

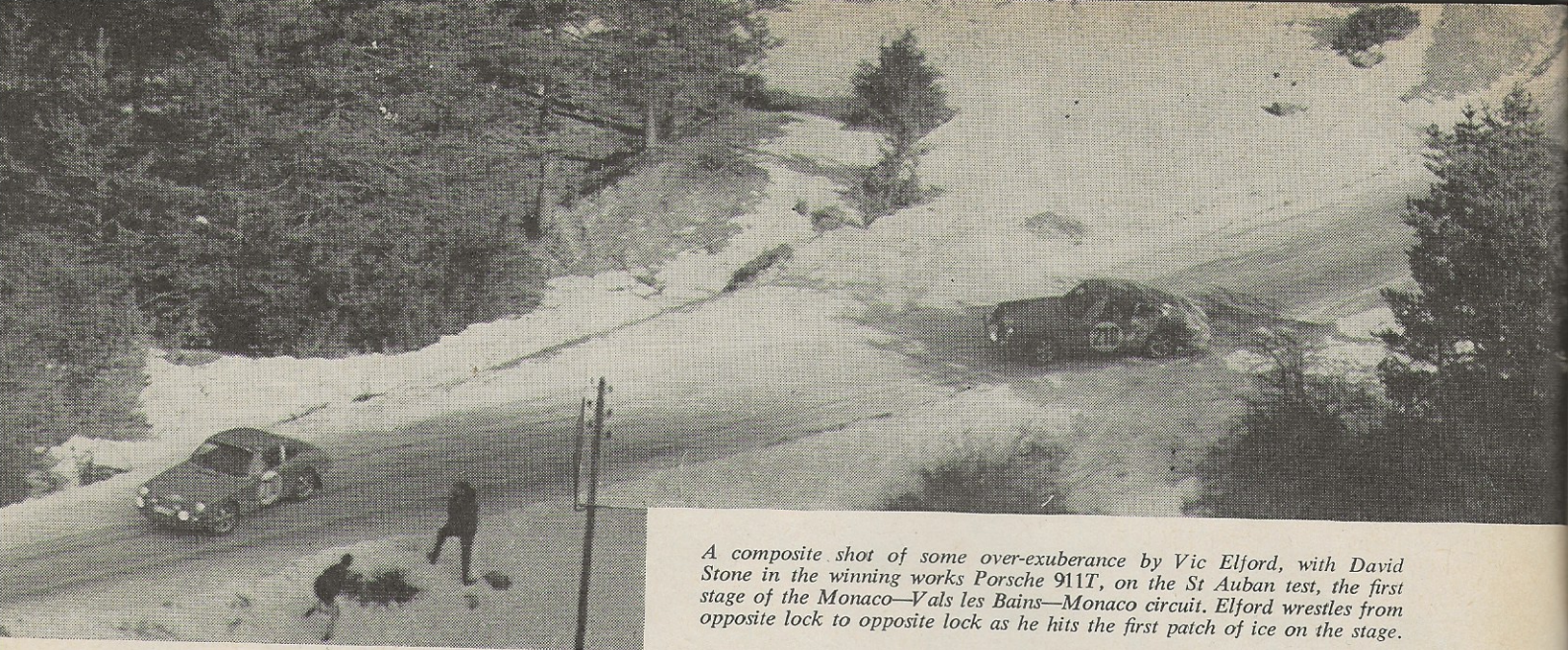
February 2 1968 2/6

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Elford wins Monte for Porsche — McLaren's Teretonga





A composite shot of some over-exuberance by Vic Elford, with David Stone in the winning works Porsche 911T, on the St Auban test, the first stage of the Monaco—Vals les Bains—Monaco circuit. Elford wrestles from opposite lock to opposite lock as he hits the first patch of ice on the stage.

Porsches mop up Monte

Dry conditions allow first rear-wheel-drive win since 1960—a possible French victory for Alpine ruined by vandalism

By JOHN DAVENPORT

Photography by PETER BURN

IT was a beautiful morning when the cars arrived back in Monaco from the final mountain circuit of the 1968 Monte Carlo Rally, and from Vic Elford's seat in his Porsche 911T it probably seemed the most beautiful that ever dawned, for the fine weather that had persisted throughout this rally had enabled him to assert his superiority on the special stages and finally win this, the biggest event of the year. In last year's event his Porsche had been handicapped by the restriction imposed on the number of tyres. This year any number of any type could be used, which meant that the Porsches could use their performance to the best effect in any weather conditions.

For this reason the Porsches started favourites, but the shock came when it was discovered that after three tests Vic Elford was lying fourth behind the three Renault Alpines of Gérard Larrousse, Jean-François Piot and Jean-Claude Andruet, while Pauli Toivonen in the second works Porsche was lying sixth behind Leo Cella's Lancia Fulvia. Although two of the Alpines subsequently dropped out, Larrousse led back at Monte Carlo from the two Porsches by a margin of only 14 secs from Elford. On the final mountain circuit, however, after three tests Elford led by 19 secs; then Larrousse crashed on some snow thrown on the road by some irresponsible spectators at the Col de Turini.

Thus Porsches finished first and second, with poor Cella eighth after he had lost six minutes through a navigation error. Third to fifth places were occupied by the Mini-Coopers of Rauno Aaltonen, Tony Fall and Paddy Hopkirk, who had passed the Lancia of Ove Andersson after he too had an accident on the Turini and fell to sixth from fourth place. Seventh was the sole survivor of the Alpine team, Jean Vinatier, who had driven very fast on the last night to improve his position by no less than three places.

