

leader of the Asturias Trophy. Third in the FIA category (or second without Alonso) were current European Championship leaders, Mats Myrsell and Esko Junttila in their Ford Sierra Cosworth 4x4, trailing the Austrians by 28.6 seconds. Sainz was penalised 10 seconds for lateness at a TC but still held third place behind Myrsell.

The following morning "Lucky" was back in the running, and in a remarkable show, took every one of the seven remaining stages of the rally, which brought the team from 34th place all the way back up to fourth in the FIA contest.

Winners Karl Wagner and Gerda Zauner, who finished third last year and seventh in 2017, ended the rally with a 1 minute 33 second advantage over Finns Mats Myrsell and Junttila Esko, second in the FIA contest and first in category 4, while Antonio Sainz and Javier Martinez came third. Behind "Lucky" in fourth, Italians Paolo Pasutti and Battista Campeis came home fifth and first of FIA category 2, while Ernie and Karen Graham won category 1 in their Ford Escort Twin Cam in tenth place overall.

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Round the World

Rally the Globe has officially launched the 'Round the World' driving adventure at the Royal Geographical Society premises in London. Set for 2020-2021, this will be the first such driving odyssey for a generation - since the late Philip Young staged around the world in 80 days in 2000 to mark the millennium. Totalling around 22,000 miles (35,000 kilometres), it will be the longest, most challenging and, ultimately, the most rewarding yet staged, eclipsing the distance of the previous event.

Such is the scale of the journey that Round the World is divided into three individual legs: the first from London to Casablanca in Morocco (23 May to 9 June 2020); the second from Boston, Massachusetts to Vancouver, Canada (19 September to 10 October 2020) and finally the third from Vladivostok in Russia back to London (8 May to 19 June 2021), for a total of exactly 80 days. It will start and finish in London at the Old Royal Naval College in Greenwich right next to the Royal Observatory and the Prime Meridian Line (Longitude Zero).

On the itinerary are more than 100 competitive speed and navigation tests through some of the most spectacular spots on Earth including the Sahara Desert, Rocky Mountains and virtually unexplored gravel routes through Siberia. The event is open to vintage, post-historic and classic cars built before 1976 and crews of all abilities and experience. Crews are allowed to enter individual legs but, with limited places available, priority will be given to those rallying the world and to pre-war cars.

Masterminded by Fred Gallagher and John Spiller, "It's one of those projects for which the planning has been almost as challenging and rewarding as the participating," Gallagher remarked. "We have had teams all over the globe liaising with regional authorities, local experts and assisting car clubs to create what we are convinced will be the greatest adventure on four wheels ever staged." See www.rallytheglobe.com.



Modena Cento Ore

From Rimini to Modena

After an unpopular move to Monza last year, the start of this year's Modena Ceto Ore returned to Rimini on the Adriatic coast. Although the event is regularly oversubscribed within a short time after the entries open, Luigi Orlandini and his team at Canossa Events have kept it firmly limited to 100 cars, keeping the rally intimate – everyone in the event has the opportunity to meet everyone else on the event - and importantly, allowing for first class hotels for all.

And the entry list includes an extremely interesting mix of people of differing nationalities, ages, abilities and attitude to the competition, with some out for a serious stab at winning and others just enjoying the cars, the society and the Italian roads in the (usually) summer sunshine. It is a broad church and all are welcome. Unlike many rallies of this type, the regularity section is smaller than the competition category.

Favourite was winner of the last five events Philip Walker, who for the second year was co-driven by Miles Griffiths in Philip's perfectly prepared E-type, but many had their eyes on the fast Ford Escort of Kevin and Lee Jones. These two were competing for different titles, Walker for Period F and the Escort in the G/H/I category. Both had plenty of stiff competition, with the Cobras of Mark



*Richard and Claire Cook in the winning Cobra
Photos Courtesy Cento Ore*

and Duncan Freeman, Richard and Claire Cook and the GT40 of Richard Meins and Tim Huxley facing the E-type and the Porsches of Michael Stoschek/Tiago Monteiro and Glenn Janssens/Tom De Geetere, as well as numerous other Escorts in the GHI category.

Of note on the entry list was an unusually large number of 1600 Alfa Romeo GTAs in the pre-66 class, seemingly unrelated, with teams coming from the UK, Germany, Austria, Switzerland and the US.

On the menu were four driving days, starting on 5 June, that included 11 hillclimbs interspersed with circuit races at Imola, Mugello, and Misano with a night race at the latter, and night stops at Rimini, Florence, Forte dei Marmi on the west coast and a finish in Modena for a total of some 1000kms. >>

The first day comprised a loop from Rimini to Arezzo for a classy lunch in the Logge Vasari in the Piazza Grande, and a return to Rimini via three hillclimbs and the night circuit race at Misano. Kevin and Lee Jones put in the best all round performance on the stages and the circuit to finish the 15-hour day ahead of Paolo Marzatico and Frederico Ferrari (Porsche 911 Carrera RSR) by over 12 seconds. Walker and Griffiths led the period F cars on the stage, but then had a fuel regulator play up in the race at Misano leaving Griffiths stranded on track having led the race from pole. He got out lifted the bonnet and banged the regulator with a bar to get it started again and finished the race, but lost just over two minutes with the problem. The team ended the day in 28th place. Meins struck trouble too in his GT40 and missed the second checkpoint. This left Chris Lillingston-Price and Keith Morris to head the Period F division in their Jaguar E-type well ahead of the Freeman Cobra that had Richard Cook breathing down his neck by the narrowest of margins.

