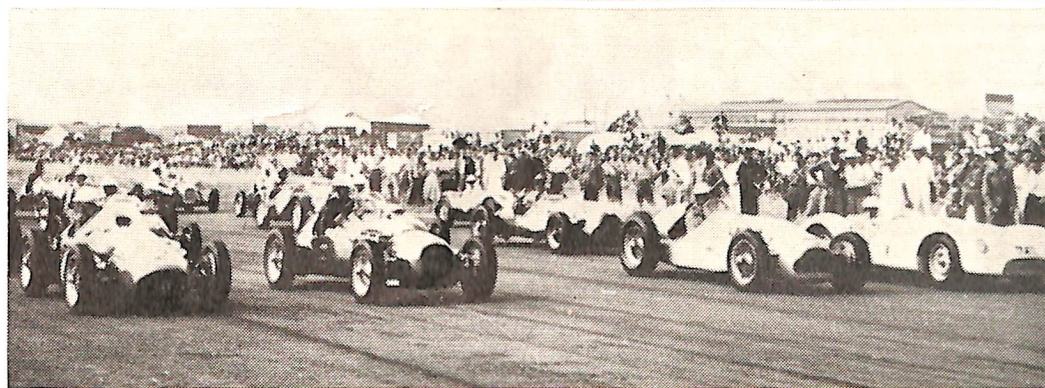
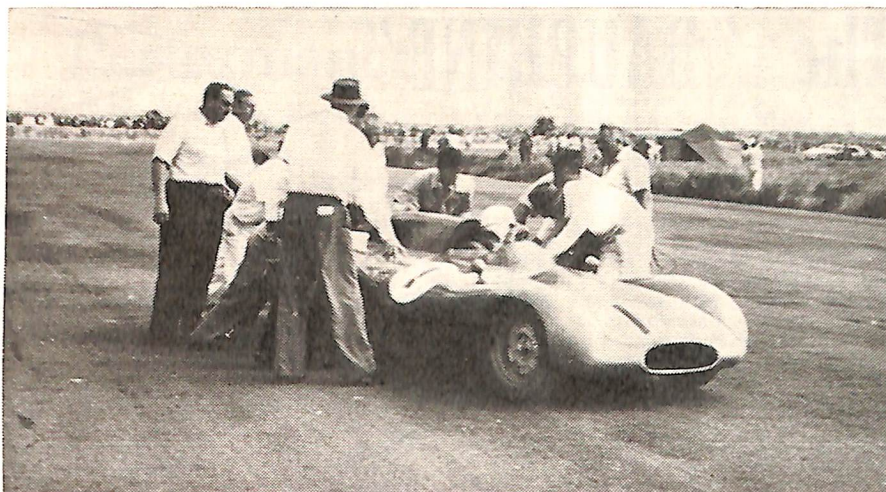


SPORTS NEWS

THE SESTRIERE RALLY

**Schock / Moll (Mercedes) First
B.M.W. Runner-up: Class Wins
for Porsche, Fiat, Dyna-Panhard
and Alfa Romeo.**

DRIVING a 300SL Mercedes-Benz, the Germans Schock and Moll scored a narrow victory over their compatriots Gutbrod and Schwind (V8 B.M.W.) in the 7th Sestriere Rally, second of the events counting towards the 1956 European Touring Championship. The performance of the B.M.W. was particularly praiseworthy, as it was in the touring category. It would appear that this machine will be a serious rival to



the 220A Mercedes-Benz in all future events.

Although the Alfa Romeo Giulietta Sprint had to give way to Porsche in the G.T. Class, the recently-introduced 4-door saloon provided a minor sensation in the 1,300 c.c. touring category, Alberti and D'Erricho defeating a strong works team of D.K.W.'s and a flock of TV Fiats.

Near-Arctic conditions were experienced on the mountain sections, particularly on the pass to La Spezia, where, surprisingly enough, class-leader Paul Guiraud (Peugeot) was penalized for late arrival. His co-driver was Monte Carlo Coupe des Dames co-winner, Mme Alziary de Roquefort. Of the 74 starters, 20 had retired, and 42 had lost no penalty marks at the Modena control. The A6G Maserati of Buffa/Munaron, first in the Imola test and second at Modena, was retired. Tak/Niemoller (300SL) lost many penalty marks. The rally was actually decided on the circuit of Sestriere, the first six cars in each class, taking part in a two-lap regularity test. The qualifiers were selected by times on the preceding special tests.

This regularity test, on snow-bound mountain roads, was made even more interesting by the narrow margin which separated the three leaders, who were considerably in advance of the rest of the field.

