



The Swiss Alpine Trial of 1924 saw Fritz Nallinger in a 16/50hp Benz victorious, with team-mate Schürch second overall. The photo shows the three Benz cars of Nallinger, Schürch and E Muhl (12th place) in front of the Bosch building in Geneva.

the Alpi Orientali near Trieste with remarkably few incidents. On the last leg from Trento to Milan Antonio Ascari had a nasty crash when his Alfa Romeo left the road going over a bridge. Max Sailer (Mercedes) helped the crew in their predicament. With Ascari out of the race, there were nine cars at the finish, three of them without loss of marks, two Itals in the 3 litre class (Claudio Sandonnino and Giuseppe Rebuffo) and Ferdinando Minoia (Mercedes, over 4500cc unlimited). In case of a tie the rules gave precedence to the car with the smaller engine. The Alpine Cup and the first two places, therefore, went to Itala, Mercedes being third. Ugo Sivocci and Enzo Ferrari (both Alfa Romeo ES Sport 4¼ litre) were fourth and fifth overall, after Sailer (Mercedes) was eliminated from fifth position following protests.

For 1922 the distance was increased to 1720 miles, and 13 out of 37 starters arrived at the finish in Milan – all Italians. The outright winner was Pietro Cattaneo driving an Italian

Ceirano car, with Rebuffo (Itala) the runner-up. Next year there were 44 starters, 25 of them making it into the results list after a journey of 1826 miles. Only four cars never deviated from the stipulated average speed, so again top honours went to the smallest of them: first place and the Alpine Cup went to Ferdinando Minoia driving a type 469 OM of 1469cc. Pietro Garro and Eugenio Beria d'Argentina, both in type S23 SPA cars of 2724cc, were ranked second and third ahead of Enzo Ferrari (Alfa Romeo RL SS, 2994cc). The other class winners, apart from the glorious Minoia/1500 and Garro/3000, were Meo Constantini (Amilcar, 1100) and Carlo Bucchetti (Ansaldo, 2000). For the first time there was also a class for military officers, won by Capitano Torti in a Fiat. Still, the Coppa delle Alpi had not yet achieved a breakthrough. It had become a major national event, though, all the participants being Italian, and Meo Constantini's Amilcar 1100 was the only non-Italian car in the field!

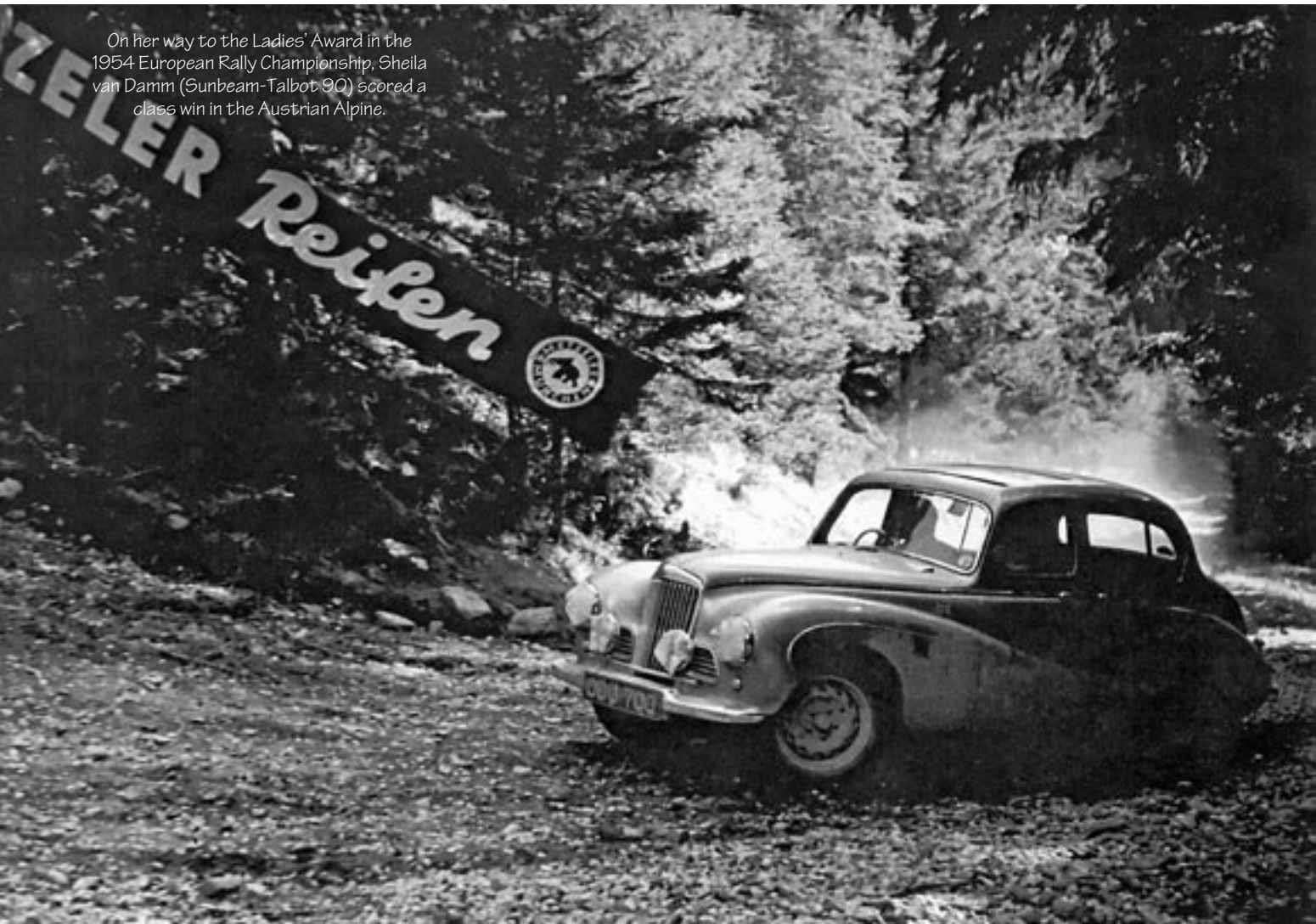
The Austrian Alpine resurrected 1949-1973

