



27 August to  
26 September 2023

# ALASKA TO MEXICO MARATHON THE DAILY DISPATCH



Rally & Globe  
VINTAGE AND CLASSIC CAR CLUB

Day 15 Boise to Idaho Falls (478km)

11 September 2023



Photos: Marcus Rowe - gearadrowm.co.uk

*James Grayson and Simon Spinks, 1969 Ford Escort Mexico Works*

Today we saw two Regularities and a Test linked by a series of Passage and Time Controls on a network of highways and byways in rural Idaho.

The day began along the Boise River, with a straightforward run out of town towards the Elk Creek Passage Control manned by Ian Tullie and Chris Mills. Next we turned to the hills with a narrow and rocky climb up to a second Passage Control on Immigrant Mountain with impressive views back over the plains.

Russ Smith and Jamie Turner kept an eye on the timecards, making sure everyone was accounted for, before sending them into the first Regularity through Castle Rocks. En-route the cars squeezed through a narrow gap between two monolithic rocks and were greeted on the other side by Fred Gallagher and Sarah Ormerod.

A Time Control at the Camas Creek Country Store offered a welcome break before the rally set out on the Camp Creek Regularity. This was another typically rough track up a narrow and, apparently, snake-infested gorge running alongside the creek. Most crews had a relatively trouble-





free run this morning, but Stephen Partridge and Corgi La Grouw's Ford Galaxie experienced a few electrical problems and needed help from the sweep crews. Conversely, Stephen and Ruth Lambert's Ford Fordor 48 seems to be getting into its stride, leading the crew to declare that "the gravel roads are great, and this car loves the dirt".

The craters of the Moon Passage Control were set amongst some impressive lava formations. Time had been allowed for an optional detour around the park to enjoy the rocks and reflect on the morning's drive. Steve Krippaehne, who has just taken over as navigator in the 1931 Ford Model A Victoria is enjoying his second day and reckons that "it's so far, so good, this car will go up any hill... just not as fast as a Bentley".

Lunch and the midday Time Control at the Golden West Café provided us with individually wrapped packed lunches to enjoy under a set of cliffs painted with graffiti commemorating class graduations dating back to 1920. The rough roads of the last few days have been taking their toll and, before opening their sandwiches, Andy Inskip and Charlie Neale found themselves on the floor repairing the exhaust of Roy and Rachel Stephenson's Mustang.

The afternoon was all about driving to the Test and enjoying the views of the iconic Buttes. We drove via Butte City (population 74) to Atomic City (population 49) which was the site of the first electricity-generating nuclear reactor. The tumbledown buildings were evidence that it was once a thriving metropolis.

The Test, set on a dirt oval at Atomic Motor Raceway, drew a crowd that almost equalled the population of the entire city. It was a lot of fun for both those behind the wheel and those cheering them on. However, by now the pull of the night halt, Hilton Garden Inn in Idaho Falls, was proving irresistible. Before crews saw their beds though, there was work to be done. Most notably to Brian and Catherine Scowcroft's Chevy Fangio which had burned through its wiring loom - the sweeps have a long night ahead of them fashioning a new one.



*Claudine Bloom and Andrew Twort, 1965 Volvo Amazon 120*



*Phillip and Lyndy Blunden, 1964 Holden EH Special*



*Danny Day and Matthew Bryson, 1975 Pontiac Trans Am*





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**Day 16 Idaho Falls to Jackson Hole (202.3km)**

**12 September 2023**



Photos: Marcus Rowe - gearathrow.co.uk

A shorter day today, so crews could better appreciate their surroundings. This included the delights of Jackson Hole, a resort town par excellence slap bang in the middle of the Tetons, one of the world's youngest and most iconic mountain ranges.

The easier day gave the sweep crews a reason to be grateful, as they'd been up after midnight sorting Brian and Catherine Scowcroft's Chevy Fangio. The car is working and mobile, but the crew opted to take it straight into the night halt to finish the repair.

There was a Test and a Regularity en-route to the Modern Mountain Hotel, with the day kicking off with a blast at the Sage Raceway drag strip, with the added bonus of a 360 degree spin around a cone. Fred Gallagher was test observer

and, from the only shade for miles around - a disused Portalo, he looked every inch the eagle-eyed sentinel.

Having successfully negotiated this section, and escaped Fred's laser like gaze, the next stop was the Trail Creek Regularity, running 18km over a rutted track of concrete hard, dry mud with Ian Tullie and Chris Mills waiting at the end with the clocks.

As we passed into Wyoming - a perfectly rectangular state - the road between the Swan Valley Passage Control and Teton Pass Passage Control gave us views across the wide valley floor towards Jackson Peak that had to be seen to be believed. Crossing the Snake River was the last obstacle before we reached Jackson Hole for the promised early finish and a free evening to enjoy the town with its historic centre, wooden boardwalks and dozens of independent shops and restaurants.



William Shields and Alex Schoenauer,  
1967 Chevrolet Camaro



Stephen Hardwick and Ashley Bennett,  
1970 Datsun 240Z



Carl and Peter Helmetag,  
1970 Volvo 131





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**Day 17 Jackson Hole to Heber City (546km)**

**13 September 2023**



Photos: Marcus Rowe - gearathrow.co.uk

*Richard Turner and Nigel Lee, 1938 Ford Model 62 V8*

Jackson Hole reminded us this morning that it is a ski resort, delivering a chilly start to our day. As we pulled on an extra layer we saw it was going to be a longer and busier day than yesterday, with two back-to-back Regularities in the morning and a couple of Passage Controls in the afternoon.

