance Index. So fairly did this work out that the first five cars in General Classification were respectively a Lancia G.T. Aurelia, a Chevrolet, a Volvo, a Jaguar XK 140 and a DKW. The winners were "Gigi" Villoresi/C. Basadonna, a victory which delighted the former G.P. maestro, whilst Gunnar Andersson came third in his first Championship rally of the year.

The Greek Champion, Pasmazoglou, put up his usual consistent performance by finishing second and winning his class. He has a fine record in this rally, which he won in 1952 and 1955, and in which he has won his class every year from 1952 to 1958, 1953 excepted.

With only two other ladies' crews, neither top drivers in their class, Annie Soisbault/Lise Renaud (Triumph TR3) had little difficulty in winning the Coupe des Dames and their 12th place in General Classification was a much more meritorious effort.

#### **An Excellent "Jubilee" Tulip**

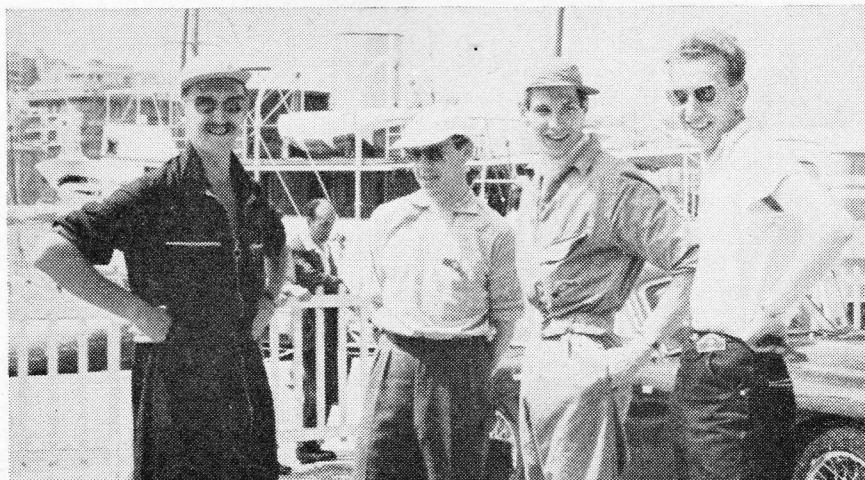
The RAC-West, fully appreciating that the Tulpen-Rallyes had been getting



rather dull, determined that the 10th version should be the best and toughest yet. It was—196 starters, 95 finishers, only 24 "clean sheets". The havoc was wrought by 10 Special Stages, the later ones under very difficult conditions. In addition, there were 11 tests, finishing with the popular races at Zandvoort.

**CHAMPIONSHIP CHALLENGER:** (Above) Private owner, Madi Blanchoud, only ran in three championship rallies, but won the Coupe des Dames in the "Monte" and the "Tulip", in which she finished fourth. She is here seen on Zandvoort in her Auto-Union.

**SMILES OF VICTORY:** (Left)—left to right—Denis Scott, Dick Habershon, Edward Harrison, John Sprinzel. The last three were class winners in the Alpine on Ford Zephyr and Austin-Healey Sprite.



d'Alsace), Special Stages in the Vosges Tulip country and a very stiff road section. Only five crews retained "clean sheets", and the Tulip-winning Volvo and the Acropolis-winning Lancia both retired, this being Villoresi's last rally of the year. The winners were a new combination which was, however, to be undefeated in a 1958 classic rally—Bernard Consten (Alfa Romeo Giulietta Zagato) which he drove with Jean Hebert. The consistent Riess/Wencher (Alfa Romeo Giulietta TI) were second, and the equally consistent Andersson third.

The rally was a Volvo benefit. Three finished in the first 10 places, winning the rally and both their classes, the victorious crew being G. Kolwes/Ruth Lautman, to whom Riess/Wencher (Alfa Romeo) were the runners-up. Gunnar Andersson was in the lead after three tests, but then hit trouble and retired.

Madi Blanchoud/Renee Wagner won the Damesprijs from Pat Moss/Ann Wisdom, this time on a Riley 1.5, but the Tulip-winning tide seems temporarily to have swung away from Great Britain, although the Morley brothers, on their privately owned Jaguar 2.4, beat all the British "works" drivers to finish seventh and win their class.

An Aston Martin and a Triumph TR3 won their classes and Rapiers took the team prize but, all in all, the Tulip was not a great British triumph.

#### **The Deutschland—New Stars in Action**

The Deutschland was the only rally to increase its last year's entry: this was not surprising, for it was a very good event. The emphasis was on high-speed lapping at the Ring, Rheims, Monthéry and Le Mans (38 laps in total), but there were hill-climbs (one being the Ballon

Annie Soisbault (Triumph TR3 won the Ladies' Prize), and another TR3 won its class, as did a 3.4 Jaguar, crewed by Frenchmen. It was nice to see the 1957 Champion, Ruprecht Hopfen, having a go in his own national rally, although retired from full competition work, and winning his class in his faithful SAAB.

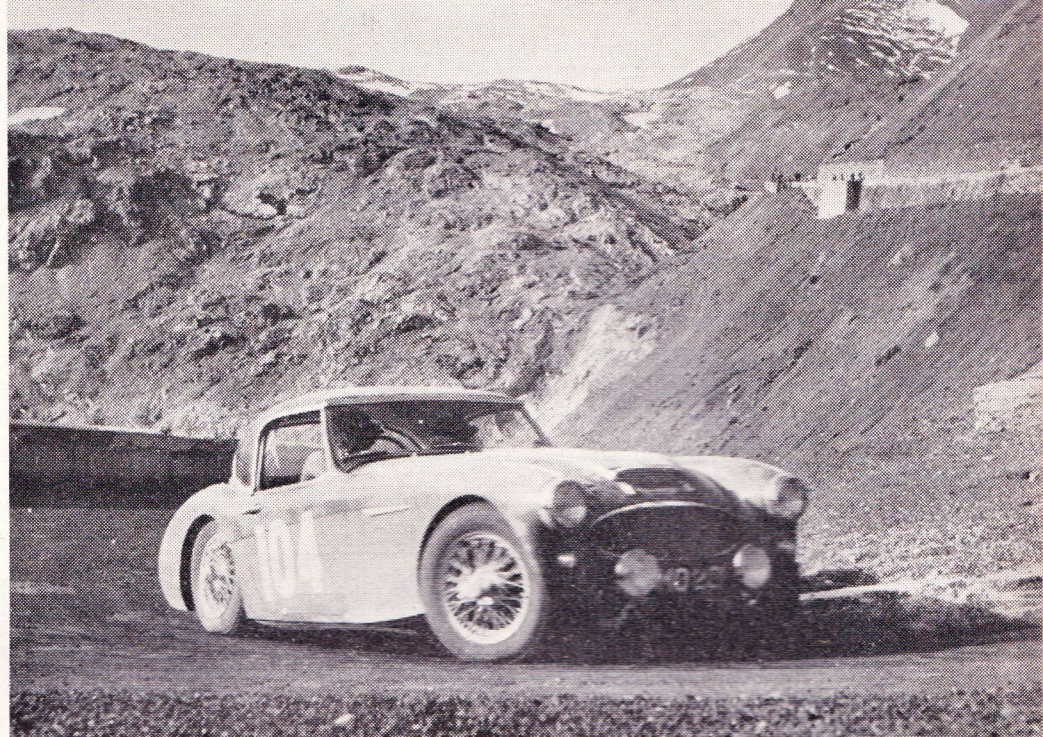
An interesting comparison of the speeds of rally cars nowadays is afforded by their best laps at Le Mans, i.e., Porsche Carrera, 97 m.p.h.; Alfa Giulietta Zagato, 96 m.p.h.; Jaguar 3.4, 95 m.p.h.; BMW 507, 93.7 m.p.h.; Triumph TR3, 89.2 m.p.h.; Volvo, 82 m.p.h.; DKW, 76 m.p.h.; and SAAB, 69 m.p.h.

It was not so very long ago that these speeds, recorded by rally cars in full touring trim, would have caused lifted eyebrows if returned by sports-racing cars during the 24 Heures du Mans.

**The "Half-Time" Scores**

With six rallies to run, the men's order was Harper, 19 points; Riess/Wencher, 16 points; Gouldbourn/Turner, 14 points; Deane, 13 points; Andersson and von Schroeter, 12 points; Gatsonides, Monraisse/Feret and Gacon/Borsa, 10 points each.

It could be anyone's championship, but a study of past results showed that Peter

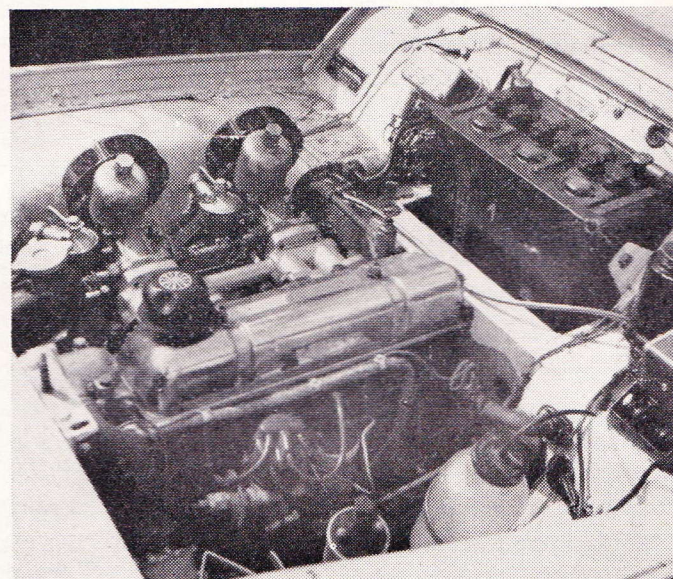


*TOP LADIES: (Above) Pat Moss/Ann Wisdom on the Austin-Healey 100-6 in which they won the Coupe des Dames in the Alpine and Liège-Rome-Liège. This latter win clinched the Ladies' Championship for them.*



*ACROPOLIS WINNER: (Above) Luigi Villorosi with his Lancia Aurelia and AUTOSPORT'S Italian contributor, Gianni Marin.*

*SURPRISE PACKET: (Right) The 2,136 c.c. engine which Ken Richardson introduced for his Triumphs in the Alpine. An engine of this type finished fourth overall, winning a Coupe and its class.*



Harper's lead was very shaky. Firstly, the 1,300-1,600 c.c. Touring Car class was the one where maximum points were scored; Peter himself had taken 12 points in the R.A.C., and it was in this class that the only other maximum points were scored during the season. Secondly, in this class, it was apparent that the Volvo was far too fast for the Rapier, but both Harper and Andersson were "works" drivers whose organizations would put them in most championship rallies for the sake of championship points.

The ladies' order was Madi Blanchoud/Renee Wagner, 14 points; Annie Soisbault, 11 points; Lise Renaud, 10 points; Pat Moss/Ann Wisdom, Mary Handley-Page/Lola Grounds and Greta Molander/Helga Lundberg, all with nine points each.

This looked promising for France, but

again a closer analysis revealed that the positions were precarious. Madi Blanchoud was a private owner and had illness in her family so could be out of the other rallies. Annie had won most of her points when the British "works" First Eleven were not playing and had finished behind them all in the Tulip. In the other rallies in which she was to run, the First Elevens would be playing. Lise Renaud and Renee Wagner were primarily No. 2s, without "works" drives in their own right.

