

The winning Citroen ID-19 of Coltellonni, Alexandre and Desrosiers, fog lights ablaze, nears the end of the rally without visible signs of the 4-day ordeal behind it. Below, the second-place car—a new Simca Aronde—driven by Thomas and Delliere. All of the first four finishers (two Citroens, a Simca and a DB-Panhard) used Michelin tires, which is a good endorsement of the make; a good many of the entrants who mounted tires with steel lugs imbedded in the rubber finished on flat tires. The flats were the result of running off the snow and ice onto dry roads which caused the lugs to heat up, passing the heat to the tube, which then blew out.



The Brinkman/Cuff 3.4 Jaguar, part of the winning team entry (Parkes/Howarth, Walton/Martin) of three Jaguars, treads lightly on a surface not conducive to surefootedness and not appearing to be one that is forgiving of mistakes. The Pat Moss/Ann Wisdom Austin A-40 looks as though it is about to leave the road sideways, but everything came out all right. They kept the road if not their composure, and went on to win 10th place over all and the Coupe des Dames. This car was equipped with safety belts and shoulder harnesses for both occupants.

PHOTOGRAPHY: PHOTO JUNIOR, PHOTO ERDÉ



# XXVIII RALLYE DE MONTE CARLO

Neither snow, nor rain, nor heat, nor gloom of night . . .

BY BERNARD CAHIER

**F**RENCH CARS made a clean sweep of the 1959 Monte Carlo Rallye, taking the first four places against particularly stiff competition from a large number of factory-supported British, German, Italian and Swedish cars.

The winner of this famous classic rally was a Citroen ID-19 manned by three Parisians: Coltellonni, Alexandre and Desrosiers. Thanks to their efforts, Citroen recorded its first win in this exasperating event.

Second in the general classification was the Simca of Thomas/Delliere. Third was the little DB-Panhard of Surles/Piniers. Fourth was the Citroen of Marang/Badoche, also an ID model, and in fifth place was the first non-French car, a Sunbeam driven by the ex-Monte Carlo Rallye winner Ronnie Adams, who finished ahead of a Volvo and a DKW.

Tenth overall and winning the Coupe des Dames by a comfortable margin, with a brand new Austin-Farina A-40, were Pat Moss (sister of Stirling) and Ann Wisdom.

Although generally considered not as hard as the much talked about 1958 edition, this year's run was hardly simple. Only 119 cars out of 320 starters were able to complete the final regularity test. This was a grueling ordeal, 267 miles long, which was held at night a few hours after the competitors had reached Monte Carlo from their various starting points.

This year nine starting points were offered to competitors, but all of the roads converged eventually at a rendezvous point in Chambéry. From there all drivers were to try to reach Monte Carlo over a particularly fiendish mountain road. The starting points were Lisbon, Glasgow, Paris, The Hague, Munich, Stockholm, Athens, Rome and, for the first time since the war, Warsaw.

The week before the start of the Rallye, Europe went through a terrible cold wave, with storms of snow and ice almost everywhere. But as the day of the start approached, weather conditions gradually improved, and by the time of the start most of the routes had partly melted off and thus were much easier. Starters from Paris, The Hague and Munich found conditions difficult, especially in the east of France, where the road was alternately dry, icy and slushy. These conditions varied constantly, and drivers could not know what to expect from one mile to the next.

In spite of this a relatively small number of retirements were noted by the time the competitors reached the rendezvous point of Chambéry. All favorites were still in the running, and rally organizers faced the prospect of having too many unpenalized cars reaching the principality for the final test.

Luckily for the organizers and unluckily for the drivers, the 272-mile run from Chambéry to Monte Carlo cut down the number of competitors: only 220 cars reached the sunny shores of Monaco. Thirty-four of these were so penalized or damaged by accidents that they were not allowed to participate in the ultimate night test, leaving that same evening from Monaco and arriving back there after 267 miles of extremely rough, curvy and narrow roads running through the back country of the Alpes Maritimes.

