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For the motor car, right from the start, sport has been a means both of expression and of testing. The first rally in history was the Paris-Rouen in 1894; the motor car was hardly born before drivers were racing them; a new sport came into being. Like all sports it has developed little by little into a spectacle with its own race tracks, its own following and its own stars and meantime the racing car has become a strange and more and more inaccessible species. To-day rallying is the only motor sport which uses the same roads and cars as everyone else. The last form of competitive event to remain open to mass-produced cars, the rally, is a race run at an imposed average speed. Its basis is the notion of "time allowed", i.e. the time set by the organisers to go from one point to another along a given route, latecomers suffering proportional penalization. Avoiding penalty marks is no simple matter for the chosen route will include, for preference, the most tortuous and hilly roads where maintaining an average of 40 m.p.h. - or even 35 m.p.h. - is far from easy. Where this is not sufficient most rallies include a number of special sections called "supplementary classification sections". These are hill climbs, special regularity stages or

speed tests and constitute true races on sealed-off roads, timed to $\frac{1}{5}$ th of a second. In every rally there is a general classification, classifications by engine capacity (0-400 cc, 400-700 cc, 700-1600 cc, etc.) and sometimes group classifications (there are four at the moment: normal series production cars, modified series production cars, grand touring cars and sports cars). Some classifications involve indexes of greater or less complexity based on weight or cubic capacity; others (scratch classification) are only concerned with the actual times achieved. Rallies are run in conditions in which the general public motors, but rising to those heights which, in any branch of activity are the domain of experts, rallies bring out the qualities of an ordinary car abruptly subjected to the severest tests. Using roads that are always difficult, often bad and sometimes terrible, they introduce not only the notions of sheer performance and strength but also all those factors that contribute to safety and comfort. Thus, by revealing what can be obtained from well-made cars, rallies are a quick test of the possibilities of a motor car and the successes of the DS 19 in this field give it more right than ever to the title of the "best car in the world for the open road".

monte-carlo rally This, the senior rally (1911), takes place in January and opens the motor sport season. The ten departure points are scattered throughout Europe from Glasgow to Warsaw and from Lisbon to Stockholm. The different routes meet up in France after some 2,500 miles to follow a common road to Monte-Carlo with a number of specially timed sections in the Alps. When winter is on schedule and snow and ice demand the utmost from driver and car alike, this rally, with its still over-complicated index calculations, becomes, for the 4 days and 4 nights it takes, a magnificent trial of endurance and skill.

1959 Ist in the General Classifications:
Coltelloni-Alexandre-Desrosiers in an ID 19.

1961 Ist in the 1600-2000 cc normal touring class:
Trautmann-Ogier in a DS 19.

1962 Ist in the 1600-2000 cc normal touring class:
Neyret-Terramorsi in a DS 19.

1963 Ist in the 1600-2000 cc class, 2nd in the general classification:
Toivonen-Jarvi in a DS 19. 4th in the general classification:
L. Bianchi-Ogier in a DS 19. 5th in the general classification:
Neyret-Terramorsi in a DS 19. 7th in the general classification:
de Lageneste-du Genestoux in a DS 19. 10th in the general
classification: Verrier-Alec in a DS 19. Five DS 19s in the first ten cars
in the general classification won Citroën the Coupe des Constructeurs
awarded to the make whose total entry reached the best classification.

rallye des routes du nord Although failing to attract the same international entry, this rally is considered to be the counterpart of the Monte-Carlo. It does not boast the same high alpine roads but its 625-mile Lille-Lille route (with special sections and hill climbs in Boulonnais and the Ardennes as well as a speed test on the Reims circuit) can be formidable; some ice and fog and it qualifies for its description as the "hell of the North" — a hell whose paves can hardly be said to have good intentions. There is no single general classification but several general group classifications.

1962 Ist in the Coupe des Dames, Ist in the 1600-2000 cc special touring class: Claudine Bouchet-Thereses Hummel in a DS 19. Ist in

the 1600-2000 cc normal touring class, 2nd in the general touring classification: Trautmann-Jourdain in a DS 19. Ist in the 1600-2000 cc grand touring class, 3rd in the general grand touring classification: Lucien Bianchi-Mme Bianchi in a DS 19.