**The Midnight Sun—Andersson Takes The Lead**

The 9th Midnight Sun again produced that paradox of a rally which, in terms of finishers to starters, was the second easiest of the year yet, in terms of "clean sheets", was one of the most difficult—for no one retained one! The road

section was an easy one, but contained three very hard Special Stages, on which only two crews were not penalized, and included eight tests, run on a class penalization basis. This all worked out so well that the first five cars were respectively a Volvo, a VW, a Porsche, a SAAB and a DKW. Andersson and Harper were in direct competition and each put in probably their best drives of the year. Andersson won the rally and his class (against 29 cars, including 22 other Volvos), to take maximum points. Peter drove desperately hard but although he beat 18 Volvos to finish sixth in the class, he was 33.7 points down on Andersson, who promptly took over the championship lead which he was not again to lose.

As usual, British cars and crews were outclassed, although B.M.C. and  
*(Continued on page 831)*

# Digest of the International Rallies scoring for the European Rally Championship, 1958

Order of difficulty, ranked by percentage of finishers to starters.

1. Monte. 2. Liège-Rome-Liège. 3. Alpine. 4. Tulip. 5. Acropolis. 6. Sestriere. 7. R.A.C. 8. Deutschland. 9. Adriatic. 10. Midnight Sun. 11. Viking.  
19.5% 22.4% 44.6% 48.4% 52.4% 64.8% 66.3% 66.4% 85.7% 87.3% 92.3%

International Sporting Code, Appendix J, Categories and Groups of cars.

Category I. Touring Cars. Group 1=Normal Series Production Touring Cars. Group 2=Improved Series Production Touring Cars. Group 3=Special Touring Cars.  
Category II. Grand Touring Cars. Group 4=Normal Series Production Grand Touring Cars. Group 5=Improved Series Production G.T. cars. Group 6=Special G.T. cars.

Event	Cars eligible	No. of classes	Length in miles	Starters (1957 No.)	Finishers (1957 %)	General Classification	
						Place: Crew: Nationality: Car: Category/Group. Ladies' Prize. Team Prize(s). Best performance by a British crew driving a British car	Class Results (Headings as for Gen. Classn.)
1. XXVII <sup>me</sup> Rallye Monte Carlo. 21st-29th January. MONACO.	Cat. I, 1, 2, 3. Cat. II, 4 and 5.	8	2,450	302 (-6) (1956)	57 19.5% (75.6%) (1956)	1. Monraisse/Feret, F, Renault Dauphine (I/3). 2. Gacon/Borsa, F, Alfa Romeo G. (I/3). 3. Vold-Johansson/Kopperud, N, DKW (I/2). 4. Loffler/Johansson, D, Volvo (I/2). 5. Harper/Elbra/Phillips, GB, Rapier (I/2).  Ladies' Prize. 12 starters. Mmes. Blanchoud/Wagner, F, Alfa Romeo (26th in Gen. Classn.: 3rd in class).  Team Prize. Volvo and Alfa Romeo.  Best British Performance Harper/Elbra/Phillips, Rapier (5th in Gen. Classn.; 2nd in class).  Grand Prix de Confort et Securite Banks/Dunham/Smith, GB, Rover 105S.	Cat. I. Groups 1 and 2 Unlimited Nellemann/Skarring, DK, Ford Zephyr. 1,301-2,000 c.c. Loffler/Johansson, D, Volvo. 1,001 to 1,300 c.c. Spjuth/Anzil, S, Alfa Romeo G. TI. Up to 1,000 c.c. Vold-Johansson/Kopperud, N, DKW. Cat. I, Group 3 and Cat. II, Groups 4, 5 Unlimited Villoresi/Basadonna, I, Lancia. 1,301-2,000 c.c. Gatsonides/Becquart, NL/F, Triumph. 1,001-1,300 c.c. Gacon/Borsa, F, Alfa Romeo G. Up to 1,000 c.c. Monraisse/Feret, F, Renault Dauphine
2. 9th Rallye del Sestriere. 24th-28th February. ITALY.	Cat. I, 1, 2, 3. Cat. II, 4 and 5.	7	1,718	71 (-50)	46 64.8% (52.7%)	1. Cussini/Argenti, I, Fiat Abarth (II/5). 2. Berney/Decoppet, CH, Alfa Romeo 1900 (I/2). 3. Marconi/Frescobaldi, I, Alfa Romeo G (II/5). 4. Stardero/Bonino, I, Alfa Romeo G (I/2). 5. Zampiero/Bongiasca, I, Porsche (II/5).  Ladies' Prize. 3 starters. Greta Molander/Helga Lundberg, N, SAAB 93 (40th in Gen. Classn.: 5th in class).  No British starters.	Cat. I. Groups 1 and 2 Unlimited Berney/Decoppet, CH, Alfa Romeo 1900. 751-1,600 c.c. Stardero/Bonino, I, Alfa Romeo G. T.I. Up to 750 c.c. Borghesio/Bianchi, I, Dyna Panhard. Cat. II, Groups 4, 5 and Cat. I, Group 3 Unlimited Crone Rawe/Peemöller, D, Mercedes 300SL. 1,301-2,000 c.c. Zampiero/Bongiasca, I, Porsche. 751-1,300 c.c. Marconi/Frescobaldi, I, Alfa Romeo G. Up to 750 c.c. Cussini/Argenti, I, Fiat Abarth.
3. 7th British International Rally. 11th-15th March. GREAT BRITAIN.	Cat. I, 1, 2, 3. Cat. II, 4 and 5. Appendix C cars.	8	2,000	196 (-17)	130 66.3% (77.3%)	1. Harper/Deane, GB, Rapier (I/2). 2. Gouldbourn/Turner, GB, Standard (I/3). 3. Gold/Cave, GB Standard (I/3). 4. Pat Moss/Ann Wisdom, Minor 1,000 (I/2). 5. Wadham/Wadham, GB, Minor 1,000 (I/2).  Ladies' Prize. 10 starters. Pat Moss/Ann Wisdom, Minor 1,000 (4th. in Gen. Classn.: 1st in class).  Team Prize. Standard Pennant.	Cat. I. Groups 1 and 2 Unlimited Brinkman/x, Jaguar 3-4. 1,601-2,600 c.c. Waddilove/Wood, Jaguar 2-4. 1,301-1,600 c.c. Harper/Deane, Rapier. 1,001-1,300 c.c. Smith/Tynon, Fiat 1,100. Up to 1,000 c.c. Pat Moss/Ann Wisdom, Minor 1,000. Cat. I, Group 3 and Cat. II, Groups 4, 5 Unlimited Scott/Armstrong, Ford Zephyr. 1,301-2,000 c.c. Yarranton/Taylor, Morgan Plus 4. Up to 1,300 c.c. Gouldbourn/Turner, Standard Pennant.
4. 6th Rallye International "Acropole." 2nd-6th April. GREECE.	Cat. I, 1, 2, 3. Cat. II, 4, 5, 6.	8	1,880	61 (-19)	32 52.4% (51.2%)	1. Villoresi/Basadonna, I, Lancia (II/6). 2. Pezmazoglou/Galanis, GR, Chevrolet (I/3) 3. Andersson/Elbers, S, Volvo (I/3). 4. Papanichael/Mourtzopoulos, GR, Jaguar (II/6). 5. Meier/von Schroeter, D, Auto Union (I/3).  Ladies' Prize. 3 starters. Annie Soisbault/Lise Renaud, F, Triumph TR3 (12th in Gen. Classn.: 3rd in class).  No British starters.	Cat. I. Groups 1-3 Unlimited Pezmazoglou/Galanis, GR, Chevrolet. 1,301 to 1,600 c.c. Andersson/Elbers, S, Volvo. 1,001 to 1,300 c.c. "Sputnik"/Alexandre, GR, Alfa Romeo G. TI. 751 to 1,000 c.c. Meier/von Schroeter, D, Auto Union Up to 750 c.c. Blanchoud/Berger, F, SAAB. Cat. II. Groups 4-6 Unlimited Villoresi/Basadonna, I, Lancia. 1,301 to 1,600 c.c. Frauen Meinecke/Kuhling, D, Porsche. Up to 1,300 c.c. Michos/Antoniou, GR, Alfa Romeo.

