



2 to 12 October 2021

CARRERA ITALIA THE DAILY DISPATCH



Rally ^{the} Globe
VINTAGE AND CLASSIC CAR CLUB

Pre start & scrutineering Sanremo

2 October 2021



Photos: gerardbrown.co.uk

Sholto Gilbertson-Hart enjoying the autumn sun in the equally sunny 1964 Jaguar E-type

Welcome to Sanremo a jewel on the Italian Riviera, where the Mediterranean meets the Ligurian Sea. And our first foreign foray since we pounded the African dirt way back in pre-pandemic 2020.

It's been a long, hard road to get here but, with more than a little light shining at the end of the Covid tunnel, passports have been dusted off, health declarations made, visas and carnets filled and stamped and, for some of the crews, all manner of third country regulations complied with.

Rally Director, Fred Gallagher, knows the roads in these parts well from his WRC days and, along with Italian rally maestro Lucio Demori and Clerk of the Course Mark Appleton, he has put together what looks to be a superb route.

Ten days of exquisite motoring, which will take us from the beach to the mountains and back again, via vineyards, olive groves, and great chunks of the charming Italian campagna. With the usual Carrera emphasis on great roads and fine hotels, the crews are already looking forward to a

little dolce vita, as well as the epic driving.

Today 38 exceptionally elegant and mature voitures of varied vintage - along with their crews - assembled at the seaside, in the subtropical and palm fringed car park of the impressive Hotel Royal, to begin the journey. As usual, waiting for them was the expert *Rally the Globe* (RTG) sweep team, this time comprising of Andy Inskip, Charlie Neale, Russ Smith and Jack Amies. The vehicles lined up, under an intense autumn sun, where safety and compliance issues were sorted and checked.

Naturally, there were a few minor mechanical issues to sort out and, always ready with their tools, the sweeps immediately set to sorting a loose cooling fan connection on the Triumph of Mike and Lorna Harrison. Last time we

www.rallytheglobe.com



Hotel Royal, Sanremo



The Porsches prepare



At the front, Mike and Lorna Harrison's Triumph TR3A and Adrian and Christine Hodgson's Austin A90 Westminister

saw this car was on the winners ramp of the *Highland Thistle Rally* and the ever competitive crew are keen to make sure everything is running as it should be for this, their latest test.

Mike Velasco, meanwhile, was busy with a roll of sticky tape removing stray cat hairs from the roof of his beautiful little Porsche 356. Mark Bramall also had a bit of tinkering to do, fettling the mechanisms around the doors and windows. His wife, and driver, Sally, looked on approvingly, she didn't think the gaffer tape temporary solution they'd rigged up for the drive down was much of a long term bet.

Somewhat ironically, on a day as beautiful as this, John and Nicole Whitelock's windscreen wiper motor was giving Jack Amies and Russ Smith a tough time. This seemingly simple repair eventually saw them remove almost the entire dashboard to get to the bottom of the problem.

Loren Price, rally medic Sarah Ormerod and Gill Cotton were stationed inside the hotel, ensuring necessary paperwork and protocols were correctly completed, before neck dangles were assigned, rally gifts distributed and road books issued. Soon afterwards knots of anxious looking navigators were found in dark nooks and shady crannies poring over the pages of instructions and notes which make up a rally, and looking out for anything which could trip them up later on! Gill also led her - by now traditional - navigational training seminar, just in case



And out front, Bruno Lang and Corina Lang-Mathis's Porsche 356A Speedster and Dieter and Hildegard Baumhaeckel's Volvo PV544

there were any creases which needed ironing out.

As an extra measure of reassurance there was also a drivers briefing and a welcome speech from Fred and Mark who ran through some of the finer details pertaining to this event. The crews were then released back to the safe keeping of the hotel hospitality team, for their own pre-rally rituals (swimming, lounging, socialising, eating... delete as appropriate) before reconvening for drinks on the terrace and an excellent dinner ahead of an early night!

Sadly, the 48 hour car saw nothing of this, Dick Appleton and Paul Heal have already set out on their lonely odyssey. They'll be sending back traffic reports as and when they're required and gentlemen, if you're listening, we'll be hanging on your every word.