The competitors looked very tired when they arrived for

the first time in Monaco, and the few hours' rest before the Monaco to Monaco run would not help them. It broke their driving rhythm and they all rushed off to have a big hot meal after three days of sandwiches. Unfortunately this was to make things much worse for the many contestants who got car sick during this last wild night ride.

The Norwegian Johansson caused quite a sensation as cars arrived from Chambéry. Other drivers were tired, dirty and unshaven, but he stepped out of his Dauphine looking immaculate, wearing a well cut dark suit, white shirt, shined shoes and a homburg. The man looked ready for Monte Carlo night life, and it seemed almost impossible that two sleepless nights and over 1870 miles had done so little to anyone. Asked how he did it, he said simply, "I just got into my car at Stockholm and drove here!"

As the 186 competitors left for the last decisive run in the night, it was most difficult to designate any probable winner. Favorites such as Gatsonides, Schock, Moss, Chiron, Adams, Bueb, Villoresi and many other well known rallyists were still going strong. To make things more complicated, the list of penalizations was not available before the start, so everyone was in the dark in more ways than one.

The last leg was marked by numerous accidents and retirements which showed the extent of the strain put on cars and drivers by the accumulated lack of sleep, the extreme difficulty of the curvy and narrow roads chosen, the road conditions (usually ice and snow) and the long night hours.

The 267 miles were cut into seven sectors, each with different imposed speeds which added to the constant concentration required from drivers and navigators. As the sun rose on Monaco only 119 cars had at last reached the *Parc Fermé*, many of them bearing visible signs of a particularly rough night.

Thursday morning came at last and the rally, which had started on Sunday, was over. As competitors went off for a well deserved rest, journalists from all over the world were gathered at the headquarters awaiting the results of this mysterious rally. They too were strained, as it had been a long and tedious task attempting coverage of so sprawling an event. Finally, on Friday noon, results were posted but were not then complete. During the long wait many adventures and incidents were recounted by the competitors.

Near Monaco four cars had left a small bridge through a missing railing and gone down a bank, landing in the river bed. One of the last to join the party was the Riley of racing driver Les Leston, who landed on the top of a Citroen. Leston, being on top, was luckier than the other drivers: with the help of cooperative spectators, he was able to get back on the road and continue, finishing 82nd in the general classification.

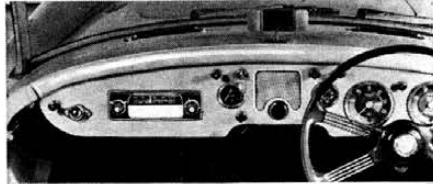
The Swiss team of Meyrat and Meyer flipped their DKW on a hairpin but were able to get back on the road and ultimately finished 48th. Ex-Monte Carlo winner Gatsonides caused a sensation when his Triumph arrived in Monaco amid a shower of sparks generated by the steel studs

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## MONTE CARLO

(continued from page 41)

in the TR's two front tires, which were completely flat. Surprisingly many cars imitated him and limped in with at least one tire gone (one Porsche was reported to have finished on three flats).

As the final results were posted there was of course great joy in the French camp since French cars took the first four places, soundly defeating the British teams who had made a big effort for this rally. Almost all European automobile manufacturers place a great deal of importance on the Monte Carlo Rallye and either enter cars themselves or back private entries. None of the first four cars (all French) were factory supported.

Although this had been a particularly successful event for the French, it was a disappointing one for the British, who had the largest number of factory-supported cars. British prestige was saved somewhat by Adams (in fifth place driving a Sunbeam), two Jaguars in eighth and ninth, and of course the splendid showing of the Misses Moss and Wisdom, who won the Coupe des Dames as well as 10th overall in their Austin A-40. We believe it was the first time that this attractive car (road test, Road & Track, April) had been entered in rally competition, and it certainly did well for its first appearance. Miss Moss was particularly pleased with the road handling of the car.

We have seen that this 28th Monte Carlo Rallye was justly rated as difficult, and the number of nonfinishers emphasizes this point. In rallies today, a startling number of factors must be considered: the large participation by many makes of cars, extremely careful preparation for the rally (which takes many days of intensive reconnaissance of the roads and pages of notes), the careful preparation of the cars, accurate timing and first-class drivers assisted by competent navigators with quick, mathematical minds. And, of course, luck is always involved too. The day of possible success for the amateur who enters his personal car without special preparation is over.