THERE were two exceptional things about this year's Monte Carlo Rally for which it will long be remembered. This was the first year that all the competing cars were on scratch, with no form of handicap to differentiate between them. There was no handicap on special stage times relating to the class or cylinder capacity of the cars, and no restriction on tyres or other accessories except the normal limits imposed by Appendix J and the International Sporting Code. This was undoubtedly a good thing, as most of the carping and criticism in the past has stemmed from such regulations, but the other exceptional thing was not so good—the conditions. Never has the weather been so mild or the roads so dry, especially as in the last week before the rally started many of the special stages were covered feet deep in snow, closing them for days on end. In fact, 10 of the 13 special stages were eminently suited for racing tyres, while at least two of the others could best

be driven on lightly studded summer tyres. This made most of the driving more reminiscent of the Coupes des Alpes than the Monte Carlo Rally.

If the event had been held some 10 days earlier, it would have been a classic Monte in the sense that 1965 was a classic, with plenty of snow and every road section a real struggle for survival. This is not to suggest that the result would have been any different, as the times of the Porsches and Alpines over the stages that did have snow and ice suggest that they were still faster than the front-wheel-drive cars in such conditions.

Even with the rally running in pretty mild weather, the Athens starters had their share of snow, both falling and fallen, while the other itineraries were treated to doses of fog and ice in the area between Geneva and Lyons on the last night before arriving at Monaco on Monday morning. The Dover starters in particular had special problems,

in that they had to find the control in Lille during the morning rush hour, and only six of them emerged from that control without penalty. Even the experienced John Sprinzel, driving a BMC 1800 with Gerry Ryan, took a minute's penalty after arguing with a truculent gendarme. On that same itinerary, Rosemary Smith/Margaret Lowrey burst an oil pipe on their works Group 3 Imp, but they got it fixed and arrived at Monaco immaculate as usual. A surprise face amongst the British drivers was that of Roy Fidler, who had been summoned from his fried fish emporium only the day before the rally started to join James Gordon and Barry Hughes in a Lotus-Cortina. Unhappily Fidler had not left the frying behind, as on the first common mountain circuit the car caught fire and very nearly toasted the occupants.

The only shadow cast over the rally was the death in an accident on the Yugoslav *autoput* of Luciano Lombardini, co-driver to Sandro Munari, who had both started in a works Lancia Fulvia from Athens. His car was hit by a local Mercedes that was overtaking two buses. Lombardini was killed instantly; Munari was severely injured and taken to hospital in Skopje, where Lancia had a surgeon flown to him from Italy. He has recovered from the operation and will return to Italy soon.

After the arrival of all the cars on Monday morning, the drivers had 24 hours to rest before going out on the first circuit to Vals Bains and back, though BMC's Mini-Cooper drivers had a restless time of it. One French journalist called the proceedings *le cinema*, and perhaps he was thinking of the Marx Brothers in which case he had a point. The BMC Coopers were running with two single-choke carburetters fabricated by BMC Competitions from two double-choke Webers which they fitted straight on to the SU manifold, taking advantage of the regulation which says that the carburetters can be changed in Group 2 provided the new one fits on without modification to the manifold or use of spacers. When the scrutineers saw them the trouble started, and for a while it looked as though they would not start on the mountain circuit.

Then came a most astonishing proposal from the club: if BMC would like to go into the *parc fermé* and change the carburetters for SUs they were welcome to do so. Quite naturally BMC rejected this offer as it would have laid them wide open to protests from other competitors. Eventually after arguing into the next night, the club said that the Minis could start as far as they were concerned but they reserved their judgment on the question of whether any modification had been made to the manifold

until the final scrutineering, when if another competitor should protest, then . . .

As a result of this messing around BMC found themselves in trouble of another sort, for when they had thought that they were not going to start, all the service vehicles, including those carrying the tyres, had been put in a lock-up garage which was by now firmly locked, and the man with the key was asleep. When the doors were finally broken down it was too late for the tyres to reach the service point at Pont des Miolans before the first special stage. The result was that Mäkinen, Aaltonen and Hopkirk went over the first test on the worn studded tyres that they had driven on from Athens and Lisbon while the test actually suited racing tyres.

In fact, most cars took lightly studded tyres or plain radials. The fastest man on the stage was Leo Cella, whose Lancia went almost a minute faster than last year (when it also did fastest time) on Pirelli Cinturato with just a couple of rings of studs. The Porsche team, their Dunlop contract being strictly enforced, chose SP3s, though Toivonen for some reason even he could not understand had the car fitted with studs at the front and plain at the back, while Elford took plain SP3s all round. Despite this Toivonen was credited with the fastest Porsche time, though Elford maintained quite strongly that his time was a minute too much. Tony Fall's time was better than the other Minis as, by the time he arrived at the start of the test, so had the service van and he was able to choose the tyres that he wanted. Not so fortunate were Lucette Pointet/Michelle Veron in one of the factory Group 1 Citroën DS21s, who had a puncture on the ascent to the Col St Raphael before Pont des Miolans. Because of the delay so caused they did not have time to take new tyres at the service, and subsequently crashed on the special stage.

The two rather special Datsun 2000s of Hannu Mikkola and Jorma Lusenius were both going very strongly, though Lusenius could hardly be expected to throw caution to the winds as he had been penalized a total of 51 minutes on the concentration run when his car had developed electrical troubles and several times refused to start. These cars, despite their dated styling, were giving 170 bhp and had such refinements as five-speed gearboxes and pop-riveted coachwork.