Event	Cars eligible	No. of classes	Length in miles	Starters (1957 No.)	Finishers (1957 %)	General Classification Place: Crew: Nationality: Car: Category/Group. Ladies' Prize. Team Prize(s). Best performance by a British crew driving a British car	Class Results (Headings as for Gen. Classn.)
5. 10th Internationale Tulpen-Rallye 26th April-2nd May HOLLAND.	Cat. I, 1 and 2. Cat. II, 4 and 5.	12	2,100	196 (-20)	95 48.4% (85.9%)	1. Kolwes/Frl. Lautmann, D, Volvo (I/2). 2. Riess/Wencher, D, Alfa Romeo (I/1). 3. Schorr/Poll, NL, Porsche (II/6). 4. Mmes. Blanchoud/Wagner, F, Auto Union (I/1). 5. Bengtsson/Lindstrom, S, Porsche (II/4).  Ladies' Prize. 10 starters. Mmes. Blanchoud/Wagner, F, Auto Union (4th in Gen. Classn.: class winners).  Team Prize. Sunbeam Rapier.  Best British Performance Morley/Morley, Jaguar 2-4 (7th in Gen. Classn.: class winners).	Cat. I. Groups 1 and 2 Unlimited Coenen/Butter, NL, Ford V.8. 2,000-2,600 c.c. Morley/Morley, GB, Jaguar 2-4. 1,600-2,000 c.c. and 2, 1,300-1,600 c.c. Kolwes/Frl. Lautmann, D, Volvo. 1,300-1,600 c.c. Nielsen/Dam, DK, Volvo. 1,000-1,300 c.c. Riess/Wencher, D, Alfa Romeo, G. TI. 750-1,000 c.c. Group 1. Mmes. Blanchoud/Wagner, F, Auto Union. Up to 500 c.c. No finishers. 750-1,000 c.c. Group 2 Mahle/Vogt, D, Auto Union. 500-750 c.c. Mmes. Kjerstadius/Andersson, S, SAAB. Cat. II. Groups 4 and 5 Unlimited de Salis/Morritt, GB, Aston Martin. 1,600-2,000 c.c. Gouldbourn/Turner, GB, Triumph TR3. 1,000-1,600 c.c. Schorr/Poll, NL, Porsche.
6. Deutschland-Rallye 15th-18th May. GERMANY.	Cat. I, 1, 2, 3. Cat. II, 4 and 5.	10	1,550	68 (+15)	45 66% (54.7%)	1. Consten/Hebert, F, Alfa Romeo (II/5). 2. Riess/Wencher, D, Alfa Romeo (I/2). 3. Andersson/Widell, S, Volvo PV 444 (I/2). 4. Walter/Strähle, D, Porsche Carrera (II/5). 5. Meier/von Schroeter, D, Auto Union (I/2).  Ladies' Prize. 3 starters. Annie Soisbault/Lise Renaud, F, Triumph TR3. (16th in Gen. Classn.: 3rd in class).  Team Prize. Auto Union 1,000.  Best British Performance Ballisat/Roberts, Triumph TR3 (10th in Gen. Classn.: 2nd in class).	Cat. I. Groups 1 and 2 Unlimited, over 1,600 c.c. Muller/Chavy, F, Jaguar 3-4. 1,301-1,600 c.c. Andersson/Widell, S, Volvo PV 444 L. 1,001-1,300 c.c. Riess/Wencher, D, Alfa Romeo, G. TI. 751-1,000 c.c. Meier/von Schroetter, D, Auto Union. Diesel-engined class Hölder/Klinken, D, Mercedes 180 D. Up to 750 c.c. Hopfen/Grüner, D, SAAB 93. Cat. I. Group 3. Cat. II. Groups 4 and 5 Unlimited, over 2,000 c.c. Comte de Maubou/Brule, F, BMW 507. 1,601-2,000 c.c. Courtois/Martin, F, Triumph TR3. 1,301-1,600 c.c. Walter/Strähle, D, Porsche Carrera. Up to 1,300 c.c. Consten/Hebert, F, Alfa Romeo.
7. IX Rally till Midnattssolen 9th-14th June. SWEDEN.	Cat. I, 1 and 2. Cat. II, 4 and 5.	6	1,250	142 (-32)	124 87.3% (88.6%)	1. Andersson/Elleman-Jakobson, S, Volvo 444 (I/2). 2. Jansson/Mars, S, VW (I/2). 3. Bengtsson/Righard, S, Porsche (II/5). 4. Melde/Carlquist, S, SAAB (I/2). 5. Isacson/Edlund, S, DKW (I/2).  Ladies' Prize. 9 starters. Greta Molander/Helga Lundberg, N, SAAB 93 (41st in Gen. Classn.: 9th in class).  Team Prize. Volvo.  Best British Performance Harper/Deane, Rapier (30th in Gen. Classn.: 6th in class).	Cat. I. Groups 1 and 2 Unlimited, over 1,600 c.c. Jansson/Jansson, S, Alfa Romeo 1900. 1301-1,600 c.c. Andersson/Elleman-Jakobson, S, Volvo. 1,001-1,300 c.c. Jansson/Mars, S, VW. 751-1,000 c.c. Karlsson/Karlsson, S, DKW. Up to 751 c.c. Melde/Carlquist, SAAB. Cat. II. Groups 4 and 5 Unlimited Bengtsson/Righard, S, Porsche.
8. XIXme Coupe des Alpes. 7th-13th July FRANCE.	Cat. I, 1, 2, 3. Cat. II, 4, 5, 6.	8	2,300	56 (-23)	25 44% (43%)	1. Consten/de Lageneste, F, Alfa Romeo (II/6). 2. Clarou/Gele, F, Alfa Romeo (I/1). 3. Riess/Wencher, D, Alfa Romeo (I/1). 4. Ballisat/Bertaut, GB/F, Triumph TR3A (II/6). 5. Harrison/Habershon, GB, Ford Zephyr (I/1).  Ladies' Prize. 5 starters. Pat Moss/Ann Wisdom, GB, Austin-Healey 100-6. (10th in Gen. Classn.: 4th in class).  Team Prize. Alfa Romeo.  Best British Performance Ballisat, Triumph TR3A (4th in Gen. Classn.).  Coupes Alpes for Unpenalised runs—seven. First five in Gen. Classn.—as above and Harper/Jopp, GB, Sunbeam Rapier. Shepherd/Williamson, GB, Austin-Healey 100-6.	Cat. I. Group 1 Unlimited Harrison/Habershon, GB, Ford Zephyr. 1,300-1,600 c.c. Harper/Jopp, GB, Sunbeam Rapier. 1,000-1,300 c.c. Clarou/Gele, F, Alfa Romeo G. TI. Up to 1,000 c.c. No finisher. Cat. I, Groups 2, 3, combined with Cat. II, Groups 4-6. Unlimited Ballisat/Bertaut, GB/F, Triumph TR3A. 1,300-1,600 c.c. No finishers. 1,000-1,300 c.c. Consten/de Lageneste, F, Alfa Romeo. Up to 1,000 c.c. Sprinzel/Cave, GB, Austin-Healey Sprite.
9. VIIme Rallye Adriatique. 23rd-27th July. YUGOSLAVIA.	Cat. I, 1, 2, 3. Cat. II, 4, 5, 6.	4	1,500	28 (-20)	24 85% (83.3%)	1. Andersson/Grondal, S, Volvo (I/2). 2. Levy/Kaszynski, D, DKW (I/2). 3. von Falkenhausen/von Falkenhausen, D, BMW (I/2). 4. Vukovic/Picek, YU, DKW (I/2). 5. Riess/Wencher, D, Alfa Romeo (I/2).  Ladies' Prize. 2 starters. Christ Meinecke/Renee Wagner, D/F, DKW (18th in Gen. Classn.: 10th in class).  Team Prize. DKW.  No British starters.	Only entries in Cat. I Unlimited—over 1,600 c.c. Andersson/Grondal, S, Volvo. 1,300-1,600 c.c. Riess/Wencher, D, Alfa Romeo G. TI. 750-1,000 c.c. Levy/Kaszynski, D, DKW. Up to 750 c.c. Von Falkenhausen/von Falkenhausen, D, BMW.

(Continued overleaf)

## DIGEST OF THE INTERNATIONAL RALLIES SCORING FOR THE EUROPEAN RALLY CHAMPIONSHIP, 1958

(continued)

Event	Cars eligible	No. of classes	Length in miles	Starters (1957 No.)	Finishers (1957 %)	General Classification Place: Crew: Nationality: Car: Category/Group. Ladies' Prize. Team Prize(s). Best performance by a British crew driving a British car	Class Results (Headings as for Gen. Classn.)
10. XXVII <sup>me</sup> . Liège-Rome-Liège. "Marathon de la Route". 27th-31st August. BELGIUM.	Cat. I, 1, 2, 3. Cat. II, 4, 5, 6.	6	3,200	98 (-4)	22 22% (51%)	1. Consten/Hebert, F, Alfa Romeo (II/6). 2. Strähle/Buchet, D/F, Porsche (II/6). 3. Reip/Velge, B, Porsche (II/6). 4. Pat Moss/Ann Wisdom, GB, Austin-Healey (II/6). 5. Gatsonides/Gorris, NL, Triumph TR3A (II/6).  Ladies' Prize. 5 starters. Pat Moss/Ann Wisdom, GB, Austin-Healey (Also Best British Performance.)  Team Prizes. Make—Austin-Healey. Club—R.A.C. of G.B.	Both Cats. together Unlimited Pat Moss/Ann Wisdom, GB, Austin-Healey. 1,601-2,000 c.c. Crosby/Holmes, GB, Triumph TR3. 1,301-1,600 c.c. Strähle/Buchet, D/F, Porsche. 1,001-1,300 c.c. Consten/Hebert, F, Alfa Romeo. 751-1,000 c.c. Masson-Vinatier, F, Panhard DB. Up to 750 c.c. Moerenhout/Gosselin, B, SAAB
11. Viking Rally. 18th-22nd September. NORWAY.	Cat. I, 1 and 2.	5	1,000	78 (-20)	72 92% (80%)	1. Ingier/Floyvsk, N, Volvo (I/2). 2. Andersen/Gjolberg, N, Volvo (I/2). 3. Bengtsson/Righard, S, Volkswagen (I/2). 4. Skotvedt/Strandrud, N, Volvo (I/2). 5. Ingier/Gundersen, N, Volvo (I/2).  Ladies' Prize. 6 starters. Saga Andersson/Maikken Claesson, S, SAAB (17th in Gen. Classn.: 2nd in class).  Team Prize. Volvo.  Best British Performance Harper/Ray, Sunbeam (10th in Gen. Classn.: 6th in class).	Unlimited Gulbrandsen/Stensrud, N, Mercedes Benz. 1,300-1,600 c.c. Ingier/Floyvsk, N, Volvo. 1,000-1,300 c.c. Bengtsson/Righard, S, Volkswagen. 750-1,000 c.c. Fadum/Wessel, N, Auto Union 1,000. Up to 750 c.c. Skogh/Skogh, S, SAAB. 93B

## Provisional Points Table for the European Rally Championship, 1958

### SCORING FOR EVENTS

	1st	2nd	3rd	4th	5th
Placing of Cars in General Classification .. .. .	5	4	3	2	1
In Class or Amalgamated Classes, containing over 25 cars	7	5	3	1	
16—25 cars .. .. .	5	3	1		
5—15 cars .. .. .	3	1			
under 5 cars .. .. .				No points	
Ladies' Class .. .. .	5	4	3	2	1

(3 or more cars must start to count)

Placing	Names (Drivers who consistently crew together bracketed together)	Country	No. of events run in	No. of events scored in	Monte	Sestriere	R.A.C.	Acropolis	Tulpen-Rallye	Deutschland	Midnattssolen	Coupe des Alpes	Adriatic	Liège-Rome-Liège	Viking	Total points scored	Car(s) Used
<b>THE MEN</b>																	
1.	G. Andersson .. .. .	S	8	4				6	—	6	12	—	8	—	—	32	Volvo P.V. 444
2.	B. Consten .. .. .	F	3	3						8		5		10		23	Alfa Romeo Giulietta
3.	M. Riess/F. Wencher .. .. .	D	6	4					9	7		3	4	—	—	23	Alfa Romeo/Porsche
5.	P. Harper .. .. .	GB	6	4	6		12		1		—	3		—	—	22	Sunbeam Rapier
6.	J. Hebert .. .. .	F	2	2						8				10		18	Alfa Romeo Giulietta
7.	Pat Moss/Ann Wisdom .. .. .	GB	7	2			9					1		7		16	Morris/Austin-Healey
9.	W. Deane .. .. .	GB	5	3			12		1							14	Sunbeam Rapier
	R. Gouldbourn/S. Turner .. .. .	GB	2	2			9		5							14	Standard/Triumph TR
	M. Gatsonides .. .. .	NL	4	3	7				3					4		14	Standard/Triumph TR
	P. Strähle .. .. .	D	2	2						5				9		14	Porsche
14.	S. von Schroeter .. .. .	D	4	4				3	5	4	1					13	DKW
	H. Bengtsson .. .. .	S	3	3					4		6				3	13	Porsche/VW
<b>THE LADIES</b>																	
1.	Pat Moss/Ann Wisdom .. .. .	GB	7	5	—		5		4		—	5	Only two crews started	5	4	23	Morris/Austin-Healey/ Riley 1-5/MGA
3.	Greta Molander/Helga Lundberg .. .. .	N	4	4	4	5			5	4	5				2	16	SAAB
5.	Madi Blanchoud .. .. .	F	3	3	5				5							14	Alfa/Auto Union
6.	Renee Wagner .. .. .	F	5	3	5				5	4						14	Alfa/DKW/Triumph TR
7.	Mary Handley-Page/Lola Grounds .. .. .	GB	7	4	—		4		3		2	3				12	Sunbeam Rapier
9.	Annie Soisbault .. .. .	F	7	3	—			5	1	5						11	Triumph TR
10.	Nancy Mitchell .. .. .	GB	5	3	—				2			4				10	MG/Austin-Healey
	Lise Renaud .. .. .	F	2	2	—			5		5						10	Triumph TR

Nationality Key. D—Germany. F—France. GB—Great Britain. N—Norway. NL—Holland. S—Sweden. GR—Greece.  
— = a rally in which the competitor started but scored no points.



**Rally Championship—continued**

Sunbeams put in "works" entries, the former at least to gain experience of a very specialized event. Pat Moss/Ann Wisdom ran out of road on the very first Special Stage and were thereafter never in the picture. Mary Handley Page/Lola Grounds drove neatly to pick up two points, but Greta Molander/Helga Lundberg (SAAB) had very little difficulty in winning their sixth Ladies' Prize in the Midnight Sun. This put them into a joint championship lead, 14 points, with the French ladies, who had not competed.

**Alfas Sweep the Board in a Severe Alpine**

The Alpine was very nearly a casualty of the French political situation and would certainly not have been run had not the British factories supported it in strength. No less than 39 of the 56 entries came from Britain, but the foreigners who did enter were good drivers with excellent machines. The course was a tough one, taking most of the worst passes in the Alps and the Dolomites, and including speed tests at Monza, Circuit J. P. Wimille, Mont

fourth place. This car was one of Ken Richardson's surprise packets with a 2,136 c.c. engine giving much improved torque and quite a bit more than 100 b.h.p.