1963 Ist in the general touring classification: Trautmann-Claudine Bouchet in a DS 19. Ist in the general grand touring classification: Lucien Bianchi-Pascal Ickx in a DS 19.

hanki rally This is the Finnish snow rally. The best winter driving specialists of northern Europe take part. They have to make their way through some 1100 miles of snow and ice and — incredible though it sounds — more than 30 special sections some of them over the frozen waters of the Baltic. Roads — when there are any — are narrow and bumpy. One further difficulty: the route is only disclosed, as is the custom in these countries, at the last moment.

1962 Ist in the 1600-2000 cc touring class, 3rd in the general classification: Toivonen-Kallio in a DS 19.

1963 Ist in the general classification: Toivonen-Jarvi in a DS 19.

criterium neige et glace (Snow and ice rally) Occupying practically exclusively the hours of darkness this rally, as its name implies, is a winter trial "par excellence". The extremely mountainous 310-mile route which very few entrants finish penalty-free (the required average speed of 37.5 m.p.h. is not easy to achieve on snow-covered alpine roads) is supplemented by three hill climbs: the famous Uriage-Chamrousse (10 miles), almost always Seyssinet-Saint-Nizier (7.5 miles) and, depending on the year, the Col de la Morte or the Revard (6 1/4 miles). Many Citroën competition drivers have "cut their teeth" on this rally.

1959 Ist in the 1600-2000 cc touring class: M. and Mme Trautmann in an ID 19. Ist in the over 1600 cc sports car class:
Leal-Chevron in a DS 19.

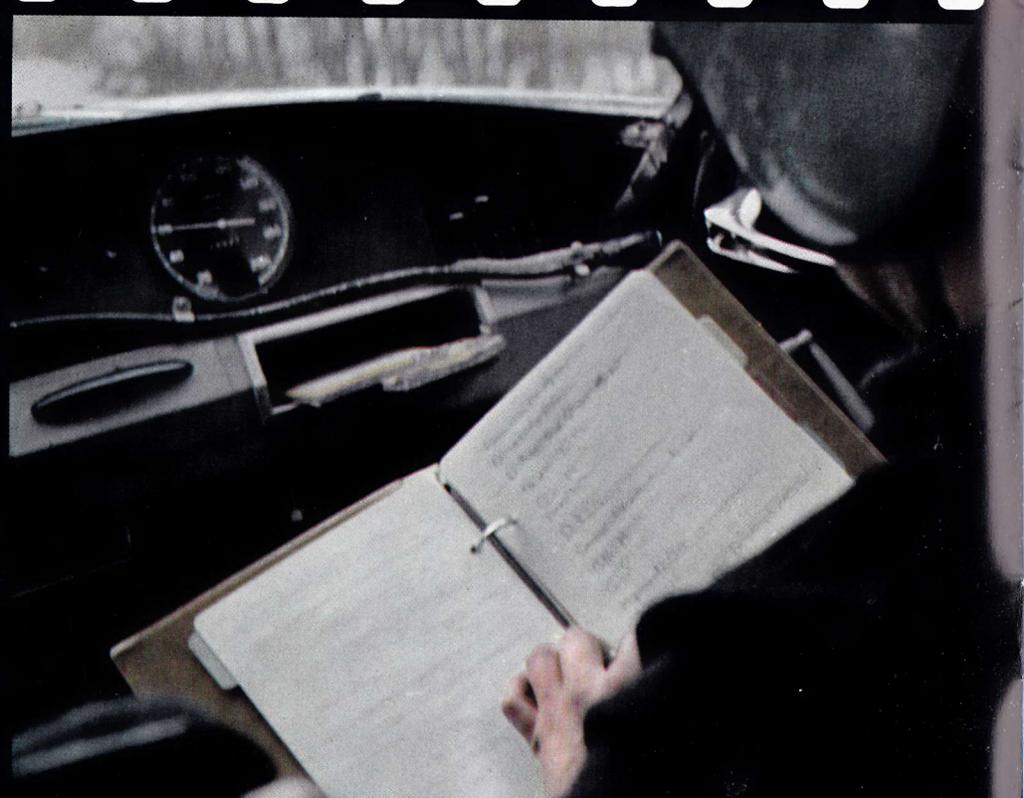
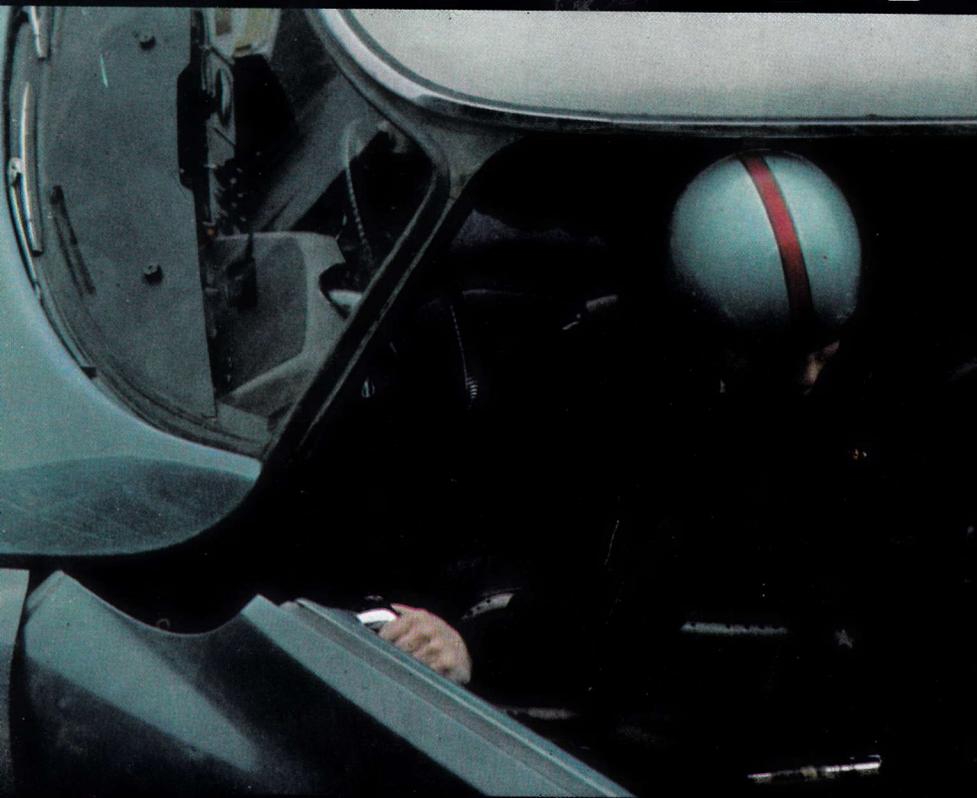
1960 Ist in the general classification: Dussert-Rouet in a DS 19.
Ist in the 1600-2000 cc touring class: Trautmann-Chopin in an ID 19.