Gerardus Mercator

Gerardus Mercator, *Dispatch* reporter



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Day 1 Sanremo to Alba (228.6 km)

3 October 2021

Keen to get the show on the road, the rally was up bright and early today. As the sun broke over the horizon the 38 crews made their way to the impressive Hotel Royal restaurant for some panoramic views, cappuccino and whatever else took their fancy at the buffet.

There was no time to hang around looking at this shimmering vista though, because at 9.01am sharp Rally Director, Fred Gallagher - whose flag collection rivals that of Nelson's semaphore department - waved his *Bandiera d'Italia* or, if you prefer *il Tricolore* to send the cars away from the art nouveau / belle epoch splendour of the hotel.

Perhaps for some of the crews the immortal words of Charlie Croker rang in their ears "Just remember this - in this country they drive on the wrong side of the road". Last out of the gate, Enrico Paggi and Federica Mascetti, definitely knew which side of the road to drive on. With the home crowd behind them, we don't expect them to be languishing at the back of the field for very long in their Alfa Romeo which, surprisingly, is one of only two Italian cars on the event.

After a quick run along the rapidly warming coast the road book turned the cars up into the thankfully cooler hills and on to the Time Control in San Romolo followed quickly by the first Regularit. Here we shared the broken woodland landscape of the Alpi Liguri with some well seasoned truffle hunters, and fellow petrol heads ripping through the hills on their trail bikes.

Once through this section, and with their times duly recorded by Andrew Kellitt and Audrey Rudd, the rally plunged back down towards the coast before returning to the hills again for the mid morning Time Control just south of Badalucco. This was a good opportunity for the crews to take on some cool drinks and allow their engines to rest for a while ahead of the next section. The Regularity over the Colle d'Oggi that was a tough one with some impressive climbing to be done followed by a long descent. The back markers saw a little rain on the downhill, as the clouds rolled in, making some of the corners a little slippery.

The next Time Control, in Ponte di Nava, served us an excellent lunch - which, by now, everyone had earned - setting the crews up for what was to be a busy afternoon which included another two Regularities. One at Battifollo



Leading off - Bertie and Charlotte van Houtte, 1938 Frazer Nash-BMW



Richard and Catherine Phillipson, 1974 Austin Mini



Hugh and Lesley Athorp, 1931 Bentley 4 1/2 Blower

Photos: gearathorp.co.uk

with some speed changes and another, aptly named Nutella, via the town of Bossolasco, an area well known for its nut production.

From here we set a course for home and rolled through the Barolo winelands around Monforte d'Alba where vines, laden with bunches of fruit, lined the approach to the night halt. At the Albergo dell' Agenzia the crews enjoyed an alfresco wine tasting session showcasing the best of the local vintages before a delectable 'Slow Food' dinner.

Sadly we had a retirement today, John Fraser and Peter Jenkins' Porsche Carrera RS had to be trucked back to Sanremo after losing its oil filter shortly after the first Time Control. The sweep crew of Jack Amies and Russ Smith had followed a suspicious trail of oil which led them to the stricken car. John and Peter also returned to Sanremo and have set about finding some spares in the hope of rejoining the rally as soon as possible. We wish them the best of luck with their quest.

Gerardus Mercator

Gerardus Mercator, *Dispatch* reporter



Hans Middelberg and Jürgen Grolman, 1967 Ford Mustang Convertible



Car 34, Herman Wielfaert and Katrien Tremerie, Mercedes-Benz 280 SL



Renate Hanselmann and Lukas Ospelt, 1939 Ford Model 91A



Brian and Catherine Scowcroft, 1972 Ferrari Daytona



Car 9, Gavin and Diana Henderson, 1939 Frazer Nash-BMW 328



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Day 2 Alba to Lake Como (343 km)

4 October 2021

Last night Fred Gallagher promised us a day of track action and today he proved, indeed, he was a man of his word. But, by the end of the day, he was also very wet, having stood directing rally traffic in the rain for most of it. Firstly at the Circuito Tazio Nuvolari and then at the very special - and very discreet - Vizzola track, where Pirelli test their tyres away from prying eyes.