The times allowed in two of the "Regularity" tests, the Soubeyrand and the Izoard, turned out to be quite impossible for everyone, so that in theory there should have been no Coupes for anyone in 1958. However, the A.C.M.P. decided to "scrub" these tests, except for deciding the order amongst Coupe winners, so that seven Coupes were won, three by Alfa Romeo Giuliettas, and one each by Austin-Healey 100-6, Ford Zephyr, Sunbeam Rapier and Triumph TR3. Consten/de Lageneste (Alfa Romeo Giulietta Zagato) were the winners from Clarou/Gele and Riess/Wencher (Alfa Romeo Giulietta TIs). These three Alfas carried off all the team prizes and the cream of the "palmares" in both Touring and Grand Touring categories. It is fair comment to say that the club's schedules made this easy for them, but it is equally fair comment that the Alfa Zagato made B.T.D. in three of the tests and second B.T.D. in another.

Harper and Andersson renewed their

**The Adriatic—Andersson Consolidates His Lead**

The Adriatic offered Andersson a golden opportunity to pull clear of his challengers, and he made full use of it. The road section, which had three Special Stages, was mostly on dirt surfaces and suited his technique, but there were also hill-climbs and laps on the Opatija Circuit which were run on a class penalty basis and so suited the Volvo.

The entry was small, but included the "works" AWEs from East Germany and Alex von Falkenhausen's "works" BMW Isetta.

Andersson duly won and netted eight points, but Riess/Wencher also gained four points and moved up to second place, nine points behind him.

No Ladies' Championship points were scored, for only two crews started.

**The Marathon de la Route—Pat Moss/Ann Wisdom Take Their Lead**

Liège-Rome-Liège was again a superb event in every way. The organization was outstanding; to quote one small example, the passage of the cars through each end of the timed sections was separately recorded by two officials, one writing the numbers down, the other recording them on tape. The route was the toughest of the year by far; 3,400 miles in 96 hours through Belgium, Germany, Austria, Italy, France and Yugoslavia. The latter section which was, in fact, three-quarters of the Adriatic rally route although only a third of the Marathon, was particularly rugged.

No one, of course, retained a "clean sheet" although the quality of the entry, both in crews and cars, matched the quality of the event. Nevertheless, only 22 cars returned out of 98; of these nine were British, three Austin-Healeys, four Triumph TR3s (three of 2,136 c.c.), a twin-cam M.G.A. and a Rapier. Between them the Austin-Healeys, the 1,991 c.c. Triumph and the twin-cam M.G.A. won both the Team Prizes, the Coupe des Dames and two classes, the 1,991 c.c. TR3 being the sole survivor in its class.

The Marathon was a terrific personal triumph for Consten, driving his Alfa Giulietta Zagato with Hébert, as the 1,290 c.c. car was the smallest ever to win outright. Strahle/Buchet on a Porsche Carrera fought them all the way, only to be beaten on the last three climbs. Riess/Wencher were less accustomed to their "works" Porsche than their Alfa and retired when well placed. Andersson crashed in Yugoslavia; Harper entered, but did not start. The male lead was not therefore affected.

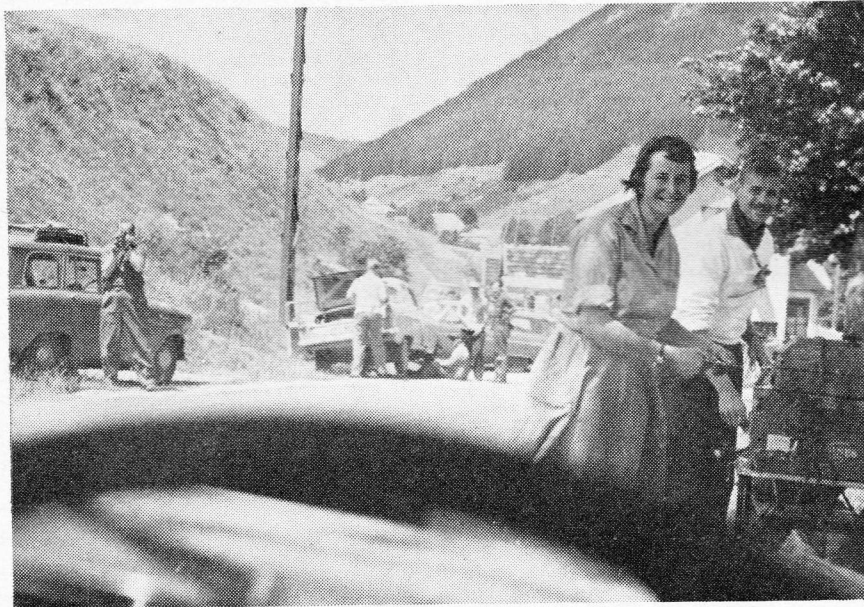
The position with the ladies was very different.

Pat Moss/Ann Wisdom, Austin-Healey 100-6, drove magnificently to finish fourth overall (the highest position ever attained by a British crew or by a ladies' crew in the Marathon), easily to win the Coupe des Dames and their class.

They thus took over the lead in the Championship without dispute—and were never again to lose it.

**The Viking Decides It All**

Although it could have altered the Championship results, the Viking was rather an anti-climax to an exciting season. The conception was good—a tough road section with seven special stages and one long "pylon-dice"—but the organization was rather amateurish and some of the roads used were appal-



**BACKROOM STUFF:** Ann Wisdom clocks in under the eyes of the camera and the controller, whilst in the background the brakes are hurriedly adjusted on a rally car.

Revard and Mont Ventoux, and so-called "Regularity" tests on the Allos, Stelvio, Soubeyrand and Izoard.

In the latter the finishing line had to be crossed with a margin of between 10 to 20 seconds; in the former bonus points could be won for improving on the speeds set. In both types of test the times were varied according to the category and size of car. Examination of these set times made it obvious that an Alfa Romeo Giulietta could not fail to win if it held together, and indeed one rival firm scratched its entries for that very reason. Nevertheless, so great is the lure of and publicity attaching to that most coveted of all rally trophies, a Coupe des Alpes for an unpenalized run, that B.M.C., Ford, Sunbeam and Triumph entered no less than 20 "works" cars. Each was rewarded with a Coupe and a class win, but the highest-placed British car was Keith Ballisat/Alain Bertaut in

rivalries, but this time the Volvo did not beat the Rapier, for it retired on the final night with brake troubles which led to a crash. Nevertheless, up to that time it had led its class from start to finish and was actually leading the whole rally when it went out. Harper, however, closed up to within two points of the Swede, as a result of his Coupe-winning drive.

In the Ladies' Class Pat Moss/Ann Wisdom had a ding-dong scrap with Nancy Mitchell/Gillian Wilton-Clark, all on B.M.C. Austin-Healey 100-6s, the former pair winning when the Soubeyrand was scrubbed. This put them up into an equal lead with Madi Blanchoud and Greta Molander/Helga Lundberg. Mary Handley Page/Lola Grounds picked up another three points to lie second, but Annie Soisbault crashed on the Stelvio, did not finish and dropped to third.

lingly rough. Nevertheless, although few crews dropped out, none retained "clean sheets"; unfortunately one of the non-finishers was the Rapier of Mary Handley Page/Lola Grounds involved in an accident in which Lola received injuries which may keep her out of rallying.

Of the leading Championship contenders, Andersson, Riess/Wencher and Peter Harper all entered. However, when the entries were totalled up, the German pair could not overhaul the Swede, even if they won the rally and their class, but Peter could win by two points, if he and Jimmy Ray did the same. Andersson gave them every chance, for he got caught in a secret check, but two Volvos still headed the General Classification, driven by the Norwegian crews of Ingier/Floyvik and Andersen/Gjolberg. Peter was sixth in his class behind five Volvos, and his gallant bolt was shot.

Amongst the ladies the position was even more interesting. If Greta Molander/Helga Lundberg won and Pat Moss/Ann Wisdom did not finish, the Norwegians would tie with the B.M.C. pair. However, the British girls applied the lessons learnt in their earlier Scandinavian sortie and drove a coolly tactical rally to finish second, only six points behind the Swedish winners, Saga Andersson/Maiken Claesson, SAAB, so beating the Norwegians on their native heath.

And thus the third consecutive Ladies' Championship was "in the bag" for Great Britain, even if the Iberian was run—which it wasn't.

And, although with less certainty, the same thing held true for Gunnar Andersson.

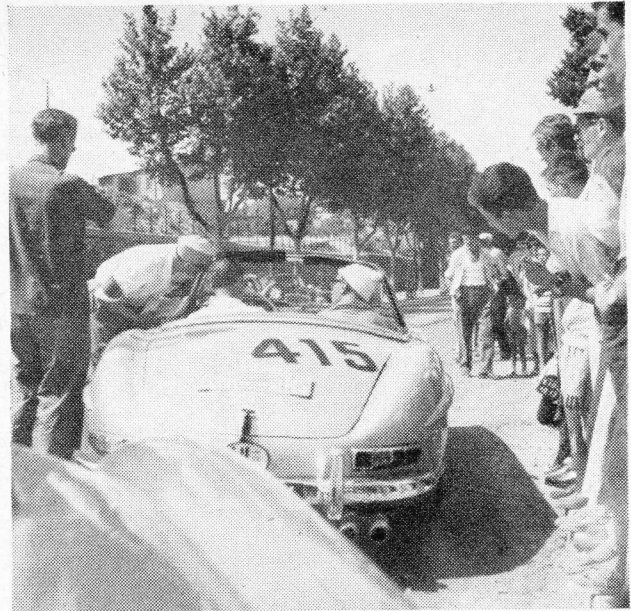
#### A Driver Analysis

As with the G.P. Championship, the scoring system must leave some slight doubt—at least as far as the men are concerned—as to whether the most consistently successful rally driver can emerge as Champion. Gunnar Andersson, a "works" sponsored driver, ran in eight events; he won the Midnight Sun and the Adriatic, was third in the Acropolis and the Deutschland and retired three times. Bernard Consten, a private owner, ran in only three events, the Deutschland, Alpine and Liège-Rome-Liège; he won them all. In addition he won the Touring Car section of the Tour de France, both Scratch and Index, and the Tour is not only well up to Championship standard but better than some scoring events. Consten's outright win of Liège-Rome-Liège on an Alfa Romeo of only 1,290 c.c. on level terms against the finest rally drivers and rally cars in Europe, and without the advantage of the freak weather conditions which so affected the Monte result, was certainly the star rally drive of the year. This feat was shared by his cousin, Jean Hébert, who also partnered him on the Deutschland and Tour de France.

To Gunnar Andersson, however, must go the glory of being the first man to break the German monopoly of the male Championship, and if he threw away good chances in the Tulip and the Viking it must not be forgotten that he was leading the Alpine when his brakes failed. The modest Swede is a worthy Champion, a daring driver, a first-rate mechanic and a great sportsman, who can fail with good grace. As he has

★  
*SPENT FORCE:*  
*The Mercedes 300SL*  
*did not have a good*  
*season. This is Tak's*  
*car in the Alpine,*  
*where he retired on*  
*the second day, after*  
*making B.T.D. at*  
*Monza.*

★



only been seriously competing for two years, he has a great future.