St Auban*

1, Cella (Lancia Fulvia), 19 m 33 s; 2, Toivonen (Porsche 911T), 19 m 40 s; 3, Andersson (Lancia Fulvia) and Larrousse (Alpine), 19 m 42 s; 5, Elford (Porsche 911T), 19 m 45 s; 6, Fall (Cooper S), 19 m 50 s; 7, Mikkola (Datsun 2000), 19 m 58 s; 8, Aaltonen (Cooper S), 20 m 05 s; 9, Waldegaard (Porsche 911T) and Mäkinen (Mini-Cooper S), 20 m 09 s; 11, Moss (Lancia Fulvia), 20 m 11 s; 12, Vinatier (Alpine), 20 m 14 s; 13, Söderström (Lancia Fulvia), 20 m 17 s; 14, Lusenius (Datsun 2000), 20 m 23 s; 15, Zasada (Porsche 911T), 20 m 25 s.

From the end of the first test there was a long daylight run to the foot of the Col de Rousset, from where a very icy road section led via St Jean to Peyrus. George Kritikos in the sole surviving Toyota was unfortunate enough to miss the passage control on the route forestière and subsequently retired. The Swiss Sunbeam Imp of Patrick Lier/Michel Buzzi, running number 1, had a minor accident with a small Citroën on this stage and collected its first penalty points. From then on nothing went right for the unlucky pair as, in addition to breaking the distributor twice, their tyre service never quite caught up with them and they lost increasing amounts on the road and were not classified in the first 60 cars.

After Peyrus the route crossed the Rhône and entered the Ardèche, where there were to be two special tests; one of 38 kms from

*The sets of fastest times compiled for the stages in the mountain circuit Monaco-Vals les Bains-Monaco do not contain times recorded by cars which retired during the course of this circuit.



Pauli Toivonen/Martti Tiukkanen power the factory Porsche 911T towards second place overall, and equal fourth fastest on the La Madeleine stage.



Bengt Söderström/Gunnar Palm finished 11th in the works Lancia Fulvia, despite Softly-Softly's stomach troubles.



The third-placed Mini of Rauno Aaltonen/Henry Liddon gets very sideways taking a left-hand corner on the Col de Turini.



Understeering Fulvia is the works car of René and Claudine Trautmann on the La Madeleine stage.

Success in the Monte demands Castrol.



Rallies like the Monte build up pressure hour by hour, day by day. It takes an oil like Castrol with Liquid Tungsten* for engines to stand the pace. Those icy European roads, those battering Alpine tracks strain engine and oil to the uttermost. At these times of stress, Liquid Tungsten builds extra protection *into the body of the oil*. As a result, Castrol smooths friction, fights wear. Demand Castrol yourself. It's a winner!



*long chain tertiary alkyl primary amine tungstate

GENERAL CLASSIFICATION

3rd MINI COOPER S R. Aaltonen/H. Liddon
4th MINI COOPER S T. Fall/M. Wood
5th MINI COOPER S P. Hopkirk/R. Crellin

Touring car category

1st MINI COOPER S
2nd MINI COOPER S
3rd MINI COOPER S

Class 3 group 2 (1000-1300c.c.)

1st MINI COOPER S
2nd MINI COOPER S
3rd MINI COOPER S

(Subject to official confirmation)

DEMAND CASTROL—BMC DID

Le Moulinon to Antraigues, and the other on the climb up out of Burzet. The first of these tests was absolutely dry and in fact had been swept by a mechanical road sweeper shortly before the rally arrived, so that there wasn't even any gravel. In consequence both BMC and Renault went on Dunlop racing tyres, while Porsche chose plain SP3s (their racing tyres were still in transit from Stuttgart), and the Lancias took either Cinturatos or mildly studded SP3s. The Alpines were easily fastest, with Jean-François Piot and Jean-Claude Andruet recording 29 m 33 s and 29 m 37 s, Larrousse on 30 m 5 s and Elford next fastest with 30 m 57 s. Aaltonen and Fall were the quickest Minis, while Makinen felt unsettled on the racers and could only make ninth fastest.

Col de Fayolle

1, Larrousse, 30 m 05 s; 2, Aaltonen, 30 m 56 s; 3, Elford, 30 m 57 s; 4, Fall, 31 m 12 s; 5, Cella, 31 m 14 s; 6, Toivonen, 31 m 17 s; 7, Hopkirk (Cooper S), 31 m 23 s; 8, Andersson, 31 m 27 s; 9, Makinen, 31 m 28 s; 10, Zasada, 31 m 59 s; 11, Söderström, 32 m 39 s; 12, Moss, 32 m 46 s; 13, Mikkola, 32 m 47 s; 14, Orrenius (Saab V4), 32 m 51 s; 15, Trautmann (Lancia Fulvia), 32 m 55 s.

On the hillclimb at Burzet the three Alpines again went on racers though there were some corners still with snow and they were rewarded with fastest times, Piot recording 9 m 42 s. The road sections here were quite difficult, and the onset of darkness combined with the narrowness of the cleared track between the snow banks made the going difficult. The private Volvo of Jan-Eric Virgin/Fergus Sager lost time when a Fiat slewed off the road on the descent back to Burzet and they had to wait for the arrival of René and Claudine Trautmann (Lancia Fulvia) and Jorma Lusenius before there was sufficient manpower to clear the road. Trautmann made the control in Vals on time, but Virgin did not.

