

SPORT



Left: after just missing the overall win, Bellini/Tiberti took the Eberhard Trophy. Below: WRC champ Biasion in GTV



Last year's winners, Guido Barcella and Ombretta Ghidotti, took third in a Porsche 356C

FIATS DOMINATE THE DOLOMITES

With a 280-mile route taking in 13 Dolomite mountain passes, six regularities and 65 time trials, the Winter Marathon certainly kept the 85 competing crews busy from 23-25 January.

Leg one on Thursday evening was something of a prologue, covering around 55 miles. From the off, 2019 winners Guido Barcella and co-driver Ombretta Ghidotti seized the advantage in their 1963 Porsche 356C, building a slender five-point lead over the 1937 Fiat 508C of Andrea Luigi Belometti and Massimo Bettinsoli. With Edoardo Bellini and Roberto Ottorino Tiberti (1937 Fiat 508C) and Roberto Pini and Lorenzo Galletti (1956 Porsche 356A) tied for third and still very much in striking distance of the leaders, it was all to play for heading into day two, with 80 crews still in contention.

The Campo Carlo Magno pass kick-started leg two on Friday afternoon, the beginning of a challenge that would end in the

small hours of Saturday morning. After more than 220 miles, the Fiats of Belometti/Bettinsoli and Bellini/Tiberti had edged past Barcella/Ghidotti to claim a 508C one-two, with Barcella/Ghidotti completing the podium, well clear of fourth-placed father-and-son crew Fabio and Marco Salvinielli

(1954 Fiat 1100/103). Sergio Mazzoleni and Edrisio Carrara ('63 Porsche 356SC Coupé) were the best performers on the regularities.

Two-time World Rally Championship Drivers' champion Miki Biasion, together with Nina Stefanelli, took a '68 Alfa Romeo 1750GTV to 62nd overall.

After the rally proper, it was off to the frozen lake in Madonna di Campiglio for two further competitions. First was the Blizz Timing Trophy for the rally's pre-war entrants, where Winter Marathon 2020 victors Belometti/Bettinsoli were narrowly beaten by Vincenzo Bertoli and Alberto Gamba, in another Fiat 508C.

Indeed, it seemed nothing could stop the little 508s, even in the following Eberhard Trophy, a knockout challenge for the main rally's top 32 finishers. Bellini and Tiberti were back on the podium once again, this time a step higher, seeing off the Salvinielli's Fiat in a hard-fought final.

