

Maroc Historic Rally

Photo Dad's Courtesy Maroc Historic Rally

Above: Geoff Bell ran a close second to the Oreille Porsche

The 2019 Maroc Historic rally ended with a superb victory for Alain and Sylvie Oreille in their Porsche 911 RS. The 1633km route, run in six legs using loops from Marrakesh and Essaouira over 25 special stages, ended on May 4 with the French husband and wife team that placed second last year behind the similar car of Alain Deveza and Maxime Vilmot, at the head of the 40 cars still running from a field of over 55 starters. The Kenyan crew of Geoff Bell and Tim Challen, who placed third in the 2017 event, took their unique Dansport Ford Escort MKII to second place only seven minutes behind after six days of loose surface rallying on the classic Rallye du Maroc stages, while the gap to third placed Patrick Borne and Yoann Rafaelli, driving a Mazda RX7 Gr B behind them was a mere 11 seconds.

Photo Marc Lacroix



Fun in the Midnight Sun

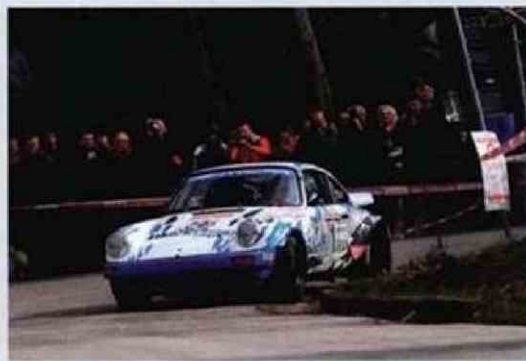
Registration for the 2019 KAK Midnight Sun Rally opened on April 25 at 14.00 and 24 hours later a total of 107 entries had already been received for the July 10-13 event, a figure that steadily rose to 212 with a week left before the May 19 deadline for entries. "The figure confirms that interest in the rally is increasing all the time, and it is amazingly fun," says Philip von Mecklenburg from Swedish organising club, KAK. Entries have come from five continents and there is a large British contingent this year. For 2019 the rally incorporates a tribute to the 1984 rally world champion and Örebro (where the rally headquarters is located) native, Stig Blomqvist, who was the first to sign up.

Open to two-wheel drive cars built before 1991, the rally comprises about 890kms, including some 160kms of special stages, with two categories, race and regularity. The rally has two particularities: One is that drivers in the race category need to have been born before 1980 and the other is that cars are seeded in reverse order, with the fastest cars coming behind the slower cars. The speed/time/ differences between cars close to each other are usually within seconds, so this has not been a problem, we are told. For those who retire and restart, the judges decide where in the field they can restart. See www.midnattssolsrallyt.com for information.



Sanremo Rally Storico

Two weeks before their victory in the European Championship contest in Czech Republic (see page 14), "Lucky" and Fabrizia Pons won the second round of the Italian Championship in Sanremo in the Lancia Delta Integrale 16V that brought them so much success last season. Having won seven of the eleven special stages in two days of competition on April 13-14, the pair reversed last year's top two result by finishing the 34th Sanremo Rally Storico ahead of Lucio Da Zanche and Daniele De Luis. In the lead by over 27 seconds at the end of stage 9 out of 11, Lucky saw his lead eroded by 23 seconds on stage 10, then went on to win a nerve wracking last stage by just 0.1 of a second giving him a 4.7 second advantage over Da Zanche at the final flag. Davide Negri and Roberto Coppa completed the podium driving a Porsche 911 SRS into third some three minutes behind the two front runners, also taking victory in Category 2. Angelo Lombrado and Giuseppe Livecchi (Porsche 911 SC) took Category 3.



Last year's winner Lucio Da Zanche had to settle for second
Photo Courtesy Sanremo Rally Storico

Whether it be regularity or flat out racing the Midnattssolsrallyt is fun according to organisers

FIA European Regularity Championship

Rally Costa Brava Històric

Charles Fortuny and Carles Jiménez took their 1979 Lancia Beta Coupé to victory in the Rally Costa Brava Històric on the weekend of 27-28 April. The pair, who won the rally once before, in 2017, have therefore been proclaimed FIA European Regularity Rally Champions, as the Costa Brava is the only event that qualifies for the 2019 championship.

Last year's winners, David Nogareda and Sergi Giralt (Porsche 911S), came second after two long days of 12 and 14 hours, keeping their concentration over 27 timed stages. Important names in Catalan and Spanish regularity events amongst an international entry, Eduard Poveda and Joan Jordan (Volkswagen Golf GTI), came third.