Burzet

1, Larrousse, 9 m 46 s; 2, Elford, 9 m 50 s; 3, Vinatier, 9 m 56 s; 4, Toivonen, 9 m 59 s; 5, Fall, 10 m 03 s; 6, Cella and Aaltonen, 10 m 06 s; 8, Hopkirk, 10 m 07 s; 9, Zasada, 10 m 10 s; 10, Makinen, 10 m 15 s; 11, Andersson, 10 m 19 s; 12, Mikkola, 10 m 25 s; 13, Orrenius, 10 m 29 s; 14, Moss, 10 m 31 s; 15, Andersson, 10 m 32 s.

At this stage of the rally Leo Cella/Domenico Paganelli were holding an excel-

lent fifth place overall in their Lancia Fulvia, but on the stage from Vals to Loubaresse, high on the Col Meyrand, poor Paganelli who has had no previous experience as a co-driver took a wrong turning and they were penalized a disastrous 6 mins at the time control.

From the Ardèche the rally went via Mont Ventoux back into the Hautes Alpes for three stages round Gap, of which the first was over the Col de Perty. This is a very fast straightforward ascent followed by a twisting treacherous descent and, since the ascent was dry with all the snow on the other side, the choice of tyres was difficult. Aaltonen took Weathermasters with studs and was rewarded with fastest Mini time, while Makinen chose SP3s with the studs sunk deep in and found that they were too deep to be of much use on the descent. Fall tried racers and lost ground to the other Minis as a result, while the Porsches took lightly studded Weathermasters and Larrousse Kleber winter tyres with just a few studs. The Lancias all took SP3s with 300 studs. It is difficult to say which was right, but at least the Porsches made the

GENERAL CLASSIFICATION

Position	Starting point	Driver/Co-driver	Nationality	Car	Penalties	Points Monaco-Vals-Monaco	Penalties	Points Monaco-Monaco	Penalties	Total Points	Group	Class	Class winners
1	VA	Vic Elford/David Stone	GB	Porsche 911T		8054		6062		14,116	3	2	*
2	FR	Pauli Toivonen/Martti Tiukkanen	SF	Porsche 911T		8103		6089		14,192	3	2	
3	AT	Rauno Aaltonen/Henry Liddon	SF	Mini-Cooper S		8157		6294		14,451	2	3	*
4	DO	Tony Fall/Mike Wood	GB	Mini-Cooper S		8340		6295		14,635	2	3	
5	LI	Paddy Hopkirk/Ron Crellin	GB	Mini-Cooper S		8336		6316		14,652	2	3	
6	AT	Ove Andersson/John Davenport	S	Lancia Fulvia		8219		6447		14,666	2	3	
7	LI	Jean Vinatier/Jean François Jacob	F	Alpine		8468		6208		14,676	3	1	*
8	MC	Leo Cella/Alcide Paganelli	I	Lancia Fulvia		8118	360	6329		14,807	2	3	
9	MC	Hannu Mikkola/Anssi Jarvi	SF	Datsun		8406		6542		14,948	3	2	
10	OS	Bjorn Waldegaard/Lars Helmer	S	Porsche 911T		8393	240	6465		15,098	3	2	
11	AT	Bengt Söderström/Gunnar Palm	S	Lancia Fulvia		8486		6617		15,103	2	3	
12	OS	Ake Anderson/Sven Svedberg	S	Porsche 911T		8617		6584		15,201	3	2	
13	MC	Rene Trautmann/Claud Trautmann	F	Lancia Fulvia		8646		6592		15,238	2	3	
14	MC	Pat Moss Carlsson/Liz Nystrom	GB	Lancia Fulvia		8562		6712		15,274	2	3	
15	LI	Serge Barbasio/Ugo Barilaro	I	Lancia Fulvia		8894		6583		15,477	2	3	
16	OS	Tom Trana/Solve Andreasson	S	Saab		8645		6914		15,559	2	4	*
17	OS	Ove Eriksson/Lennart Berggren	S	Opel Kadett		8715	360	6638		15,713	2	5	*
18	RE	Henri Greder/"Beaumont"	F	Opel Commodore		9034		6935		15,969	1	6	*
19	MC	Jean Claud Ogier/Bernard Ogier	F	Citroën DS21		9092		7004		16,096	1	6	*
20	FR	Nicolas Koob/Aloyse Kridel	L	Renault		9064		7079		16,143	1	3	*
21	MC	Robert Neyret/Jacques Terramorsi	F	Citroën DS21		9014		7328	180	16,522	1	6	
22	MC	Andrew Cowan/Brian Coyle	GB	Sunbeam Imp		9240		7288		16,528	2	2	*
23	MC	Giorgio Pianta/Fabio Miracolo	I	Alfa Romeo		9205	60	7396		16,661	1	2	
24	DO	Brian Culcheth/Johnston Syer	GB	BMW 1800		9287		7320	60	16,667	2	2	
25	MC	Noel Labaune/"Casal"	F	Alfa Romeo		9329	300	7079		16,708	2	4	*
26	MC	Gian Piero Raffa/Arnaldo Bernacchini	I	Lancia Fulvia		9438	120	7234		16,792	1	3	
27	MC	Roland Charriere/Yannic Castel	F	Renault		9413	360	7090	120	16,983	1	3	
28	MC	Walter Löffler/Carst Johansson	D	Lancia Fulvia		9317	420	7555	60	17,352	3	1	
29	MC	Fiorenzo Genta/Arturo Brena	I	Lancia Fulvia		9480	840	7085		17,405	3	1	
30	MC	Alain Junguenet/Alfred Schwab	F	Lancia Fulvia		9871	180	7370		17,421	1	3	
31	FR	Konrad Riemer/Kurt Pfrier	D	BMW 1600TI		9479	240	7545	180	17,444	2	4	
32	DO	John Sprinzel/Gerald Ryan	GB	BMC 1800	30	9736	60	7624		17,450	2	5	
33	DO	Rosemary Smith/Margaret Lowrey	EIR	Sunbeam Imp		9818	360	7439		17,617	3	2	
34	VA	Helmut Klocke/Gerhard Klapproth	D	Porsche 911T		9125	1440	7188		17,753	3	1	
35	RE	Jens Nielsen/Jenning Henriksen	DK	Volvo 122		10,001	120	7628	120	17,769	3	2	
36	AT	Giuseppe Ceccato/Gioia Laverda	I	Fiat 125		9759	240	8133		17,869	2	5	
37	VA	Hans Beck/Herbert Heuser	D	Opel Kadett		9944	960	7357		18,132	2	5	
38	DO	Peter Jopp/Willie Cave	GB	BMC 1800		9995	660	7806	60	18,261	2	2	
39	FR	Walter Bachmann/Rainer Strunz	D	BMW 2000TI		10,117	540	7929	300	18,521	2	5	
40	FR	Peter Schafer/Werner Freinstein	D	BMW 2000TI		10,009	720	7800	360	18,886	1	5	*
41	VA	Henryk Rucinski/Adam Wedrychowski	PL	BMW 1600TI		9991	600	7864	600	18,889	2	5	
42	OS	John Unnerud/Monty Karlan	N	Renault R8		9378	790	7414	1560	19,055	1	4	
43	RE	Claude Laurent/Jacques Marche	F	DAF		10,399	420	8264	60	19,142	2	3	
44	OS	Gunnar Fadum/Harald Fadum	N	Audi		10,143	850	7990	180	19,143	2	1	*
45	OS	Helge Menkerud/Johannes Faale	N	Opel Rekord		9663	420	8800	2040	19,163	2	5	
46	OS	Lillebror Nasenius/Matti Wigren	S	Opel Kadett		8678		18,164		20,923	1	5	
47	LI	Jean-Pierre Nicolas/Claude Roure	F	Renault 1135		8709		18,276		26,842	2	5	
48	MC	Gerard Larrousse/Marcel Callewaert	F	Alpine		8040		20,686		26,985	1	3	
49	MC	Bruno Pagliero/Giulio Bona	I	Fiat 124		9562	720	7826		28,726	3	1	
50	VA	Antoni Weiner/Jan Karel	PL	BMW 1600TI		10,203	540	18,615		28,897	3	1	
51	VA	Gunter Heymanns/Ewald Schutte	D	NSU	30	9648	1140	18,670		29,413	1	4	
52	RE	Jean-Pierre Carlier/Maurice Gelin	F	NSU	180	9686		18,984		29,802	2	2	
53	RE	Pierre Boucher/Jean Mesange	F	Opel Kadett		9934	1020	21,306		31,172	1	2	*
54	OS	Carl Orrenius/Arne Hertz	S	Saab		8467	240	21,478		32,432	2	5	
55	AT	Timo Makinen/Paul Easter	SF	Mini-Cooper S		8348	420	26,466		35,173	2	4	
56	VA	Rob Slotemaker/Alan Taylor	NL	NSU		9397	60	30,000		38,768	2	3	
57	RE	Ben Pon/Johan Klein	NL	Volkswagen		9622	60	30,000		39,457	2	2	
58	MC	Jan-Eric Virgin/Fergus Sager	B	Volvo		9780	300	30,000		39,682	2	4	
59	MC	Lucien Bianchi/Christian Delferier	B	Citroën DS21		9014	1620	30,000		40,080	2	5	
60	VA	Sobieslaw Zasada/Jerzy Dorzanski	PL	Porsche 911T		8383		35,000		40,634	1	6	
										43,383	3	2	

