



2 to 12 October 2021

# CARRERA ITALIA THE DAILY DISPATCH



Rally <sup>the</sup> Globe  
VINTAGE AND CLASSIC CAR CLUB

## Day 7 Verona to Rimini (421.7 km) 9 October 2021



Andrew Laing and Ian Milne, 1973 Datsun 240Z



Clint and Dawn Smith's Bentley 3/4½ tails the Henderson's Fraser Nash

Photos: gearadrom.co.uk

Running south to the Adriatic and the seaside resort of Rimini was the job for the *Carrera Italia* today, there were also three Tests and three Regularities neatly slotted into the schedule to keep the crews on their toes.

Thanks to an early start, a beautiful sunrise lit the way for us through the old city of Verona, before we swung onto the Autostrada for the 107 easy kilometres to the first Test at the Autodromo di Modena.

With breakfast a distant memory for some, coffee and cakes were on offer as the rally pulled onto the tarmac. An elevated viewing gallery above the café, and overlooking the final corner, meant the competitors were both well fed and well positioned to take in the best of the on-track action. So much the better then for critiquing their friends and rivals and scoping out the racing lines for when their turn came.

Brian and Catherine Scowcroft's Ferrari was right at home here, having been *born* just round the corner, but it was Roy and Rachel Stephenson who were first out of the gate, followed by Steve and Jenny Verrall. Two white Porsche's



Richard and Catherine Phillipson's 1974 Mini



Head of the queue are Stanley Gold and Brant Parsons, Porsche 911



The Porsche Carrera RS of John Fraser and Peter Jenkins (GB)



Bertie and Charlotte van Houtte's 1938 Frazer Nash-BMW 328

shamelessly screaming their way through the Ferrari heartlands. And, in the land of the *Cavallino Rampante*, three American Mustangs also challenged for equine supremacy. Manuel Dubs whipped his V8 up through the final furlong into the stop box where the multi skilled Rally Director, Fred Gallagher, was on stop / go lollipop duty.

The competition was definitely friendly, but certainly fierce, and clearly reputations were at stake. No-one wanted to be *that* crew who messed up a track Test, although the Mille Miglia duo of Graham and Marina Goodwin did manage to collect a penalty after misjudging their approach. Graham decided to run over the cone and complete his second lap with it still wedged under his Bentley rather than miss the box completely and take an even bigger penalty.

Once the street furniture had been removed, and the smell of burning plastic had faded, the nearby Time Control in the Panini Museum was our next stop. The rally was lucky to be allowed to view this famed collection of exotic and rare cars, bicycles and tractors. One or two of the competitors were heard to mutter that it was a pity none were for sale!

Bertie and Charlotte van Houtte couldn't spend too much time window shopping though, their Frazer Nash had begun the day with some mysterious electrical issues and at one point refused to start. Yet a little further down the road it refused to stop. It behaved itself for the duration of the track session however, but once it reached the sanctuary of the museum car park crew and sweeps set about getting it sorted.

With the track adrenaline fading away, we set out for the two Regularities at Vegatello and Lodole, getting stuck into the miles of twisting roads so common around here and keeping a date with the Passage Control in Raticosa. The subsequent midday Time Control was found atop the Passo Futa where a phenomenal buffet lunch of *prodotti tipici*



John and Nicole Whitelock's 1968 Mercedes-Benz 280 SL

*Italiani* was served. This set the rally up perfectly for the afternoon session, including a Regularity up to the wooded Monte Faggiola and two short Tests around the grounds of The Cancelli Restaurant where the MTC in A Casa Mia was also situated.

Tomasz Dzitko and Beata Siwek were late through the afternoon's sections as their beautiful MGB GT had developed a sticky carburettor float which needed freeing up before they could leave the lunch stop. Meanwhile Hugh and Lesley Apthorp's Bentley ran late all day. A leak at floor level left the navigator's feet soaked with oil and, as the rest of the rally strapped themselves in and headed to the seaside, they, along with Andy Inskip and Charlie Neale, set to trying to stem the flow.

The last leg to the Grand Hotel Rimini was run without any timing so the crews could fully enjoy the roads, the scenery and the miles of kiwi fruits, citrus fruits and olives. A large wedding party had also booked the hotel this evening which, perhaps, made for a more interesting dining experience for each group. There was a certain shy curiosity from both sides of the lobby until the never-bashful Sholto Gilbertson-Hart took matters into his own hands and claimed the first dance with the blushing bride.

*Gerardus Mercator*

Gerardus Mercator, *Dispatch* reporter