After yesterday's marathon session in the mountains, today got off to a relatively easy start with a fast run. Some very good roads took us to the first of the three tracks playing host to the rally and the Passage Control at the Motodromo Cafe in Castelletto di Branduzzo. This, the venue for the first two Tests, gave the rally a great cup of coffee and then



Wipers at the ready - Tomasz Dzitko and Beata Siwek, 1973 MGB GT

Photos: gerardtown.co.uk



Keith and Norah Ashworth, 1927 Bentley 4½ Le Mans



Track fun for Ean and Alison Lewin with their 1973 Ford Escort Mexico

something of a roller coaster ride over a couple of laps of a tight little circuit, before finishing alongside a moto carabinieri training session. Rain began to fall just as the last few cars pulled away from the gates and, unfortunately, this set the pattern of the weather for the rest of the day.

As the crews pulled into the Passage Control in the Circuito Tazio Nuvolari, where we were due to enjoy another two track Tests, the weather got the better of us. Visibility was so reduced that Clerk of the Course, Mark Appleton, had to invoke the little used “extreme weather protocol” and made the decision to cut the fun and games short, sending the crews for an early lunch.

Despite this spirits remained high and the excitement was building for the day’s grand finale. Over the River Po and to the north west of Milan, two special Tests had been scheduled at Pirelli’s state of the art Vizzola facility. The rally plan said that one of them would be run in dry



Roy and Rachel Stephenson with their 1973 Porsche 911

conditions and then, thanks to the advanced sprinkler system built into the track, the second Test would be in the wet. In the event Mother Nature rather took matters into her own hands and the irrigation engineers took the rest of the day off. Pirelli certainly gave the rally a great afternoon on the track, but their hospitality didn’t end when the cars returned to the pits. They had generously arranged for fresh coffee, fruit juice and pastries to be served at the Time Control in their Igloo before the rally set out on the last leg of the day towards the Lago di Como and the warm (and dry) welcome of the Grand Hotel Tremezzo.

Gerardus Mercator

Gerardus Mercator, *Dispatch* reporter



Alan and Tina Beardshaw and their 1965 Aston Martin DB5



Andrew and Ann Boland, 1934 Talbot AV105



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Day 3 Lake Como to Bolzano (315.9 km)

5 October 2021



One of the locals getting in on the action today

Another long day through the mountains lay in store for us today. As we drew back the curtains, and judged that the mighty Lago di Como was perhaps a few metres deeper than at bedtime, the rally decided to weigh their anchors and set a course for higher ground. Heavy rain had fallen all night and, as the espresso machines delivered their signature black nectar, it was still coming down by the bucketful.

A quick run up to the northern end of the lake and then a sharp turn to the hills was all that was required to get the cars into the first Regularity, through the woods above the village of Cercino. A badly timed case of bovine intervention caused some delays to the front runners, as a local herdsman decided today was definitely the day to move his cows to pastures new.

We also needed to move on though and, once the recalcitrant ruminants were settled into their new home, it was full steam ahead for the Passage Control in the Hotel



Manuel and Irene Dubs's 1965 Ford Mustang V8 Convertible

Photos: gearadventure.co.uk



Car 4, Graham and Marina Goodwin's 1927 Bentley 3/4 Corsica

Baraglia. Alternately dodging rain showers and dozens of hard working Piaggio Apes - the ubiquitous 3x2 load luggers beloved by the local farmers - we rose and fell with the mountains and in and out of the clouds. When the meteorology allowed the views were stunning and the roads were a delight, although some of the cars found it hard going and the sweeps found themselves in demand as usual.

Ean and Alison Lewin's Escort Mexico needed some minor work to its front suspension, whilst Herman Wiefraert and Katrien Tremerie's Mercedes temporarily ground to a halt with an electrical problem. A *Rally the Globe* Toyota Hilux generously loaned its spare battery and the silver arrow rolled on to the second Regularity around Trivigno. This thickly wooded section was geographical chaos. Countless hairpins, endless changes of gradient and thick vegetation ensured that everyone enjoyed a great workout, whether they were steering, braking or just hanging on.

Some crews had it harder than others though. Hugh and Lesley Apthorp's Bentley Blower suffered a broken sight glass which spewed oil all over the crew. So, as well as dealing with the road book, tripmeter, stopwatch and calling out the rhythm of the Regularity, Lesley also found herself responsible for staunching the flow of this precious fluid with as much tissue paper as she could lay her hands on. Meanwhile Hugh nursed the car down towards the lunch Time Control in Edolo and into the expert hands of Russ Smith and Jack Amies.