The burly smiling Hans Wencher is usually somewhere near the top of the table and in 1956 he was runner-up with Paul Strähle. This year he partnered Max Riess, younger brother of the Mercedes driver, into third place, being second in the Tulip and the Deutschland and third in the Alpine. They might well have finished higher if they had not lost heart and retired when hit by mechanical trouble in Liège-Rome-Liège.

Peter Harper had a brilliantly successful year and showed himself the top British driver, being particularly good on snow and ice. He won the R.A.C., finished fifth in the Monte and took a Coupe des Alpes and his class in the Alpine. He might well have finished higher in the Championship had he not been running in a most difficult class, for the best Sunbeam, however well driven, was not really a match for the fantastic Volvo.

#### The Ladies

However, as far as the girls were concerned there can be no doubt at all that the best crew finished as Champions after the hardest fought Championship for years. Pat Moss/Ann Wisdom maintained the B.M.C. near-monopoly of this and notched up another record by finishing seventh in the Men's Championship as well. They ran in seven events, winning the Coupe des Dames in the R.A.C. (also fourth overall and a class win), the Alpine and Liège-Rome-Liège (again fourth overall and a class win), and finishing second in the Tulip and the Viking. Their Liège-Rome-Liège drive was perhaps the high-water mark of feminine rally driving to date.

Their strength lies in their perfect understanding and complete trust in each other, backed up by an efficient organization and superbly prepared cars. As both are young and have not yet reached their peaks, it would not be surprising if they became the first ladies' crew to win a Championship rally outright.

The runners-up were again those consistent veterans from Norway, Greta Molander/Helga Lundberg. They won the Ladies' Class in the Midnight Sun and the Sestriere, were second in the

"Monte" (which Greta won as far back as 1937), but surprisingly enough their only real failure was in their own Viking, where the best that they could manage was fourth.

At the beginning of the season two "hot" tips were Nancy Mitchell, Champion in 1956 and 1957, and Annie Soisbault, imported from France to drive for Standard/Triumphs. However, neither has a particularly good year, possibly because they were unable to form permanent crews. Nancy started the season badly by failing to finish in the "Monte" and the R.A.C. but recovered her form in her favourite events, the Alpine and Liège-Rome-Liège, where she finished second to the brilliant young B.M.C. pair, whom she had done her utmost to help and support throughout the year. Over-much publicity tended perhaps to obscure the fact that Annie had very little experience of Championship rallies prior to 1958. Thus, although she won the Acropolis and Deutschland against weak opposition, she tended to try too hard when up against top-flight ladies and either crashed or blew up her cars. Clearly, however, she is a driver of great potential, as is Sunbeam's Mary Handley-Page, who drove steadily throughout the season with the main object of gaining experience.

Most successful private owner was Madi Blanchoud. She was not really interested in the Championship as such, driving only in those events which she enjoyed, but she won the Coupe des Dames in the "Monte" (for the second time running), and in the Tulip, where she finished fourth overall.

It was in this rally that Ruth Lautmann, now no longer interested in crewing with women, did most of the serious driving of the winning Volvo, so achieving at least half of the ambition of all women rally drivers, i.e., to beat all the men.

The struggle amongst the ladies in 1959 will be particularly keen, for all the factories will be fielding top-flight crews; Pat Moss/Ann Wisdom for B.M.C., Anne Hall/Nancy Mitchell for Fords, Mary Handley-Page/Francoise Clark for Sunbeams, and Annie Soisbault/Renee Wagner for Triumphs. In

**PROMISING NEWCOMER:** Driven by John Gott/Ray Brookes, the twin-cam M.G.A finished ninth in its first International rally, the Marathon de la Route. The car is actually red but the Yugoslavian dust has turned it white.

addition it is more than probable that Alfas, SAABs, Renaults and Volvos have a serious eye on the Ladies' Championship, which they feel has been a British preserve for too long.

**The British Effort**

Nowadays British drivers usually make up the bulk of the entry in the Monte, Tulip and Alpine, with a handful in most of the other Continental rallies. As can be seen from the Rally Digest, they had their share of class wins, but many were well placed in the General Classification as well. During the year the following car captains or habitual crews finished in the first 10 places in the rallies run on the Continent, i.e., events "International" in more than just name.

Peter Harper (three times); Pat Moss/Ann Wisdom (twice); Keith Ballisat (twice); Gerry Burgess, John Gott, Ron Gouldbourn, Edward Harrison, the Morley brothers, Bill Shepherd, Tommy Sopwith, Desmond Titterton.

The appearance of ladies in this list shows just how consistently good feminine crews nowadays are.

**The National "Marque" Analysis**

Between them Italian and Swedish cars won nine out of 11 rallies and 28 out of 89 classes. As might be expected the Italian victories were principally gained by G.T. machines; three outright wins by the same Alfa Romeo Giulietta—surely the rally car of the year!—one by a Fiat Abarth, the other by a Lancia Aurelia, now out of production. The outright Swedish wins were gained by that fabulous family saloon, the Volvo, but the little SAABs were equally supreme in their class. Of the two remaining rallies, France took one and Great Britain the other, but it would only be fair comment to say that there was a lot of competition from all types of non-French cars in the "Monte" whilst non-British cars in the R.A.C. were few and far between. The Renault Dauphine's "Monte" win was a magnificent effort, but it apparently kept the Regie out of competition until the end of the season, when three cars failed to finish in Liège-Rome-Liège. M. Landon was openly quoted as saying that he did not enter cars in the Alpine because they could not beat the Alfas, from which one can only assume that he was unwilling to jeopardize the publicity of the Monte win by a beating in the summer classic. The French motor industry did not therefore have a consistently successful year, for the Peugeot 203 is no match for the Alfa Giulietta, the Peugeot 403 cannot hold the Volvo and the Citroën DS/ID19 is handicapped by its engine. The Panhards alone retrieved the situation, the D.B. variant's seventh place in the "Marathon" being particularly creditable.

British cars, however, had a very fair year and moved up to third place in the national results table. A Sunbeam won the R.A.C. and finished fifth in the "Monte", whilst fourth places in General Classifications abroad were scored by Austin-Healey 100-6, Jaguar XK 140 and

(Continued on page 839)



**APPENDIX C**

SUMMARY of Results obtained in the Championship by the various winning "marques."

Countries Cars	Outright Wins	Team Prizes	Class wins (inc. Ladies)	Ladies' Class	Up to 750 c.c.	751-1,000 c.c.	1,001-1,300 c.c.	1,301-1,600 c.c.	1,601-2,000 c.c.	2,001-2,600 c.c.	Unlimited
<b>1. ITALY (2)</b>	5	2	20	1	1		12	2			4
Alfa Romeo 1,900 .. .. .			2								2
Alfa Romeo Giulietta T.I. .. .			7				5	2			
Alfa Romeo Giulietta G.T. .. .	3	2	7				6				
Fiat Abarth G.T. .. .. .	1		1	1							
Fiat 1,100 .. .. .			1								
Lancia Aurelia G.T. .. .. .	1		2				1				2
<b>2. SWEDEN (1)</b>	4	3	17	3				6	2		
SAAB .. .. .			9	3	6						
Volvo PV 444 .. .. .	4	3	8					6	2		
<b>3. GREAT BRITAIN (5)</b>	1	3	25	5		2	1	2	5	2	8
Aston Martin DB 2/4 G.T. .. .			1								1
Austin-Healey 100-6 G.T. .. .		1	3	2							1
Austin-Healey Sprite G.T. .. .			1			1					
Ford Zephyr .. .. .			3								3
Jaguar 2-4 .. .. .			2								
Jaguar 3-4 .. .. .			2							2	
Jaguar Plus Four G.T. .. .			2								2
Morgan Plus Four G.T. .. .			1								
Morris Minor 1,000 .. .. .			2	1		1			1		
Standard Pennant .. .. .		1	1								
Sunbeam Rapier .. .. .		1	1				1				
Triumph TR3 and 3A G.T. .. .	1		7	2				2		4	1
<b>4. FRANCE (4)</b>	1	—	3	—	1						
Dyna Panhard .. .. .			1								
Panhard D.B. G.T. .. .. .			1				1				
Renault Dauphine .. .. .	1		1				1				
<b>5. GERMANY (3)</b>	—	2	22	2	1	7	2	4	1	1	4
Auto Union 1,000 .. .. .		1	5	1		5					
DKW .. .. .		1	2	1		2					
BMW Isetta .. .. .			1								
BMW Type 507 G.T. .. .. .			1		1						
Mercedes 180D—Diesel .. .			1								1
220S .. .. .			1						1		
300SL G.T. .. .. .			1							1	
Porsche G.T. .. .. .			6						4	1	1
Volkswagen .. .. .			2				2				
<b>6. U.S.A. (6)</b>	—	—	2								
Chevrolet .. .. .			1								1
Ford V.8 .. .. .			1								1

Notes. (i) Cars shown where applicable in largest c.c. class won.  
 (ii) G.T.—Grand Touring cars.  
 (iii) Figures in brackets = position in table in 1957.

*BREATHER for a group of competitors with time in hand on the 1958 Scottish Rally. This is a long-distance event with an easy daylight road section amidst magnificent Highland scenery. Special tests decide the actual winners.*

point is called a *control* and in order to keep competitors on a more difficult route than the most obvious and direct one, there may also be intermediate *route checks*. Marks are lost for late arrival at controls and for missing out any controls or route checks.

Now, the R.A.C. will not permit the required point-to-point average speed to exceed 30 m.p.h. in this country, and this is where our rallies differ fundamentally from the typical Continental events, which in many cases are virtually flat-out road races up and down mountains. At first it may seem that there would be no competition at all, for in everyday motoring, even in a small car, it is generally not difficult to average over 30 m.p.h., once out of the urban areas. There are two ways round this problem. One is to assume that in fact (barring breakdowns or accidents) everyone will keep to schedule along the route, and then to arrange a series of eliminating tests at various points along the way. These will take place away from the public road and will be timed to a split-second; they may be speed tests on an aerodrome or a genuine racing circuit, or they may be intricate manoeuvring tests, to tax the competitor's skill and judgment in handling his car quickly in a confined space. The road section of this type of event is often long and may even last several days, usually continuing through the night as well. It is thus an endurance trial of car and crew, the actual winners being determined by the special tests.

The other—and much more popular—solution, is to make the route so intricate, and use such tortuous minor roads that (a) it is all too easy to lose one's way, and (b) even if one keeps to the prescribed route, it is almost impossible to cover it in the time—even at a 30 m.p.h. average. Instead of the long, long grind at moderate speeds of the

*(Continued on page 836)*

## Rally Round

*Stuart Seager continues our new series of articles on the widely varying aspects of motor sport at club level*

CONTINUING this survey of what varied kinds of sport the motor clubs offer their members, we turn now to rallies. So far as the numbers of people actually taking part are concerned, this is by far the most popular branch of the sport, and all over the country, every Saturday night throughout the winter—and for much of the rest of the year, too—hundreds of cars are participating in what has become, in the few years since the end of the war, a British national pastime—night navigation rallies.

Whatever type of motoring sport the novice competitor is thinking of trying, his first move must be to join an R.A.C.-recognized motor club. Anyone trying to run any kind of motor contest without R.A.C. approval is certain to run into trouble with the police, insurance companies, the public, other more responsible motor clubs and almost everybody else. In these overcrowded islands there just isn't room to dice about indiscriminately and all registered clubs run their events under strict R.A.C. supervision, to avoid annoyance to the public and particularly to avoid the over-use of certain "interesting" parts of the country. Therefore it does not pay to take part in unauthorized events: they will not give you good experience and in a "pirate" club you will scarcely be able to progress beyond the "treasure hunt" stage anyway.