AT, Athens; DO, Dover; FR, Frankfurt; LI, Lisbon; MC, Monte Carlo; OS, Oslo; RE, Rheims; VA, Warsaw.

B, Belgium; CH, Switzerland; D, Germany; DK, Denmark; EIR, Ireland; F, France; GB, Great Britain; I, Italy; N, Norway; NL, Netherlands; PL, Poland; S, Sweden; SF, Finland.

most of their power on the ascent to take fastest times.

One Porsche that was in trouble was that driven by Hans Laine/Pekka Keskitalo, entered by the Porsche distributor in Finland. Laine had been going well on the first three tests, but on the Perty he was stopped for 4 mins with a defective petrol pump and, though he managed to clear it and continue, the same fault recurred on the next two tests. It was not until he retired back at Monaco that it was traced to dirt in the petrol tank. The Porsche of Toivonen was also plagued with a scarcity of petrol, probably due to incorrect float chamber levels; though not enough to slow him noticeably, this was annoying as it caused the engine to fluff when cornering hard.

Col de Perty

1, Elford, 15 m 51 s; 2, Toivonen, 15 m 53 s; 3, Larrousse, 15 m 57 s; 4, Cella, 16 m 03 s; 5, Aaltonen, 16 m 07 s; 6, Andersson, 16 m 18 s; 7, Mikkola, 16 m 21 s; 8, Mäkinen, 16 m 22 s; 9, Vinatier, 16 m 25 s; 10, Fall and Zasada, 16 m 33 s; 12, Hopkirk, 16 m 39 s; 13, Andersson, 16 m 40 s; 14, Eriksson (Opel Kadett), 16 m 48 s; 15, Moss, 16 m 50 s.