In the morning a quick trip to Imola concluded with a win for Belgian Historic Rally Champion Glenn Janssens and an amazingly quick Richard Cook Cobra in second place overall ahead of the RSR Porsche of Marzatico. However, Lillingston-Price finished the day still in the lead of the pre-'66 classes and Urs Beck and Christina Schaffner took over the period G lead in their Porsche 911 ST. Jones was now down in 15th place and Walker and Griffiths moved up to 19th with a two-minute mountain to climb to catch the class leader. After all that, the day ended in the centre of Florence with a gala dinner at the Teatro della Pergola, the oldest active theatre in Italy. Stamina was needed.

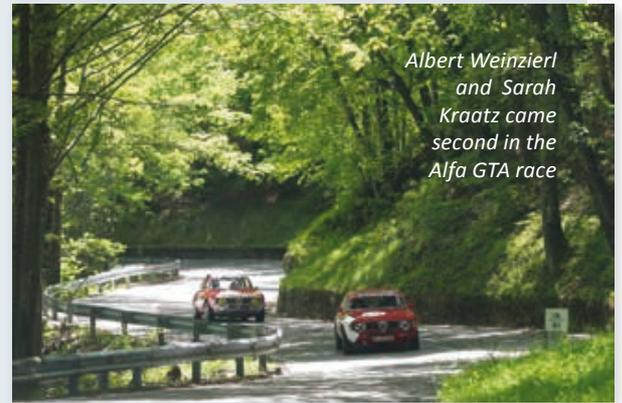
The following morning a great treat for all was the opportunity to race (or time trials for the regularity competitors) at the beautiful Mugello circuit. This time Andrew Sidall and Seb Perez took highest honours in their rally-prepared Ford Escort RS 1800 ahead of Beck and Janssens. Lillingston-Price still held sway in Period F, while Kevin Jones was back up to 10th after the race, with Walker/Griffiths 11th. Jones converted his comeback to sixth place by the end of the day as the caravan rolled in to Forte dei Marmi for a sunset beach party and, for the first time, Richard Cook topped the Period F charts after the leading E-type of Lillingston-Price stopped on a stage with an ignition fault. The crew took 40 plus minutes to get it to the end of the stage, but lost 1min 37secs in total time, which was fortunate for them but most surely cost them the win over the Cobra.

For all the Palazzos and lunches in historic buildings and gardens, the Modena Cento Ore is a real race and the number of penalties for missed and late checkpoints and retirements is testimony to the difficulty of completing it. When the cars reached Modena after the final leg of the adventure, there were 20 missing from the competition section and five in Regularity. Richard and Claire Cook maintained their lead in the Period F category, sharing the podium with Chris Lillingston-Price and Keith Morris and a recovered Philip Walker and Miles Griffiths, who had been mighty to make such a comeback. Walker said, "We consolidated our third position knowing we could not realistically claw back the time from the other E type and Cobra, despite this we were only 1.48sec behind at the end so it could have been another win if we had not had our bit of bad luck! The top two drove really well and they were great competition to be fighting with."

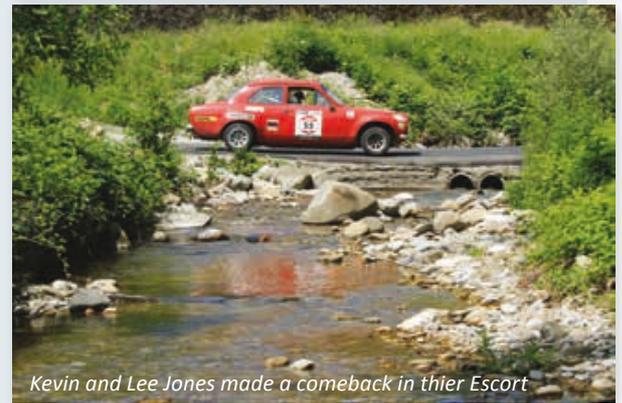
Glenn Janssens and Tom De Geteere took first of the GHI categories by 21 seconds to Andrew Sidall and Seb Perez, with the Italians Paolo Marzatico and Frederico Ferrari another 20 seconds behind. Not big numbers after so many stages and races. Kevin and Lee Jones hoisted their Escort back up to fifth place at the final flag, behind Urs Beck and Christina Schaffner. Alfa expert Matthias Körber and Roberto Restelli won the "GTA race" bringing theirs home ahead of Albert Weinzierl and Sarah Kraatz in fifth and sixth places respectively. The only pre-war car in the competition, Albert Otten's 328 BMW, took the Index of Performance. Ernst Schroeder and Philipp Ruppel won the Regularity event in their Porsche 356 B, 23 points ahead of the French Alpine team of Isabelle Marquis and Jean-Pierre Prevot.



Night racing at Misano



Albert Weinzierl and Sarah Kraatz came second in the Alfa GTA race



Kevin and Lee Jones made a comeback in their Escort



The Walker Jaguar lines up on the grid at Mugello