Having joined your local registered club, you will hardly be able to avoid rallies, because if the club is not itself running such an event this week-end, it

is almost certain that a neighbouring one is, and has invited your members to take part. By far the best step, before impulsively entering a rally yourself and finding out what it's all about the hard way, is to scrounge a ride in the back seat with a reasonably experienced crew and watch how they do it and how a typical event is organized.

Before we go any further, let us consider what a rally is. The object of the exercise is to start from point A, and travel to point B, by a specified route, in a specified time. Instead of all the cars starting at once, as in a race, they are started at regular intervals—usually of one minute—and are individually timed from point to point. Each timing

*MOMENT of departure on a Morecambe Car Club rally. A marshal counts away the last few seconds, while (solely for effect!) the wife of the Club's President raises the starting flag. Note the battery of auxiliary lamps on this Triumph, including one of the Lucas swivelling roof-lamps.*



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*MIKE HAWTHORN in "Sunday Express"—14th December, 1958*

"Its roadholding and suspension are of a very high standard and its engine does seem to have more 'punch' than other comparable units. Perhaps the gearbox is the best feature of this very good car, but it is in the comfort of its seats, the correct location of the controls and all the hundreds of little practical touches, that it excels."

*JOHN BOLSTER in "Autosport"—6th June, 1958*

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### Rally Round—continued

former system, enlivened at intervals by the tests, the latter type of rally is usually an all-out effort from start to finish and is usually won or lost on the road; although one or two tests are usually put in, just to settle possible ties. In view of their concentrated nature, these events, in their most extended form, rarely last more than 12 hours.

While the former type of rally, with its moderate speeds, may take place largely in daylight, the latter type invariably takes place only at night—for several very good reasons. For a start, speeds are going to be higher and clear roads are necessary; these are only to be found away from the main highways, and while most ordinary folk are in bed. Secondly, such traffic as may be encountered will give and receive ample warning of approach by means of headlight beams. Thirdly, it is much more difficult to find one's way reliably at night, and therefore it is a more searching test of a crew.

It is a fact now that very few clubs will run timed events in daylight at all, because the chances of accidents between competing and "civilian" vehicles are too great, unless the whole route is

policed and controlled on a national scale. On the other hand, hundreds of night rallies are run every year, and such accidents are almost unheard of. Also, to many people's way of thinking, these events are much more fun. We will therefore take an example of a typical night rally in more detail.

Night rallies come in several sizes. A small event, open only to members of the promoting club, will probably cover about 100-120 miles. The next size is the "invitation" event, open also to members of specified other clubs, and usually lasting about 250 miles. Thirdly, there are the few National events, which will take you for about 500 miles. Anyone can take part in a National event, providing he or she has an International Competition Licence, costing 30s. from the R.A.C. Entry fee for the event is usually about £5-£8. For invitation events an R.A.C. "Restricted" licence, costing 10s., will do, and the entry fee will probably be about 30s. For a closed-to-club event, your club membership card is sufficient and entry will cost about 15s.

Taking a 250-mile invitation event as an average, you will send in your entry in good time and a day or so before the event you will receive a sheaf of *Final*

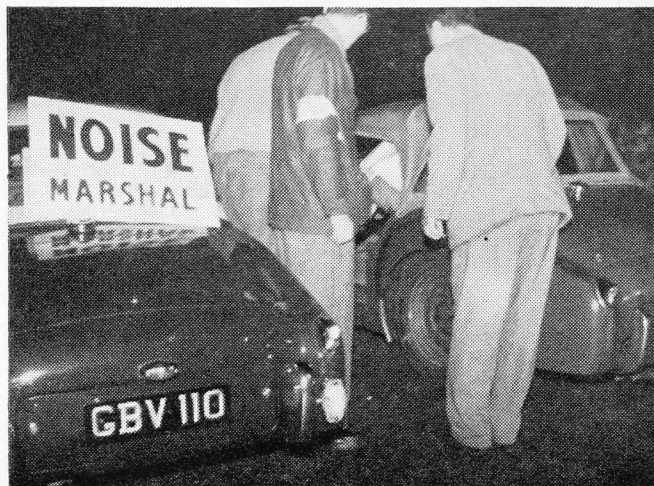
*LITERATURE* for light reading during a rally. The London Motor Club's very popular London Rally dispenses with grid references: for the night sections, a map is supplied with every control and check already marked upon it, while for the easier daylight route, detailed and illustrated route-cards are issued. The magnifier shown is the popular, internally illuminated Eolite.

*Instructions.* These must be studied in conjunction with the original *Supplementary Regulations* from which you detached your entry form. As a newcomer to the game, you should in turn study these in conjunction with the R.A.C.'s *Standing Supplementary Regulations* (6d. per copy). This may sound terribly involved, and in fact it is at first, but having ploughed through it all once, you will find that all subsequent events follow a similar pattern.

You will be told what time to report at the start, and your car will be scrutineered to see that nothing important is likely to fall off and that all the lights work. You will have been told what maps you will need, and it is here, of course, that we in Britain are very lucky, for we have the unique 1 inch-to-the-mile Ordnance Survey maps, which show every footpath and every kink in every tiny lane throughout the whole country. Added to this, there is the grid reference system, by means of which, by quoting the map number and a six-figure reference, a point may be located anywhere in the country, accurate to (at worst) 50 metres and often very much nearer than that.

One by one the competing cars will move up to the starting point and at the appointed time will set off into the night. When your turn comes, you will have already checked that your watches agree exactly with "official time" (which will have been set from radio time signals) and a few seconds before your time of departure, your navigator will be handed a *route-card*, containing the details of the first *section*. It will probably be given in the form of a series of grid references, ending at the next time control and including a number of route checks. Your navigator will plot the first point onto the map and he will then

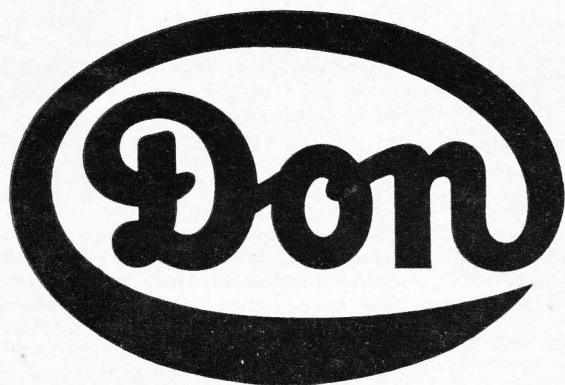
(Continued on page 842)



*NOISE* at night is something that rally organizers frown upon severely, for fear of disturbing the sleeping public, and the Lancashire A.C. appoint a "noise marshal" to check over-vocal exhausts.



*EXPENSIVE* machinery is by no means essential to the achievement of success in club rallies. Many awards have been won by skilful crews in such modest transport as this converted Ford Thames van.



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D. DUNDAS—*Triumph (Outright winner and winner of Class 10)*

C. L. KINNS—*Goggomobil (First, Class 1)*

E. JACKSON—*Ford Zephyr (First, Class 4)*

G. H. F. PARKES—*Jaguar 3.4 (First, Class 5)*

M. BRITTON—*Renault Dauphine (First, Class 6)*

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**World Champion—continued**

In point of fact the entire Ferrari team was retired, leaving the event as a Maserati field day, and the inevitable Juan Manuel Fangio in first place. Mike shared a V-12 Ferrari in the "1,000 kilometers" with Peter Collins, but the car seized its engine in the first few minutes. At Sebring, Mike and Ivor Bueb were third in Briggs Cunningham's 3.8-litre D-type, after brakes and axle oil-seal troubles. Came Naples and a wonderful drive for Ferrari after a pit-stop to fix a fractured fuel pipe, to finish second behind Peter Collins and establish a new lap record.

At Monaco, Mike, Collins and Moss were involved in a triple crash, after Stirling's car had gone straight into the sand-banks at the chicane. Hawthorn ran into Brooks, who got away with it, but the Ferrari's o/s front wheel shot into the air—and Mike's car eventually finished up on top of Collin's machine.

At Le Mans, Mike's Ferrari set up a new lap record at 126.6 m.p.h., but the car eventually went out with piston failure. In the Rouen race Mike's car was completely out-paced, suffering from continual misfiring. He did, however, finish fourth. In the French G.P. at Rheims, Hawthorn was again involved in

an exciting duel with Fangio (Maserati), but this ended when the Ferrari broke a piston.

At Aintree the bad luck which had been with him all season still pursued his Ferrari. In the British G.P. Behra's Maserati blew up and pieces of clutch were spread all over the road, Hawthorn, about to go into the lead, had his steering go haywire and it was only when he stopped at the pits that he found that a piece of Behra's clutch housing had punctured a rear tyre. This race was won by the Vanwall of Brooks and Moss.

Nurbürgring provided Fangio with his greatest drive, and how he relentlessly closed up on the Ferraris of Collins and Hawthorn has become history. On Fangio's form that day, no driver in the world could have stayed in front—and both Collins and Hawthorn did everything in the book to hold off the great Argentinian. There was no car forthcoming for Pescara, Enzo Ferrari entering only Musso. He had announced that none of his cars would be raced on Italian road circuits, so the giving of a car to Musso amounted to a gesture. A full Ferrari team was sent to Monza for the Italian G.P., but the Lancia-inspired machines were patently outclassed. Mike's

car broke a fuel line, and finished sixth in a race which was won by Moss (Vanwall).

At Casablanca, Hawthorn drove one of the V6 cars, but retired with a gear-box oil leak, and in the Caracas sports-car race his third place was part of a sweeping Ferrari victory which gave Enzo the Constructor's Championship.

So in 1957 we end the Saga of Mike Hawthorn, destined to be Champion of the World in 1958, and take the momentous decision to retire from Grand Prix racing when at the peak of his form. His exploits this year must wait until our "Seasonal Survey" next week, when the Formula 1 season that has just passed will be described in full.

All in all, his career has been one of "ups and downs". He has shown himself to possess courage of a high order, courage which has enabled him to keep going when no one could possibly have blamed him had he packed up racing on numerous occasions. He has never sought publicity, and he always raced for the sheer love of the sport. To become Champion of the World in 1958 was a fitting reward for a man who will never be forgotten so long as there is motor-racing—John Michael Hawthorn!

**"PHYSICIAN, HEAL THYSELF..."****JOHN BOLSTER mends his own car!**

I RECEIVE many letters from people who have trouble with their cars. After considering the symptoms, I write them a pompous little note, saying that *of course* the trouble is so and so. It's as simple as that!

It is, therefore, perhaps a good thing that I have recently been cut down to size, for I have had a spot of bother with my own car that has taken me a long time to solve. Confession is good for the soul, and so I propose to relate the harrowing details, if only for a laugh. The car is, in any case, a moderately tuned version of a popular model, and so my trouble might be duplicated in many types of vehicles.

In brief, the machine concerned is a Renault Dauphine. It has been increased to 904 c.c. capacity by the substitution of Pierre Ferry's liners and pistons, and a mildly improved camshaft has also been supplied by that wizard. Double valve springs and a raised compression ratio are naturally included, and the induction and exhaust systems, which feature twin S.U. carburetters and a Servais silencer, are by Ken Rudd. In very round figures, the car is perhaps 15 m.p.h. faster than a standard Dauphine, and 10 m.p.h. slower than the ones that "the boys" use in Continental rallies.

Recently, a new and much stronger crankshaft, with different connecting rods, has been standardized by the Régie Renault. A car as "hot" as mine is on the ragged edge as far as the old-type crank is concerned, and so I hastened to worry my friend, Robert Sicot, into letting me have the reinforced shaft and rods. After a period of 50 m.p.h. motor-ing to run in the new bearings, I decided to enjoy the full performance, and found that there wasn't any!