By reason of a remarkable climb on the Grottaferata Maddona—del Tufo, Gutbrod/Schwind (B.M.W.) led the list of qualifiers with a total of

2 points. In second place were Schock/Moll (300SL), with 4 pts., followed by Lena/Jacazio (TI Alfa Romeo) with 5.1 pts. In fourth place was the Alfa Romeo Giulietta of Alberti/D'Erricho with 24.2 pts.

The B.M.W. driver was inclined to take things too gingerly, and was penalized a total of 11.3 pts. The Alfa Romeo charged into a snowdrift, and was penalized no less than 105 points, which dropped it down to sixth place in the class, and from 3rd to 28th in general classification. Schock made few mistakes with the 300SL, and his 8 penalty points put him in an unassailable position.

Best performance on the circuit was put up jointly by Masson/Laurent (Dyna-Panhard) and Taramazzo/Gerino (Alfa Romeo), who had 2.5 penalty pts. Next best was one of the new DS19 Citroens, in the hands of Lucas/Dufaure, with 2.7 pts.

Results.

General Classification

1, Schock/Moll (300SL Mercedes-Benz), 12 pts; 2, Gutbrod/Schwind (B.M.W.), 13.3; 3, Taramazzo/Gerino (TI Alfa Romeo), 25.7; 4, Straehle/von Wenker (1300S Porsche), 26.9; 5, Mantovani/Morolli (Lancia Aurelia B12), 46.9; 6, Alberti/D'Erricho (Alfa Romeo Giulietta), 49.2; 7, Toselli/Zanardi (8V Fiat Zagato), 50.4; 8, Masson/Laurent (Dyna-Panhard), 51.2; 9, Superti/Fiorani (TV Fiat), 51.3; 10, Guiraud/Mme de Roquefort (203 Peugeot), 53.7; 11, Musso/Scarlati (Alfa Romeo), 58.9; 12, Monaco/De Sanctis (Fiat 600), 63.1; 13, Engel/Vidal (220A Mercedes-Benz), 63.2; 14, Nathan/Sauerwein (1500S

Porsche), 63.5; 15, Von Schroeter/Theden (DKW), 70; 16, Boilet/Therard (Alfa Romeo), 76; 17, Berner/Holder (220A Mercedes-Benz) and Franchi/Zannini (Alfa Romeo Giulietta), 77.2; 19, Wilhelm/Friederichs (Alfa Romeo Giulietta), 93; 20, Blendl/Korner (1500S Porsche), 95.2; 21, Von Westerholt (220A Mercedes-Benz), 97.7; 22, Schluter/Eikelmann (DKW), 102.

Grand Touring and Special Series Classes.
Over 2,000 c.c.: 1, Schock/Moll (300SL Mercedes-Benz); 2, Engel/Vidal (300SL Mercedes-Benz); 3, Arezzo/Dagnino (Lancia Gran Turismo). 1,301-2,000 c.c.: 1, Toselli/Zanardi (8V Fiat); 2, Nathan/Sauerwein (Porsche); 3, Boilet/Therard (Alfa Romeo). Up to 1,300 c.c.: 1, Straehler/Von Wenker (Porsche); 2, Guiraud/Mme de Roquefort (Peugeot); 3, Franchi/Zannini (Alfa Romeo).

Touring

Over 2,000 c.c.: 1, Gutbrod/Schwind (B.M.W.); 2, Mantovani/Morolli (Lancia B12).

1,301-2,000 c.c.: 1, Taramazzo/Gerino (Alfa Romeo); 2, Musso/Scarlati (Alfa Romeo).

751-1,300 c.c.: 1, Alberti/D'Erricho (Alfa Romeo); 2, Superti/Fiorani (TV Fiat).

Up to 750 c.c.: 1, Masson/Laurent (Dyna-Panhard); 2, Monaco/De Sanctis (Fiat 600).

AINTREE "200" IN APRIL

THE B.A.R.C. announce that they are organizing an International Meeting at Aintree circuit on 21st April this year. Regulations and entry forms will be out shortly, and the programme comprise races for saloons, sports cars for up to, and over 2000 c.c., Formula 3 and Formula 1 cars. The latter will contest the Aintree International "200" race over 67 laps, a distance of 201 miles. The meeting has full International status.

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VICTORIAN TROPHY

(Above). Officials frantically try to start Jack Brabham's Cooper-Bristol, before the start of the 1956 Victorian Trophy race, at Fishermen's Bend, Australia.

(Left). Front row of the grid comprises (L. to R.): Reg Hunt (Maserati), the eventual winner, Lex Davison (H.W.M.), Doug Whitford (Talbot) and Stan Jones (Cooper-Jaguar).

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