Suitably repaired, refreshed and keen to get on with the day, the crews fired up their engines and headed up and over the Passo Tonale, down through the wine lands of the Sud Tyrol, towards Italy's self declared apple district of Trento and the Time Control in Tozzaga.



The 1962 Jaguar E-type of Chris and Ingrid Woodhouse



Photos: gerardmercator.co.uk

Another convertible Mustang needing its roof up today, this one crewed by Jeremy Clayton and Edward Belcher



Andrew Laing and Ian Milne's Datsun 240Z's with wipers on overdrive

One final Regularity in the hills around Proves and another Passage Control on the Passo Mendola was then all that lay between the rally and the comfortable night halt in the Parkhotel Laurin in downtown Bolzano. Naturally there was some work to be done before dinner and, despite the rain, the sweep crews set to helping to sort all manner of mechanical issues down in the car park. Andrew Laing and Ian Milne's windscreen wipers were suffering an overuse injury and needed remedial work, whilst the Mercedes of Mick and Grace de Haas received a new water pump.

Soon enough the spanners were packed away, the tonneau covers snapped into place and the crews repaired to the bar and embarked on a much anticipated night section.

Gerardus Mercator

Gerardus Mercator, Dispatch reporter



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Day 4 Bolzano to Cortina d'Ampezzo (212 km)

6 October 2021

We woke to heavy rain again this morning, but there were a couple of bright spots in the low cloud gloom. Firstly the breakfast was excellent and secondly, two crews who were determined to make it back to the rally joined us again.

John Fraser and Peter Jenkins had sourced both parts and a mechanic in the UK and flew them out to Sanremo to complete their very own Italian Job. With the right parts and the right people, fixing the broken oil filter proved to be a fairly easy task and the throaty Porsche RSR roared once again. And, after a little mechanical difficulty last night, Enrico Paggi and Federica Mascetti have transformed their Alfa Romeo into a Mercedes Benz for the remainder of the rally.

Andy Inskip was in charge of the Main Time Control (MTC) this morning and, with the drivers outside getting some 'heat into the blocks', the navigators hung around in the lobby waiting for their appointed time and nervously checking the weather app's on their phones. Once the right minute ticked over and the cars pulled out of the car park though, there was no time to enjoy the Bolzano rush hour. The route took the rally straight into the hills, up and up through kilometres of neatly manicured vineyards and well kept orchards. With engines revving hard and

windscreen wipers at max power, the cars quickly shot up to 1100m and onto the first Passage Control in Collalbo. It was by now a chilly 7°C with sleety rain developing as we climbed higher.

It was tough going for some of the vintage crews but, if the intrepid Keith and Norah Ashworth and Hugh and Lesley Apthorp regretted going toposh through the Tyrol, they certainly didn't show it. We saw them hunkered down behind their windscreens, well rugged up against the elements and with grins fixed - or frozen - to their faces. Ingrid Woodhouse was also grinning in the teeth of this blizzard, but for a different reason. Cocooned in the warmth of her E Type, she was barefoot, save for a pair of shimmering flip-flops.

As well as the weather, there was some competition to contend with and the day's first Regularity was centred around the village of Freins. It featured the usual mix of woodland, gradients and tricky corners, tackled against a strict framework of speed over distance.



Roof up, wipers on, for the 1925 Bentley 3/4½ of Clint and Dawn Smith



Andrew and Gina Long's 1972 Datsun 240Z

Photos: gerardbrown.co.uk



Car 42, Otakar Chládek and Hynek Tauscher's Mercedes-Benz 350 SL



Amazing roads such as this are plentiful in this part of the world, as are the fine cafés and restaurants which supply the sustenance required by the skiers, cyclists, hikers and rally crews who use them. The morning Time Control in Halshütte was one such establishment and it dished up some superb strudel and fine coffees to a very grateful rally.

The Passo Erbe Regularity, the second of the day, began right outside the cafe but by now the snow was falling heavily and the temperature was a mere 1°C. The rally inched its way up and over the summit through near whiteout conditions. Thankfully conditions eased on the descent and the road to the next Regularity at Valdaora via the 1789m Furkelpass was markedly better.