1961 Ist in the 1600-2000 cc touring class, 3rd in the general classification: Rolland-Augias in an ID 19.

1962 Ist in the Touring classification: Trautmann-Chopin in a DS 19.
Ist in the grand touring classification: Neyret-Terramorsi in a DS 19.



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1964 1st in the general touring classification: Trautmann-Rives in a DS 19. 1st in the Coupe des Dames, 2nd in the general sports car classification: Claudine Bouchet-Claude Charmasson in a DS 19.

norwegian rally Another formidable winter rally: 500 miles of twisting, slippery roads with at least a dozen special sections which are short but tough as only the Scandinavians know how to make them. The number of cars that run out of road is countless.

1962 1st in the general classification: Toivonen-Kallio in a DS 19.
3rd in the general classification: Unnerud-Paulsen in an ID 19.

1963 1st in the general classification: Toivonen-Jarvi in a DS 19.

lyon/charbonnieres/stuttgart rally This rally, which has been Franco-German for some years now, (starting from Stuttgart and Charbonnieres in alternate years) attracts a big international entry and is the last of the season's winter events : some

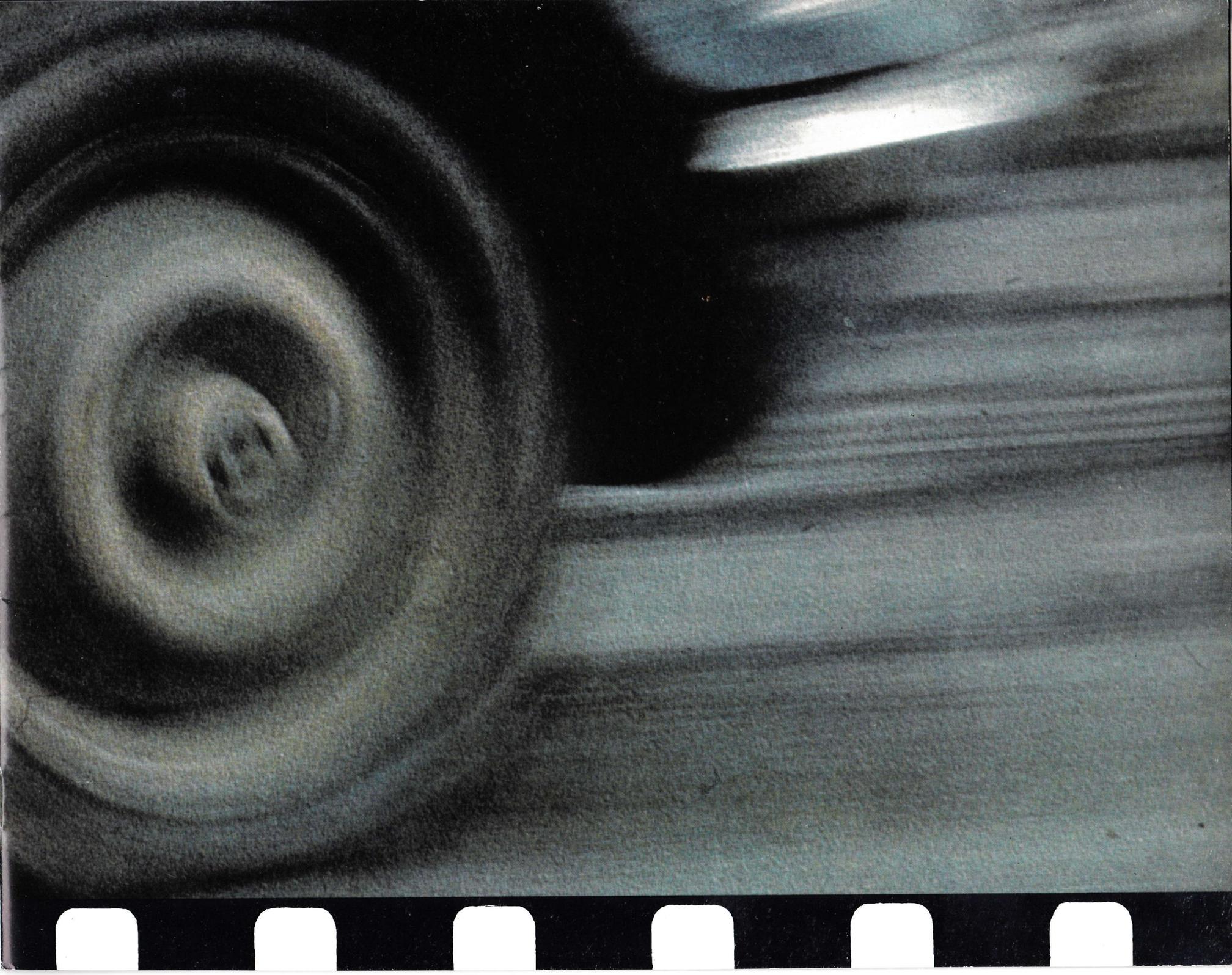
of the small roads in it are only opened for the rally. The route consists of a regularity section of about 9,32 miles which, if conditions are good, is sufficient to decide the results. The supplementary tests include the Solitude circuit, one or two hill climbs in Germany (Oppenhau-Zuflucht) and some of the great classic alpine climbs: Mont Revard, Chamrousse, Saint-Didier-Montmaur, Col de Rousset...

1960 1st in the 1600-2000 cc sports car class: Baboulin-Pierre in an ID 19.

1961 1st in the Coupe des Dames, 3rd in the 1600-2000 cc touring class: Claudine Vanson - Ginette Derolland in an ID 19. 1st in the 1300-2000 cc normal touring class, 3rd in the general classification: Trautmann-Françoise Vallier in a DS 19. 2nd in the 1300-2000 cc normal touring class: Neyret-Terramorsi in an ID 19. 1st in the 1300-2000 cc special touring class: Rolland -Augias in a DS 19.









1962 1st in the general touring classification: Neyret-Verilhac in a DS 19. 2nd in the general touring classification: Verrier-Alec in a DS 19.

1963 1st in the general classification: Trautmann-Karaly in a DS 19. 2nd in the general classification: Neyret-Terramorsi in a DS 19. 3rd in the general classification: Verrier-Jourdain in a DS 19.

1st in the Coupe des Dames: Claudine Bouchet-Françoise Vallier in a DS 19. Coupe des Constructeurs: Citroën (three DS 19's in the first three cars in the general classification).

criterium international alpin (International alpine rally) This rally of recent vintage which takes place in Provence and the country behind the French Riviera (It starts and finishes at Grasse) is an excellent mountain trial, its steep, twisting route poaching some of the special sections of the Monte Carlo rally.