Before arriving at Gap there was a long test from La Madeleine, first used on the Monte in 1964, where everyone but the Lancias chose studded winter tyres, the Porsches for example going on the new Dunlop "Hakkapelletta" with 250 studs per tyre. Elford took fastest time, while Mäkinen showed some of his old form by setting equal second fastest with Björn Waldegaard's Porsche 911T. Waldegaard and his team-mate Ake Andersson were finding the competition much stiffer than they had on the Swedish Rally but were going well, and it was rather foolish of Waldegaard to spoil a good run by losing 4 mins on the road after this test by stopping to change tyres.

On the test itself, the rally leaders Piot and Andruet both retired and left the flame of Renault hopes to be carried by Gérard Larrousse. Piot's distributor drive gear broke up just as he was descending the very last kilometres of the test, and Andruet left the road only 2 kms earlier after getting into a monster speed wobble induced by passing a slower car.

La Madeleine

1, Elford, 35 m 14 s; 2, Waldegaard and Mäkinen, 35 m 27 s; 4, Cella and Toivonen, 35 m 32 s; 6, Aaltonen, 35 m 40 s; 7, Larrousse, 35 m 43 s; 8, Orrenius, 35 m 46 s; 9, Andersson, 36 m 11 s; 10, Hopkirk, 36 m 14 s; 11, Fall, 36 m 31 s; 12, Eriksson, 36 m 40 s; 13, Trana, 36 m 51 s; 14, Zasada, 36 m 58 s; 15, Vinatier, 37 m 03 s.

Porsche prospects were beginning to increase, but they could not beat Larrousse on the next very snowy test at St Apollinaire, where the snow plough had left the road so narrow that a Porsche could scarcely pass. For this test Lancias took Goodrich with 400 studs, Porsche Dunlop Hakkas with 600 studs—though Elford stayed with SP44 with only 120 studs—and Larrousse took genuine Hakkas with 600 studs. Cella set fastest time while again Waldegaard, Ove Eriksson (Opel Rallye Kadett) and Calle Orrenius (Saab V4) showed that the Swedes felt more at home on the snow than on the previous dry tests.

St Apollinaire

1, Cella, 16 m 28 s; 2, Larrousse, 16 m 29 s; 3, Waldegaard, 16 m 31 s; 4, Toivonen, 16 m 32 s; 5, Elford and Vinatier, 16 m 33 s; 7, Andersson, 16 m 39 s; 8, Aaltonen, 16 m 42 s; 9, Eriksson, 16 m 48 s; 10, Orrenius, 16 m 51 s; 11, Mäkinen and Nasenius, 16 m 56 s; 13, Nicolas, 16 m 59 s; 14, Mikkola, 17 m 05 s; 15, Söderström and Trana, 17 m 13 s.

This test was part of quite a difficult road section to Selonnet, which was followed by an equally difficult one to Digne over the snow-encrusted Col du Fanget.

For private owners like Rudolf Metzger/Hermann Fergas, whose Mini-Cooper S had only lightly studded tyres, loss of time was inevitable, and for this German pair it was too much as they went over their late-ness time and were out. Peter Jopp/Willy Cave lost time too with a BMC 1800 owing to a blockage caused by another competitor going off the road. With the assistance of Vic Elford/David Stone they cleared the way, but things might have been difficult for Elford had he been alone on the scene to tackle the problem.

After Digne, where as usual Gabriel Augias presided at the control, there were two long sections through the Alpes Maritimes which brought the rally to the final test at Levens just behind Nice. On the descent to this control Timo Mäkinen/Paul Easter had the final blow in their somewhat unhappy rally when the pulley for the fan and alternator detached itself from the crankshaft. The resultant overheating cooked their engine and their chances, for they were seven minutes late into the final control at Monte Carlo, still without the pulley fixed. On the Levens hillclimb the Porsche domination was complete and Elford beat Larrousse by 14 secs, which reduced the Alpine's lead to 14 secs.

Levens

1, Elford, 6 m 04 s; 2, Toivonen, 6 m 10 s; 3, Zasada (Porsche 911T), 6 m 14 s; 4, Larrousse, 6 m 18 s; 5, Vinatier, 6 m 19 s; 6, Aaltonen, 6 m 21 s; 7, Cella, 6 m 22 s; 8, Andersson, Mikkola, 6 m 23 s; 10, Hopkirk, 6 m 25 s; 11, Lusenius (Datsun 2000), 6 m 28 s; 12, Trautmann, Fall, 6 m 29 s; 14, Moss (Lancia Fulvia), 6 m 36 s; 15, Waldegaard, 6 m 37 s.

The first mountain circuit was thus nearly complete and it just remained to run into Monaco, but black ice on the road up to the Grande Corniche was sufficient to catch out Orrenius and Eriksson, who both collected the same wall and lost four and six mins respectively into the final control. In all, of the 151 cars that started the mountain circuit only 80 arrived back at Monte Carlo, of which 27 were unpenalized on the road sections. Of those still running, the most heavily penalized was the Citroën DS21 of Lucien Bianchi/Christian Delferier, which had collected a total of 27 mins through having to stop and replace an electric petrol pump.

The overall situation was now as follows:

1, Larrousse (Alpine), 8040; 2, Elford (Porsche 911T), 8054; 3, Toivonen (Porsche 911T), 8103; 4, Aaltonen (Mini-Cooper S), 8157; 5, Andersson (Lancia Fulvia), 8219; 6, Hopkirk (Mini-Cooper S), 8336; 7, Fall (Mini-Cooper S), 8340; 8, Zasada (Porsche 911T), 8383; 9, Mikkola (Datsun 2000), 8406; 10, Vinatier (Alpine), 8468; 11, Cella (Lancia Fulvia), 8478; 12, Söderström (Lancia Fulvia), 8486; 13, Pat Moss (Lancia Fulvia), 8562; 14, Andersson (Porsche 911T), 8617; 15, Waldegaard (Porsche 911T), 8633.