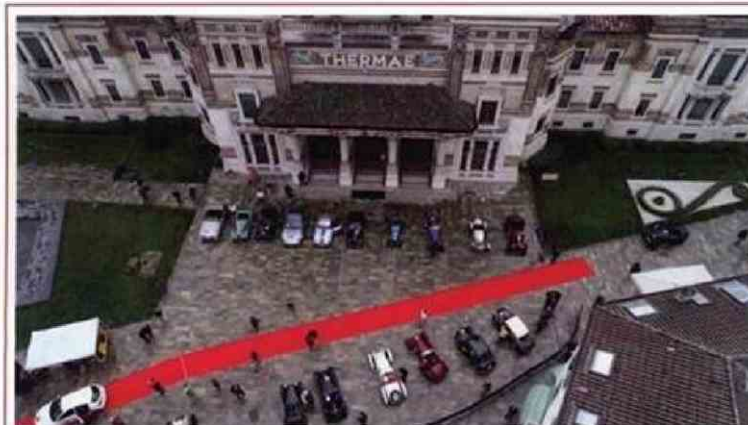
Based in the picturesque port town of Palamós in Girona Province some 120kms north of Barcelona, despite the many road miles, the rally manages to include a gourmet stop to sample local specialities on the programme. Of 89 starters, 1/3 of which were from foreign countries, only 59 teams made it to the finish line. Whether these two facts are related we can't say.



European Regularity Champions Charles Fortuny and Carles Jiménez



Salvador Cañellas-Eloi Alsina (SEAT 124/1800) Photos Courtesy Costa Brava Històric



Terre di Canossa

The ninth Edition of the *Terre di Canossa* International Challenge regularity rally came to a close with Juan Tonconogy and Barbara Ruffini heading home the first of an international entry of 103 cars in their Bugatti Type 40, taking the overall win and the pre-war trophy.

The delightful roads of Emilia, Liguria and Tuscany provided the setting for the four-day event, from 11 to 14 April, with this year's focus predominantly on the mountains as crews travelled through Garfagnana to reach Versilia's coastline. There was also plenty of variety in the weather this year, as crews got a taste of all four seasons, with bursts of summer heat, spring in all its glory, including lashings of rain, and even an unexpected winter flurry with a blanket of snow on the Passo del Cerreto providing an extra challenge for competitors.

Organisers Canossa Events and Scuderia Tricolore place great store on the history and culture of the places through which the rally passes. There were town squares packed with people, stops in places of special beauty and historic significance, enthusiastic competitors, and gorgeous scenery on all four days.

2017 Mille Miglia winners Andrea Vesco and Andrea Guerini came in second in a 328 BMW, and husband and wife team Mario Passanante and Annamaria Pisciotto brought their Fiat 1100 in third.



Crews got a taste of all four seasons



Juan Tonconogy and Barbara Ruffini heading home in their Bugatti T40

EHSRC - Winning Car Disqualified

Winners of the first two round of the 2019 FIA European Historic Sporting Rally Championship in their KeySport Engineering SRL Lancia Delta Integrale (see page 14), Italians 'Lucky' and Fabrizia Pons were disqualified from the results of round 1 of the Championship after the fuel sample taken after the Rally Moritz Costa Brava was found not to comply with the FIA Regulations.

The Stewards Report States, "Having considered the matter extensively in an exceptional hearing held in Geneva on May 6, the Stewards were informed by the competitor that they simply used fuel supplied by an independent supplier with whom they have a contractual relationship.

The Stewards fully accept assurances from the team that they did not request fuel other than that compliant with FIA regulations and further the Stewards considered that their statement of being both surprised and upset at the result was genuine and heartfelt.

The competitor used the opportunity to have their fuel sample independently tested and freely accept that it did not conform to the regulations."

The team, driver and co-driver will score no championship points from round 1 and all other competitors will move up one place. The BMW M3 of Jean Francois and Aline Berenguer is declared the winner of the 67th edition of the Rally Moritz Costa Brava, with the Porsche 911 Carrera RS of Anders and Ingrid Johnsen in 2nd and the Ford Sierra Cosworth of Mats Myrsell and Esko Juntilla in 3rd." The latter now lead the Championship.

Eifel Rallye Festival

Organisers of the July 18-20 ADAC Eifel Rallye Festival have announced that the entry is "full to bursting" and many former drivers from works rally teams are increasingly being drawn to the event. Former World Rally Champion Stig Blomqvist from Sweden will be there again, as will two World Rally Champion co-drivers, Nicky Grist 1993 (GB) and Luis Moya 1990 & 1992 (Spain). Jimmy McRae, Jochi Kleint, Harald Demuth and Matthias Kahle are already regular guests.

Swedish WRC driver Kalle Grundel said, "So many memories came rushing back of my time in the DRM. It's really fantastic here in Daun with an amazing atmosphere." See www.eifel-rallye-festival.de for details.



Kalle Grundel won the German Rally Championship in 1985