The Simca which finished second was the trim new P-60 model. DKW did well in finishing seventh, 11th and 13th, with the greatest percentage of entered cars finishing the event. Only 37% of the entire entry list finished the rally, with those starting from Warsaw faring worst—only 18% arrived in Monaco.

Although the press organization left much to be desired, and certain rules were obscure, the Monte Carlo Rallye remains great.

For those interested in doing this rally the bi-monthly French newspaper, *L'Auto Journal*, has figured that it would cost two people \$500 to run the rally in a Dauphine without any special preparation. This is quite a bit, of course, but it covers a two-week period and includes going to a point of departure, doing the Monte and returning home (if your home is in Europe).

### AS HENRY MANNEY SAW IT . . .

. . . We were standing at St. Devote corner watching the rally cars get away Wednesday night for the start of the classification test in the mountains. Most of them apparently felt that they had to average their 37 miles per hour from a standing start, and there

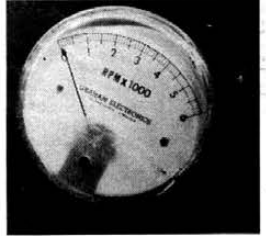
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was some pretty hairy work. They started from the Grand Prix start line on the Promenade, turned at the Gasworks hairpin, whizzed back up Boulevard Albert I and took a sharp right at St. Devote, going down the "wrong way" on the GP course alongside the harbor and through the tunnel.

Add to this the usual 7:00 P.M. traffic with 2-CV Citroens, scooters, and the immense sand and gravel trucks engaged in building the new Monaco railroad tunnel! One of the Volvos came down there at a good 60, didn't see the cop on point duty until almost too late, heeled it hard over without lifting his foot, and, threading his way between two old ladies in a 4-CV and a plasterer on one of those terrible Motobecane three-wheel carry-alls complete with pots and ladder, boomed through the corner, sparks flying from the carbide-tungsten stud inserts in his tires. He just missed one of those big trucks by about 3 inches, still without lifting his foot. If he had hit that thing you could have heard the shunt all the way to New York. The poor cop just covered his eyes with his hat. Then one of the Jags shunted some inoffensive type in a 2-CV at that same corner. Lor' lumme, there were fun and games on that classification test.

Peter Jopp was at a control in his Sunbeam when a Jag (French entry), somewhat late, came around the corner, clapped on everything and, with the discs glowing red, went slap into the back of the Sunbeam. By this time the control personnel had shot up the bank with Jopp's navigator, card in hand, hot after them.

Another corner, which both tightened up unexpectedly and had ice on it, caught one of the Citroens. It promptly went over the edge and down into the ravine, where it was stopped only by some trees. No sooner had the team gotten out of the car, bewailing their luck, when Leston's Riley arrived and took the same route. Everyone hove to and pushed him out, ducking every now and then as somebody passed by sideways and/or with two wheels on the grass. No sooner was Leston gone (the Citroen was too far down) than a Sunbeam arrived at speed and landed on the Citroen. He was grunted out backwards in spite of tracks that looked like that famous ski cartoon with a trail on each side of a sizable tree, and almost had his front wheels on the road when a Peugeot hit absolutely straight on and shunted the Sunbeam (and itself) back down again. In the next five minutes no less than two cars had their front wheels on the roof of that Peugeot and got out again. And this is sport? 



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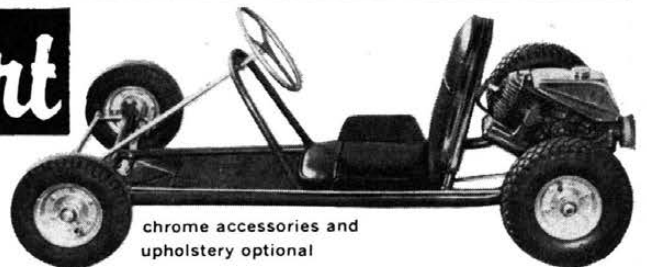
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