With the first circuit finishing on Wednesday morning and the final one not starting until Thursday evening, there was plenty of time to sleep, though most of the leading drivers took the opportunity to go out and do a final recce of the last stages. It was while doing this that Vic Elford had his only moment of the whole rally when he slid into a wall at very low speed while examining the verges going away from Sospel. The Porsche that he was using actually belonged to H* s**ke von H* n* t**n, but he was presumably later forgiven.

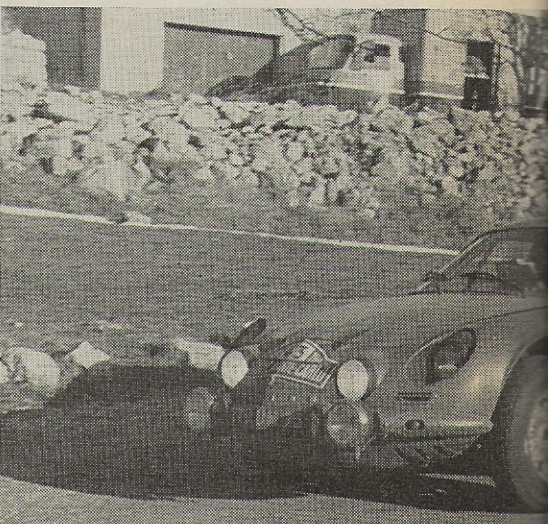
Of the 60 cars qualifying to go out on the final night, Bianchi elected not to start and went to do service for the Citroëns of Ogier and Neyret, while Sobieslaw Zasada had to give up all thought of rallying when the news came through that his father had died and he had to return immediately to Poland. Of those who were going out, Bengt Söderström was the most reluctant as



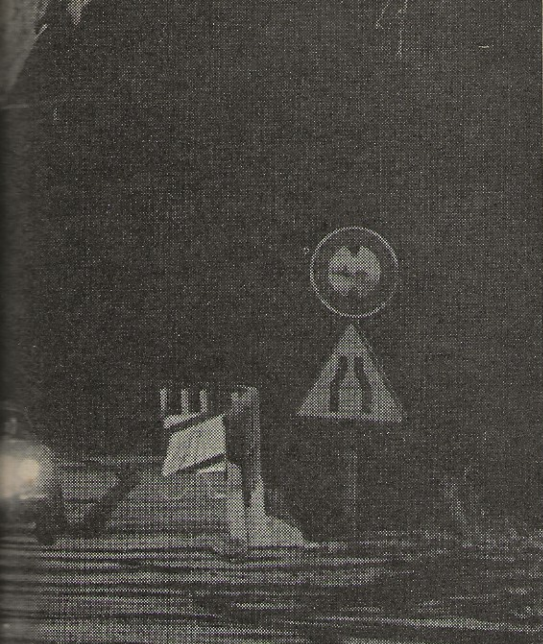
Jean-François Piot/Jacques Brenaude (Alpine-Renault) St Auban stage.



Tony Fall/Mike Wood were fourth overall in their stage.



Gérard Larrousse/Marcel Callewaert in the ill-fated leave the control at the end of St Auban.



come out of a ravine 100 metres from the end of the



Mini and fastest of the Minis on the St Auban



ine which was to crash when lying second overall

he was quite ill, but as the night progressed he gradually felt better.

The six tests—Col de Turini, three times, the Col de la Couillolte twice and the short test in the Gorges de Piaon—were almost completely dry, and the amount of icy road could best be measured in feet rather than miles. As a result nearly all the leaders went out on racing tyres and used them all the way round.

Came the start and the first car, the Mini-Cooper of Makinen, was flagged away; it shot through the tunnel and went straight to the BMC hotel, for its driver realized the futility of continuing without a fan or alternator. This left Ove Andersson's Lancia Fulvia as first car on the road, and he was soon to realize what a disadvantage this could be when on the second time over the Turini he had to clear people off the road with his horn and then collided with three cars parked practically in the road by thoughtless spectators. In the accident he rotated twice—racing tyres are not perfect for driving on ice—and removed most of his lights against the offending vehicles. Naturally this slowed him down on the subsequent stages and, though Lancia service managed to get all the lights functioning before the final scrutineering, he lost sufficient time on the tests to allow the Minis of Fall and Hopkirk to pass him and relegate him to sixth place overall.

Among the leaders the battle went Larrousse's way for the first two tests, where he increased his lead over Elford to 21 secs and then to 32 secs. On the third test, the first ascent of the Couillolte, Elford threw everything he had into doing fastest time and was rewarded with a truly fantastic 17 m 17 s, while Larrousse could only manage 18 m 08 s. On this same test Tom Trana left a monument to persistence when he removed his rear wing complete with reversing light against a wall coming out of one of the tunnels; it lay there for the rest of the night, a mute pace note to a deceptive left-hander.

Gorges de Piaon†

1, Toivonen (Porsche 911T), 6 m 59 s; 2, Larrousse (Alpine), 7 m 03 s; 3, Vinatier (Alpine), 7 m 10 s; 4, Elford (Porsche 911T), 7 m 11 s; 5, Hopkirk (Mini-Cooper S) and Aaltonen (Mini-Cooper S), 7 m 12 s; 7, Cella (Lancia Fulvia), 7 m 14 s; 8, Andersson (Lancia Fulvia), and Fall (Mini-Cooper S), 7 m 15 s; 10, Traulmann (Lancia Fulvia), 7 m 22 s.