It surely had been a morning to remember and the Time Control and lunch at Villabassa offered a chance for the crews to both compare notes on an epic drive and to tuck into a hearty dish of lasagne before they got their teeth into the afternoon's session. We were heading for the night halt in Cortina d'Ampezzo and the final timed section of the day, the Regularity over the Passo del Zovo. Once this was cleared we were welcomed into the town by the Mayor, Gianpietro Ghedina, who did us the honour of waving a chequered flag as the crews rolled under the arch on their way to the Il Cristallo Hotel, their base for the next two nights. Our arrival had been keenly anticipated by the civic authorities in Cortina and Sig' Ghedina, something of a vintage car connoisseur himself, managed to hitch a ride in Graham Goodwin's Bentley for a quick lap of his town.



Cool for cats? The 1961 Jaguar Mk 2 of Phillip and Patricia Monks (top) and the 1959 Jaguar XK150 of David & Jo Roberts (above)

Gerardus Mercator

Gerardus Mercator, Dispatch reporter

THE DAILY DISPATCH



Welcoming the 1972 Ferrari Daytona of Brian and Catherine Scowcroft



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Day 5 Dolomites loop (188.5 km)

7 October 2021



Enrico Paggi and Federica Mascetti swapped their Alfa for a Mercedes

Two years today we were in Santander, just about to start our very first event, the *Carrera Iberia*. Now we're in Italy half way through the *Carrera Italia*. How time flies!

Today we had a half day circuit of the Dolomites to negotiate, this was as close as the crews would get to a day off on this rally. After the appalling weather we've been through it was certainly well deserved. So, with dry roads, amazing views and a superb lunch you could have forgiven them for thinking that this was going to be an easy day.

It wasn't though and true to form Mark Appleton, the Clerk of the Course, had managed to squeeze a quart into a pint pot with some of the finest roads in Europe to be tackled. In what was quite a breathless schedule the cars rattled through the Dolomites and seemed to rack more climbing than the local chamois goats topping out at an altitude 2239m.



Andrew and Ann Boland with their 1934 Talbot AV105



Photos: gerardtown.co.uk



For the organising team it was all hands on deck to man the various controls and timing points. As we have the luxury of a second night in the same hotel Chris Mills and Worth Birkill, the baggage van crew, might have expected a day off. Instead they were simply redeployed, finding themselves atop a windy mountain with a stopwatch, clipboard and barely a moment to admire the views as the cars roared up towards them one after another.

The day kicked off with a Regularity up to the Passo Cibiana at whose summit we began to get a glimpse of exactly what we'd be dealing with later on in the morning. As the sun rose, and the clouds lifted, the magnificence of where we were began to hit home. At the following Time Control, in the Rifugio Remauro, the excitement built as more of the impressive mountains revealed themselves.

An easy run down the Val di Zoldo took the crews to two Regularities, one over the Passo Duran and then another at Digionera. But these were merely support acts for the day's headline performance soon to take place over the mighty Passo Pordoi and the Passo Sella. Some snow had already fallen and the wind was bitter, but the views seemed to get better with every hairpin.

With an amphitheatre of rock filling our rear view mirrors and a seemingly endless ribbon of tarmac rushing past the windscreen this had been an incredible morning's rallying by any standards. As the crews arrived at the MTC in the delightful Chalet Gerard for lunch there was a distinct party atmosphere.

Of course this wasn't the end of the day, the rally still had some 50km of fabulous roads to negotiate to get back



Reto Mebes and Hans-Jürgen Benze, 1969 Mercedes-Benz 280 SL



Hugh and Lesley Apthorp, 1931 Bentley 4½ Blower



Mick and Grace de Haas, 1966 Mercedes-Benz 280 SL

to the night halt, but this could be tackled at a pace to suit them, so there was no need to rush through dessert.

En-route there was snow falling on the Passo Valparola merely adding to the sense of adventure and, with the warm welcome of the Il Cristallo Hotel just round the corner, no-one was in the least bothered. Tomorrow we leave the mountains but it's likely that no-one will forget them.

Gerardus Mercator

Gerardus Mercator, *Dispatch* reporter



Stanley Gold and Brant Parsons, 1965 Porsche 911