Now, this engine normally does its best work around 6,000 r.p.m. It was

therefore a shock to find that misfiring began at only 4,000 r.p.m., and the motor "fluffed out" altogether at a mere 5,000 r.p.m. The compressions were checked and found to be good, and the valve clearances, valve springs, and in fact the whole operation of the valve train, were duly studied. The timing of valves and ignition were also carefully checked.

Ignition seemed the best bet, but nothing was obviously wrong. I therefore repaired to my local Renault agents, D.B.S. Garages of Angmering, who carry enough spare parts to build three or four Dauphines on a do-it-yourself basis. Anyway, they lent me a distributor, condenser, coil, and sparking plugs, but the result was nil. I also replaced the resistance and the condenser which eliminate radio interference, again with no result.

At this point, pressure of business called a halt, and I had to use the car for a few days as "go to work" transport. The lack of revs was maddening, though, and so I stole a couple of hours for more investigations. The machine was tried without a silencer, again with a negative result, and then attention was turned to the carburetters.

In the past, I had fitted the usual synthetic rubber washers to insulate the float chambers from vibration—a method which is used by most tuners in curing flooding. However, I was aware that some four-cylinder engines can vibrate their carburetters in such a way that fuel froths in the jets. This can often be remedied by the use of soft joints under the carburetter flanges, and the employment of double-turn spring washers under the nuts. Suffice it to say that the result was again "no".

I had previously tested the mixture during ordinary running, and it was, if anything, on the rich side. I then decided to hold the car continuously in the

revolution range where the misfiring occurred, after which I cut clean and whipped out the plugs. All four of them read weak, and at last we were getting somewhere. The fuel pump was replaced by a new one, and I felt that this was the answer. It wasn't!

Yet, there was a shortage of fuel at high speeds, or at least the mixture was weak. It could have been caused by piston flutter in the carburetters, and so a heavier oil was tried in the dampers, again without result. I then checked the level of the fuel in the jets, and found that it was a little bit low. I bent the fingers which transmit the float motion to the needle valves, and immediately the revs rocketed in a clear crescendo up to 6,000 r.p.m., and I hurriedly lifted my foot. At last the cure had been found!

It is fairly certain that, in course of time, the insulating washers had settled down and allowed the float chambers to drop a fraction of an inch. This was enough to lower the fuel level in the jets, and a weak mixture was the result. Yet, it is odd that the behaviour below 4,000 r.p.m. was impeccable, and no doubt there is less depression over the jets when the carburetter pistons rise. In theory, the increased gas velocity should counter this, but in practice it is evidently not the case, and my carburetters cannot fairly lay claim to being constant vacuum instruments. It may well be something to do with the length of the induction tracts and the pulsations therein. Who cares, for now my little car is fun to drive all over again.

In playing with cars, one is always learning, and I shall now invariably check the fuel level before searching for trouble elsewhere. If the discomfort which I have suffered from driving around in a non-performing car has taught me a lesson, I suppose it has been worth while. Yet, the next problem which I meet will probably be entirely different, take just as long to understand, and be due to something

(Continued on page 839)



**Coup d'Etat—continued**

*Automobile Club Journal* entered the fray on Lord Shrewsbury's and R. W. Wallace's side, printing their letters and list of candidates in bold black type and the reform group's in small type.

The meeting duly took place on 10th March, and went on for four hours, resulting in a triumph for the reform group. Forty-nine out of 50 of its candidates were elected, and the 50th was one nominated privately by my father. Many famous names failed to get on the new committee: for instance, Worby Beaumont, T. B. Browne and Edward Manville. Lord Shrewsbury's motion banning trade was duly proposed and seconded by A. E. Cohen, and an amendment against the motion was proposed by Charles Jarrott, seconded by Henry Norman, M.P. When the vote came to be taken, my father announced that he held 518 proxies against 232 held by Lord Shrewsbury and 135 by Roger Wallace, the chairman. A division was demanded following the chairman's announcement that Lord Shrewsbury's motion had, in fact, won the day on a show of hands, and that proxies were not legal (although the chairman had authorized them). Lord Shrewsbury, seeing the day was lost, good-humouredly admitted defeat. Mr. B. Swinton further moved to stop the club affairs being discussed in the press, a motion which the chairman thought unnecessary to put to the vote as he thought everyone would assent. However, a division was demanded and my father then used his proxies to defeat the motion.

Thus the new Automobile Club committee came into being and Colonel

Holden was elected the new chairman. My father wrote and invited the Duke of Sutherland to become president, and Lord Dudley (Viceroy of Ireland), Earl Onslow (President of the Board of Agriculture) and Lord Stanley to become vice-presidents, all of whom accepted in view of the fact that they now approved of the committee.

The week after the triumph of the reform party, my father suggested a subscription list be opened to have a picture painted of Roger Wallace, the retiring chairman, and his adversary during the crisis. This gesture by my father, coupled with an appeal in the *Car Illustrated* for everyone to pull together and work for the club, quickly eradicated all bitterness and set the A.C.G.B. & I. on its course to a successful future.

I wonder how many of the present R.A.C. committee would not be eligible if Lord Shrewsbury had won the day. There is no doubt that my father's reform group saved the club and laid the foundations of the influence and prestige the R.A.C. enjoys today.

**John Bolster—continued**

utterly and childishly simple. Internal combustion engines are like that!

The case under review was particularly misleading because it occurred immediately after a new crankshaft had been fitted, yet had nothing whatever to do with it. I thought that either something had been disturbed during reassembly, or the new shaft had a different vibration period, which was affecting the carburation. Such vibration periods are of too high a frequency to be readily

detected by the driver, and in any case the flexible engine mountings inhibit their transmission to the body. The Dauphine engine is particularly smooth, but no four-cylinder unit can be completely balanced at all speeds. No carburetter is immune from the effects of vibration, and among large four-cylinder racing engines, fuel injection is really the only cure. However, good results are sometimes obtained by mounting the complete carburetters on the body or chassis, but then a flexible induction manifold must be contrived.

**Rally Championship—continued**

Triumph TR3A, all, be it noted, fairly cheap Grand Touring Cars.

The Sunbeam Rapier and the Ford Zephyr were probably the most successful British rally saloons, but the former owed much of its success to the brilliant driving of Peter Harper. A typical instance occurred in the Viking, where Peter finished sixth in the class behind five Volvos, whilst the Norwegian experts, on the other Rapiers (one a previous winner of this very specialized event), could not manage better than 21st and 22nd.

The majority of the British class wins were again scored by our comparatively cheap sports car, a type of machine in which we excel. The Triumph TR3 was the most successful and probably has more rally successes to its credit than any other current British model.

Porsches and Auto Union/DKWs took the chief honours for Germany and regrettably the 300SL must now be regarded as a rally back number.

*(Continued on page 848)*

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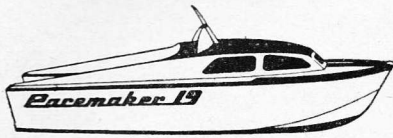
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# Club News

by MARTYN WATKINS

**L**AATEST recruit to the ranks of people running navigational schools is the **Chiltern C.C.** Starting on 22nd January, the course will be held each Thursday for six weeks at the Greyhound, Beaconsfield, Bucks.

Each session will comprise a lecture lasting one hour, followed by questions. One hour will be devoted to each of these subjects: conventional signs on 6th and 7th Series O.S. maps, contours, use of scales, distances, rally regulations, preparations before a rally and instructions to drivers, and aids to navigation, instruments and general revision. Map references will be the subject of two one-hour sessions.

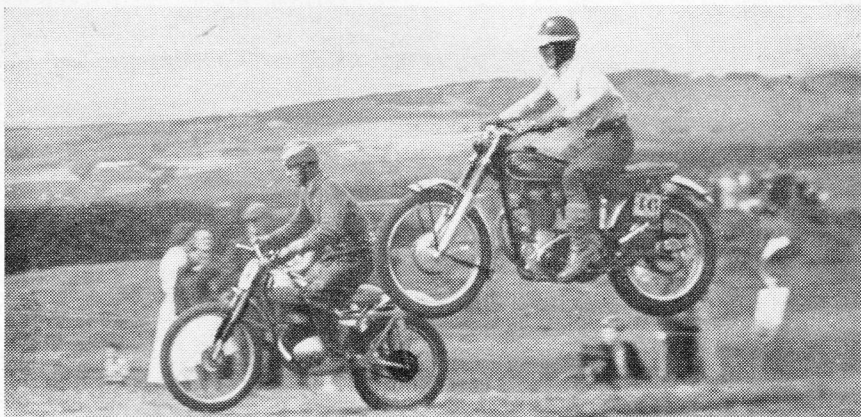
In charge of the course is Paul Treadgold (c/o Treadgold and Elsey, 1 Vine Street, Uxbridge, Middlesex) and you will no doubt remember that he had much to do with a similar course run some time ago by the **Navigators' Club**. The course is open to members of the Chiltern C.C. only and a charge of 5s. is made. For this you receive the instruction and, if you pass the test at the end, you get a Chiltern car badge in a distinctive colour. Members of the club who have not taken the course, by the way, may sit for the test and, if they pass, acquire a badge on payment of the 5s.

The only equipment that "pupils" will need—and they are asked to take 'em along on 22nd January—are sheet 159 of the 1-inch O.S. series, a pencil, rubber, ruler divided into tenths of an inch and a romer.

All this sounds extremely well thought out and it is not difficult to foresee the time when all successful navigators in southern England have the "distinctive-coloured" badge on their motor cars!

\* \* \*

**N**EXT meeting of the **Association of Northern Car Clubs** will be on 7th January at 7.30 p.m. at the Five Ways Hotel, Macclesfield Road, Hazelgrove, near Stockport. The secretary, G. A. M. Baxter, has tendered his resignation and nomination forms have been sent out so



*THEY DO IT FOR FUN! This picture and the one below illustrate the kind of things you can do for amusement on two-wheelers—if your neck is strong enough! Personally, we even prefer horse-riding!*

that a successor may be elected at the next meeting. . . . **North London Enthusiasts C.C.** annual dinner and dance will be held on 2nd January at the Hendon Hall Hotel, Hendon, N.W.4. . . . Annual general meeting of the **Aintree Circuit Club** resulted in the election of K. C. Kidger to the position of treasurer following the resignation of S. J. Burton. Other officials remained the same. . . . **B.R.S.C.C.** Midland Centre present their annual midnight film matinee at the Cinephone Cinema, Bristol Street, Birmingham, on 9th January. Tickets, costing 5s., are available from J. G. Brennan, 35 Underwood Road, Handsworth Wood, Birmingham, 20. . . . Annual general meeting of the **West Hants and Dorset C.C.** has a change of date and will now be held on 22nd January, at 7.30 p.m., in the Grand Hotel, Bournemouth. . . . The **Royal Military College of Science** is promoting the "Rally Militaire" on 21st-22nd February. An intriguing event, it is open only to crews who have been placed first, second or third or who

have received a class award in a restricted or national competition. Distance covered will be some 400 miles. Regulations will shortly be available and secretary of the event is D. Allen, Royal Military College of Science, Shrivenham, Swindon, Wilts.

## PETERBOROUGH M.C. Johnson Cup Sporting Trial

**T**HIS closed-to-club event, held on 14th December, the last for the year, attracted 12 competitors, all in "specials", to the old workings of Sulehay Stone Quarries. No fewer than 15 sections of varying gradient and difficulty had been laid out by the organizer, Jim Huggins, and the large number of spectators enjoyed the sunshine and some spirited displays of driving.