1962 1st in the general touring classification: Trautmann-Cherel in a DS 19.

1963 1st in the general classification: Trautmann-Claudine Bouchet in a DS 19.

tulip rally This old and great rally attracts a full international entry dominated by the British. Apart from the start and finish in Holland it takes place in France which it crosses from North to South going as far as Monte-Carlo where it makes a traditional stop. Most of its special sections are borrowed from the classic alpine routes.

1960 1st in the general classification: Trautmann-Verrier in an ID 19.

criterium international feminin paris-saint-raphael Paris to Saint-Raphael in two 310-mile sections plus five classification tests (including the Mont Ventoux hill climb). This women-drivers-only event is also one of the oldest in the sporting calendar. It has now become a classic and to-day it constitutes a kind of European women's rally championship.

1963 1st in the general classification: Lucette Pointet-Monique Dutel in a DS 19.

mille miglia For many years this was a thrilling, purely high-speed road race through the whole of Italy. It was stopped in 1958 as being too dangerous and replaced by a very lively rally more than 950 miles long with 10 or so special sections amounting in all to 250 miles (including a speed section at Monza).

1961 1st in the Coupe des Dames: Claudine Vanson-Renée Wagner in an ID 19. 1st in the 1600-2000 cc normal touring class, 3rd in the general touring classification: Rolland-Augias in a DS 19. 2nd in the 1600-2000 cc normal touring class, 4th in the general touring classification : Trautmann-Ogier in an ID 19.

acropolis rally This is run from Athens to Athens, to the delight of an enthusiastic following, through classical, legendary Greece and is a great rally whose formula improves year by year. Already it merits classification among Europe's premier road trials. It has a route of about 1,900 miles of difficult hilly roads (many sections are over poor, unmade roads) embellished by many and varied special sections. It goes through magnificent scenery which the competitors have no time to admire. 40.5 m.p.h. is the average speed imposed on the gruelling roads of the Peleponnese — where tourists venture to do 15 m.p.h. About 1 crew in four finishes.

1959 1st in the 1600-2000 cc touring class: Coltelloni-Desrosiers in an ID 19.

1961 1st in the 1600-2000 cc touring class: M. and Mme Neyret in an ID 19.

1962 1st in the 1600-2000 cc touring class, 3rd in the general classification: Trautmann-Laurent in a DS 19.

1964 2nd in the general classification: Ogier-Groll in a DS 19. 2nd in the grand touring group: Vanson-Joly in a DS 19.

lorraine rally Initially regional and then national, this rally is now tending to become international and deservedly so in view of the difficulties presented by the 5 special sections and the 500 miles route from Nancy to Nancy over the roads of the Vosges mountains often awash with rain and hidden in fog.



1963 Ist in the general classification: René Trautmann-Claudine Bouchet in a DS 19. Ist in the Coupe des Dames: Mmes Kayser-Pierrat in an DS 19.

Limousin rally This rally, over the most difficult roads of Correze and Haute-Vienne, is one of the toughest of the most sporting French week-end events (310 miles to be covered almost entirely in darkness).

1962 Ist in the 1300-2000 cc class: M. and Mme Baehr in a DS 19.

midnight sun This old rally has, nevertheless, retained its youthfulness. It takes place in the area North of Stockholm on impossible small sandy forest roads, lasts two days and two nights and measures 1,250 miles in length with a multitude of special tests — very special in fact since some are held in public parks! It calls for acrobatic skill on the part of the drivers and stand-up-to-anything strength from the cars. Foreigners rarely venture to intervene in this Scandinavian family affair.

1961 Ist in the 1600-2000 cc normal touring class: Trautmann-Ogier in a DS 19.

1962 Ist in the 1600-2000 cc normal touring class: Toivonen-Kallio in a DS 19.

alpine rally (coupe des alpes) A quarter of a century old, this is the greatest, loveliest, longest, most frequented and most international of the alpine events. It lasts five days, its route includes many special sections and it covers, according to the year, 2,200 to 2,500 miles; it uses all the great alpine “Cols” (Lautaret, Galibier, Isoard, Vars, Ventoux, Cayolle, Braus, Mont Revard, etc.) to which must be added others of less importance making nigh on a hundred in all. On average one in three entrants gets through to the finish. Those who manage to complete the rally without incurring any penalty marks receive an Alpine cup, a particularly envied award.

1959 Ist in the 1600-2000 cc touring class: Coltelloni-Desrosiers in an ID 19.



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