Turini

1, Vinatier, 19 m 34 s; 2, Larrousse 19 m 35 s; 3, Toivonen, 19 m 36 s; 4, Elford, 19 m 44 s; 5, Aaltonen, 20 m 00 s; 6, Fall, 20 m 04 s; 7, Hopkirk, 20 m 10 s; 8, Andersson, 20 m 17 s; 9, Cella, 20 m 30 s; 10, Mikkola (Datsun 2000), 20 m 36 s.

Couillolte

1, Elford, 17 m 17 s; 2, Toivonen, 17 m 57 s; 3, Larrousse, 18 m 08 s; 4, Vinatier, 18 m 09 s; 5, Hopkirk, 18 m 30 s; 6, Cella, Fall, 18 m 31 s; 8, Aaltonen, 18 m 35 s; 9, Andersson, 18 m 42 s; 10, Barbasio (Lancia Fulvia), 19 m 08 s.

The Renault information service was excellent and Larrousse was informed of Elford's time almost as soon as he had done it, so that as Larrousse tackled the Turini for the second time he knew that he had to do a remarkable time to regain the lead. Unfortunately some stupid people, not realizing that most cars were travelling at high speed on pure racing tyres, had covered a blind corner on the ascent with snow taken from the side of the road in the hope of seeing some spectacular driving. All they did was completely ruin the chances of two of the French competitors.

First man to crash was Bob Neyret, whose Citroën would have won the Group 1 category by virtue of the fact that the Group

1 leader, Jean-Pierre Nicolas (Renault Gordini) had been eliminated when his brakes failed and he crashed into the back of Fiorenzo Genta's Lancia Fulvia Zagato at the Sospel control. Then came the biggest tragedy of all, for just as they were shamefacedly trying to remove the snow that they had put in the road, Larrousse arrived, slid off the road and completely destroyed the front suspension against a low wall. Quite naturally he was furious and apparently a fist-fight raged for some time until the gendarmes arrived to break it up. During this time the road was blocked, and the cars at the bottom waiting to start the test had to be given a delay allowance.

Among them was the BMC 1800 of Brian Culcheth/Johnstone Syer, who had just suffered a broken throttle cable on the Couillolte which cost them a couple of minutes on the test and a further minute at the Puget Theniers control. Eventually the road was cleared and the rally continued, but not before some hard words had been exchanged between fellow-Frenchmen as well as a few blows. After this excitement the rally ran out rather quietly to finish just as dawn was coming up over the harbour at Monaco, though not before two Swedes had joined the list of the retired. Calle Orrenius blew a head gasket on his Saab V4 in a place where the service had no chance to change it in the time available, while Lillebror Nasenius broke the overhead camshaft on his 1900 cc Rallye Kadett.

Turini

1, Toivonen, 19 m 35 s; 2, Elford, 19 m 43 s; 3, Vinatier, 19 m 59 s; 4, Cella, 20 m 19 s; 5, Aaltonen, 20 m 28 s; 6, Hopkirk, 20 m 29 s; 7, Fall, 20 m 36 s; 8, Waldegaard (Porsche 911T), 21 m 06 s; 9, Andersson, 21 m 18 s; 10, Barbasio and Mikkola, 21 m 20 s.

Couillolte

1, Toivonen, 17 m 33 s; 2, Elford, 17 m 46 s; 3, Fall, 18 m 16 s; 4, Vinatier, 18 m 24 s; 5, Aaltonen, 18 m 26 s; 6, Cella, Hopkirk, 18 m 28 s; 8, Waldegaard, 18 m 32 s; 9, Andersson, 18 m 57 s; 10, Andersson (Porsche 911T), 19 m 10 s.

Turini

1, Elford, 19 m 21 s; 2, Toivonen, 19 m 49 s; 3, Vinatier, 20 m 12 s; 4, Fall, Aaltonen, 20 m 13 s; 6, Waldegaard, 20 m 20 s; 7, Cella, Hopkirk, 20 m 27 s; 9, Andersson, 20 m 58 s; 10, Mikkola, 21 m 05 s.

For the Porsches of Elford and Toivonen it was a commanding victory, and particularly satisfying for Elford in that he was already leading his chief rival when the latter crashed. Renault had nothing but the satisfaction of leading for the first nine tests, while BMC could at least show consistency with third, fourth and fifth places and the *L'Equipe* team prize. For Lancia the rally had been a disappointment, with Cella losing a certain third place due to his road penalties and Andersson fourth place through an unlucky accident. The only thing to console team manager Cesare Fiorio was that Pat Moss had won the ladies' award and the nominated team of herself, Cella and Söderström won the Charles Faroux team prize for the third time for Lancia. Citroën had nothing, for it was the Opel Commodore of Henri Greder/Mlle Beaumont that took the Group 1 category.

This Monte Carlo Rally was no classic, but Vic Elford's win was every bit as deserved and as difficult to achieve as it would have been had he driven on snow and ice from the very first kilometre out of Warsaw to the last kilometre before Monte Carlo. Bjorn Waldegaard's victory with the Porsche 911T in Sweden followed immediately by this win of Elford's with a similar car would indicate that, good though the Porsche was last year, this year it may have attained an almost unassailable position in the rally world. It will be very interesting to see who and what can beat it, and where, during the rest of this season.

† The sets of fastest times for the stages on the final mountain circuit do contain times recorded by cars which retired during the course of this circuit.