two-day event), participation was down and almost national in character. No less than 38 cars came home with a clean sheet. At its 1952 Autumn Congress in Paris the FIA announced the introduction of the 'European Championship for Touring Car Drivers' for 1953. This was the term originally coined for the

Rally Championship, consisting of ten major international rallies, but Austria did not even submit an application for its Alpine!

For the next five years the distance was round the 900 mile mark, and the organizers' idea of toughness expressed

On her way to the Ladies' Award in the 1954 European Rally Championship, Sheila van Damm (Sunbeam-Talbot 90) scored a class win in the Austrian Alpine.



A Pan-European effort 1928-1936

The Wanderer of Johann Hinterleitner in one of the many Stelvio hairpin bends (1934). Both in 1931 and 1932 Hinterleitner was a member of the Alpine Cup winning Wanderer team.



were massively reduced. The route then passed into Italy via the Stelvio Hill Climb but without further difficulties. To complement the speed hill climbs, the Italians, proud of their new Autostrada, also organized a five kilometre speed test. The fifth day took the cars to an Alpine area last tackled in the pre-Kaiser War 'Alpenfahrt'. From Venice to Zagreb in Yugoslavia it was a high speed procession on main roads, although the country had more mountainous alternatives to offer. But then the route turned north-west into Austria via Wurzenpass and led to Turracher Höhe. There, the Singer 9s successfully mastered its gradient of 1 in 3, but only in reverse gear! From then on it was easier going to the finish at Munich.

In the light of 1933 results the time schedules had been eased considerably. A record number of 127 cars had started in Nice, and no less than 94 of them finished the sixth and last daily stage from Zagreb to Munich. The unusually large number of cars (56) finished without loss of marks. Of the 15 participating three-car Manufacturers' Teams, eight would claim Alpine Cups. All in all 35 Glacier Cups were distributed to individual entrants.

In the over 3 litre unlimited class the old-established Delahaye Company made a renewed effort to re-establish itself as a prestigious make of sporting character. At the 1933 Paris Show two new models had been introduced, the type 124 12CV

Ian and Pat Appleyard in their new steel-bodied XK 120 won their fifth *Coupe des Alpes* in 1953, a record equalled only by René Trautmann in 1968.



54 of them arrived back at the finish in Cannes. An unusually large number of 25 made it with a clean sheet and, therefore, could claim Alpine Cups. This was an all-time high never to be repeated, and an indication that the 1953 edition was a bit easier than any other.

Impressive was the dominating rôle of Porsche, winning six *Coupes des Alpes* and taking first, second, and fourth place in general classification, as well as the Team Prize (Helmut

Polensky, Rudi Sauerwein, and Kurt Zeller). The order was Polensky (partnered by Walter, Schlüter on their way to become the first ever European Rally Champions), Sauerwein, then the Belgian Ferrari two litre of Jacques Herzet ahead of Kurt Zeller. Ian Appleyard was fifth in his new and slightly heavier steel-bodied Jaguar XK 120 (registered RUB 120) but this did not keep him from recording the fastest time of the day at the Stelvio and the Izoard (Habisreutinger in a similar



Robert Buchet/Claude Storez drove their Porsche Carrera into second place behind the Giulietta Sprint.

should be developed, and how tough it should be. Strategically these debates now led to a zig-zag course very detrimental to the wellbeing of the Critérium International des Alpes.

For 1958, the itinerary was greatly changed, the Dolomite Circuit, Austria, Yugoslavia and Germany were no longer included. The number of starters was down to 58. The French contingent was tiny in numbers and the rally only existed

thanks to strong British support. Based on his experience in all the events since 1947, the British motoring writer Joe Lowrey described the French Alpine as going through a bad patch. The organization was no longer quite up to its old standards, possibly in part attributable to a very serious accident of Jean-Marie Catalin, the Secretary General and Clerk of the Course, during the rally. Given prevailing conditions the prescribed time