A long and complicated driving test, involving much mud and a lot of reversing, proved very entertaining to drivers and spectators alike. Altogether this was a first-class event to end the year's activities. Secretary of the meeting was Vic Beck.

The next event, in January, is the Warco Cup Trial, a Gold Star qualifying event, for specials, and open to all England.

### Results

**Johnson Cup and Replica:** 1, C. W. Pollard; 2, S. A. Cooke; 3, J. Huggins.

## NORTH WALES C.C. STANDARD CAR TRIAL

**T**HIS event, held on 14th December, is becoming more popular each year. Starting from Meredith & Kirkhams, Old Colwyn, at 10.30 a.m., the 28 competitors were faced with a very full day of seven unobserved sections and a timed climb which included a stop and restart just around a very slick hairpin bend. Some very good times were recorded and there were only four failures on this section—these by the largest cars in the event.

The best hill of the lot was Holly Lane which has been a trials hill in the district for many years and seemed to be most difficult. Only five managed a clean climb.

Next year the club is hoping to obtain a restricted permit and if this is granted there appears to be no doubt that this event for family cars will be most popular, and attract a large following.

### Results

**Outright Winner:** C. Twigdon (VW). **Class Awards:** G. Kelly (Anglia); M. Hinde (Popular); A. W. Gorst (Dellow); P. Higginbottom (Hillman); W. T. Meredith (Metropolitan); M. Bream (VW).



# RALLY MAPS

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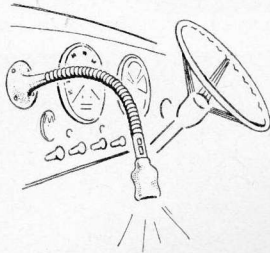
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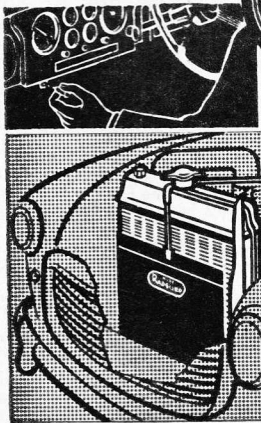
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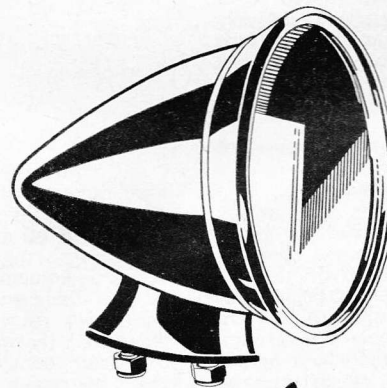
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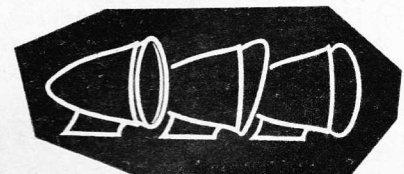
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accuracy of the marshal's watch for timing, but a number of clubs are now using the "sealed watch" system. Some makers of inexpensive pocket watches (notably Ingersoll) will lend against a deposit enough watches to supply one to each car. These are sealed in transparent cases, and the competitor's own sealed watch is used for timing at every control, thus avoiding any timing disputes!

The whole thing depends on the closest co-operation between driver and navigator, and for success each must have complete confidence in the other. A navigator must be of such a temperament that he can placidly get on with plotting the route, keeping track of his

**Rally Round—continued**

have his very first idea of where you are going. The expert navigator will set his driver on course to the first route check and plot the rest of the points on the way, but it does take a lot of practice to read the route accurately to the driver and plot accurately at the same time—all in a fast-moving car! It is safer at first to stop at the side of the road and plot all the references as far as the first time control; the driver can with advantage read the references out to the navigator. The grid squares marked on the map have sides which represent one kilometre, and to interpolate the final pair of figures of the reference, a plastic scale, called a Romer, is used; these are available from all rally equipment suppliers.

It may be worth while, whilst still stationary, to mark quickly a few direction arrows on the map along the quickest route to the first point—a really soft pencil is the thing for this. Experience will tell you in time which roads are the best to use, but you can rely on the organizers making sure that it is virtually impossible for you to get where you want to go on A- or even B-class highways. You will have to use the tiniest country lanes.

It is unlikely that the intermediate route checks will be manned. You may have to note down some fairly conspicuous local information, such as the height of a bridge (marked on it), a mileage on a signpost or (a popular one) the numbers on a fire hydrant plate. This information is just to prove that you have taken the proper route. On some well-organized events, special sign boards are planted at the check-points, bearing some codeword which must be noted in passing.

★

*HAZARDS such as this water-splash (above), encountered on the Scottish Rally, are taken in their stride by competitors. Fords (of the water variety) are tackled at night too, and any delay, such as for drying out drowned electrics, is certain to lose the crew marks when they do arrive at the next time control (right).*

★



Procedure at time controls varies. Sometimes one hands in the route-card to the control marshal and he marks your time of arrival upon it, handing you in turn the route-card for the next section. Sometimes you have the details of the whole route given to you at the start, with spaces on it for time control stamps on the way. Sometimes you have a master control card on which the times are noted, separate from the route-cards. Most organizers rely on the

position on the map and warning the driver of the twists and turns and junctions ahead, giving clear and unambiguous instructions all the time and in plenty of time—regardless of what the driver is doing to the steering wheel or whether in fact the car is still on the road at all. The driver must be a complete master of his car, regardless of weather and road conditions and must acknowledge and follow the instructions  
(Continued on page 848)

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**492/6 CHISWICK HIGH ROAD, W.4**

**Rally Championship—continued**

Holland's Willem Tak is probably the best 300SL rally operator, but his brand-new roadster failed to finish in three out of the four events he attempted. The Porsches, too, are finding it difficult to hold off the Alfa Giuliettas, but the new A-U1000 is still supreme in its class.

To appreciate just what sort of performance nowadays is required to win rallies outright, one should consider the two most successful rally cars, the Alfa Romeo Giulietta and the Volvo 444. Published Road Tests are not a bad standard, although rally cars can usually improve appreciably on them.

With only 1,290 c.c. and in four-door T.I. form, the Giulietta accelerates from 0-70 m.p.h. in 22.9 seconds and does a timed 98 m.p.h. With a Conrero-tuned engine, Consten was doing over 118 m.p.h. down the Le Mans straight in the Tour de France.

From 1,582 c.c. the rather ugly Volvo does a timed 95 m.p.h. and accelerates from 0-75 m.p.h. in 21.1 seconds. In the Acropolis, Andersson did over 106 m.p.h.

Under the crippling handicap of Purchase Tax, small British saloons of equal or superior performance could not possibly be built at an economic selling price.

It will not therefore be surprising if the main spearhead of the British rally attack next year is not Grand Tourers and large saloons. B.M.C. are certainly not standing still with their present successful G.T. cars and there are rumours at both Sunbeams and Triumphs of exciting new sports models which should worthily uphold the palmars already gained by both firms.

In the large saloon class the potent 3.4 Jaguars will always be a serious threat and Vauxhalls are reported to be more than interested in International rallies. They may, however, meet difficulty in getting together a team of experienced British drivers and will certainly have a tough job on their hands to beat Fords with their seasoned organization.

With the possibility of private owners operating Aston Martin DB4 and Lotus—the performance of which is undoubted, although their robustness and stamina is not yet rally-proven—the outlook for British crews on British cars in 1959 is rosy indeed.

**Rally Round—continued**

of his navigator without question and without getting upset if things go wrong—as they almost certainly will at first! He should be able to drive fast, yet keep well within his own limit—the best navigator is of little help to a ditched car!

Once a crew find they can get along together without frightening each other and without continually hurling abuse at each other's heads—it is a good thing to keep together in successive events. Things will begin to click into place and the "pots" will begin to appear on the mantel-piece. This co-operation is far more valuable than the finest car with the most elaborate of equipment.

The question of equipment is a controversial one, but many beginners over-elaborate. It is also a debatable point as to whether more than one navigator is an advantage. On long-distance events, a relief navigator and/or driver may be welcome, but on a "one-nighter" there is not much he can do, and his extra weight may affect the car's performance, particularly if it is a small one. Certainly the most consistently successful crews seem to be two-man units. On the majority of rallies the only equipment one needs is the map(s), a Romer and some kind of cockpit lighting. This latter is particularly tricky, for it is difficult to illuminate the map sufficiently without getting dangerous and distracting reflections in the windscreen. Some people use an elaborate hood projecting out from the dash, but one of the best solutions is to use one of the self-illuminated magnifiers, which one places on the map and which is completely enclosed, letting out no stray light at all and showing only that part of the map under observation.

Driving equipment is much simpler. It is vital to have a good reversing light, because inevitably you will take a wrong turning and have to reverse half a mile along a single-track lane—in a hurry. Standard headlights are a good compromise; a narrow beam is a disadvantage and "flamethrower" spotlights almost useless. What is a help is a good "fog" light with a very wide fan beam, for "seeing round corners". Some people use a pair of them, turned outwards, and swear by their value on twisty roads.

Most of these rallies start about 9 or 10 p.m. and finish in time for an early breakfast. You will have lost a night's

sleep, but not any "working time"; your car will be filthy dirty, but it is your everyday go-to-the-office machine, and if you don't go berserk, it is unlikely to be any the worse for it. And if, after the bacon and eggs, you have sorted out all the things you and your navigator did wrong on your first rally, and are trying to decide which one to tackle next—then you are well on the way to becoming an addict, and you are in for a lot of fun.

**FALKIRK AND D.M.C.**

**T**HE Yuletide Rally of the Falkirk and District Motor Club on 7th December was organized as usual by Jimmy Yuill and Alistair Ross. However, there was one important difference in this year's event—that was that no maps or elaborate navigation was required—simple route directions being the order of the day.

However, despite the simplicity of the routing and low average speeds, no crew of the 22 entries completed the road section with a clean sheet. Even the experts, who included Ian Bennie (Morgan), Sandy Morrison (M.G. TF) and brother Logan sporting an M.G.A. lost marks. This was due mainly to a loop regularity section near Glenboig which, being only just over one mile in length, caught many crews almost before they had started. Jim Haston in his veteran M.G. just couldn't believe he had finished this section and hid from the control.

The rally of 60 miles length was based around Falkirk, and it was surprising how many little-known roads were used, at least so it seemed to the competitors.

The final section was over a roughish but well-defined road at a very low average, but Bob Monteith (Magnetite) and Logan Morrison (M.G.A.) were penalized for arriving too early within sight of the final control—and many others were still looking for the difficulties of which there were none.

Powfoulis Hotel was conveniently sited at the final check where results and warmth were provided on this cold day.

W. K. H.

**Results**

**Premier Award:** J. A. Morrison/J. L. Muir (M.G. TF). **Best Open Car:** A. Ponari/A. Evangelisti (TR3). **Best Closed, under 1,500 c.c.:** C. F. Kerr/J. Nicolson (Dauphine). **Best Closed, over 1,500 c.c.:** D. Mercer/J. McGregor (Isis). **Best Beginner:** W. F. Jack/S. Inglis (Vauxhall). **Best Team:** J. A. Morrison (M.G. TF) and I. Bennie (Morgan Coupé).

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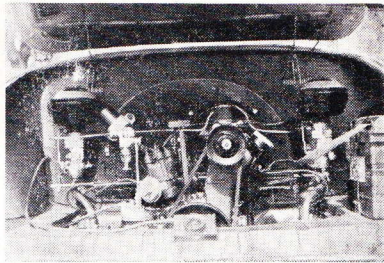
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