From the car park we turned away from the Tetons and started on a southerly course through Wyoming towards two Regularities at Murphy Creek and McDougal Gap. A total of 100km of high mountain dirt roads. They may have been close physically, but geographically they were very different. The first feeling like a drive through the foothills of the Alps, with pleasant woodland filled with autumnal colours and a stream meandering along the bottom of the

valley. The second was via a high mountain pass, fringed with steep cliff faces and led on into wide open plains. A long, sweeping, gravel piste took us towards the Time Control and lunch at the Daniel Junction restaurant which served up some classic pulled pork buns and beautiful salmon salad.

After a pretty intense morning, the pace slackened slightly over the afternoon and, without the pressure of the clock bearing down on them, the Rally was better able to appreciate the vast western landscape.

There were two Passage Controls along the Green River. The first was in Kemmerer, where the famous department store JC Penney Company was founded in 1902. The owner of the Kettle Café informed us that the area had been under 12 foot of snow last year. It's also incidentally the world's fossil capital with the Fossil Butte national monument nearby.





David and Jo Roberts, 1929 Chrysler 75 Roadster



John and Daisy Pyle, 1939 Chevy Coupe



Michael and Anne Wilkinson, 1968 Holden HK

The Piedmont Kilns Passage Control, situated between huge stone eggs, was greeted with quizzical looks by the approaching crews. What looked like the work of extra-terrestrials were in fact charcoal kilns built in 1869. These furnaces were fed by the vast stands of timber from the nearby Uinta Mountains. However, today, there is barely a tree for miles around. We had another 130km of this stark, yet captivating, landscape to drive ahead of our night halt in the Black Mountain Resort, Heber City, a western satellite of the Utah State Capital, Salt Lake City.

Here we said hello to Owen Turner who has arrived to take over sweep duties from Jack Amies. Before being able to check-in and unpack, Owen was straight into action in the car park. Many cars feeling the toll of the thousands of kilometres we've driven since Anchorage. Tonight, as usual, the crews were seen tending to their cooling systems, suspension and brakes.



Roy and Rachel Stephenson, 1965 Ford Mustang





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## Day 18 Heber City to Moab (443km)

14 September 2023

With a lot to get through the organisers decided that we needed a pre-dawn start. So, in the chilly half-light of a high-altitude Utah morning, the crews stumbled towards breakfast and on to the car park, to warm their cars for the day ahead. A few struggled to start, Steve Verrall, leading the Classics Category, needed to poke around his engine bay to coax the old Stuttgart lump into life.



*Setting out early, Manuel and Irene Dubs, 1940 Ford Coupe*



*William Shields and Alex Schoenauer, 1967 Chevrolet Camaro*



*Richard Lee Harman and Steve Krippaehne, 1931 Ford Model A Victoria*

Daylight was just breaking over the hills as we passed Strawberry Reservoir on our way to the first of three Regularities today. The road had been paved since the recce and rather than the gravel we'd become accustomed to, it featured a very smooth surface. No-one was complaining though, as they sailed along and enjoyed the scenery before checking in at the Time Control in the Tie Fork Rest Area.

The Second Regularity, the Skyline Drive, lived up to its name and brought us back to reality with a challenging route along a narrow dirt track, rising through a birch forest and then into high, open grassland dotted with thickets of trees.

The Ponderosa Grill Time Control in Huntington, 130km along the road, gave us a fine buffet lunch, and the sweep crews an opportunity to fix some punctures. John Pyle also got the chance to top up his car's cooling system after the Chevy had overheated on the regularity.

The Buckhorn Draw Passage Control drew the Rally towards the third and final Regularity of the day along the San Rafael River in Emery County. It took us through canyons carved out by water over billions of years. An amazing, stratified history loomed over us in this otherworldly landscape, a far cry from anything the Rally had seen so far.

The night halt was at the Springhill Suites in Moab, on the banks of the Colorado River. An evening boat ride was scheduled, complete with a three-piece band, 'The Nanites' who entertained us in fine style as we drifted through the geology of many millennia.

Photos: Marcus Rowe - jerrardrowe.co.uk





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Day 19 Moab Rest Day

15 September 2023



Rest day number three and by now everyone knows the deal, it's a marathon not a sprint; laundry has to be done, cars fixed and bodies rested. The result is various huddles in and around the domestic facilities and the car park of the well-appointed Springhill Suites.

Naturally the spanners were out early, with John and Daisy Pyle's Chevy requiring a rear brake rebuild. It was the front stoppers of Ean and Alison Lewin's Escort which needed looking at, they'd been binding a little and this competitive crew want the car near perfect for the last third of the event.

Andreas Honegger and Peter Kruse's Mercedes has been firing on only 4 of its 6 cylinders recently, so the crew and sweep team were looking at the distributor. Meanwhile Adrian and Christine Hodgson's little Austin was busy in town having a prop-shaft part made at a local machine shop.



Photos: Marcus Rowe - gearthru.com.au

Roy Stephenson, perhaps tempting fate given that there's another ten days left, made the bold claim that the Mustang "was running almost perfectly". Certainly his steering wheel is still attached, long may it remain so!

After their rest day chores, the crews were free to pursue a little downtime. Several of them booked helicopter tours of the nearby Arches National Park. Nick and Serita Sleep opted to keep their feet closer to the ground, swapping four wheels for two and hiring a couple of mountain bikes.

Certainly there has plenty to see over the last three weeks and today has been no different. Whilst waiting for her brakes to be sorted, Daisy Pyle summed it up nicely: "...in the beginning I was a little apprehensive about this Rally - because it's a Marathon, but I've been enjoying the challenge. It's very hard but it's very enjoyable. The people are wonderful. There are no words to say how beautiful the scenery has been. I get goosebumps. Everyone should see it"







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## Day 20 Moab to Bluff (345km)

16 September 2023

Like many of their cars, the post rest-day crews creaked into action this morning to take their place on the starting line as the sun rose over the glorious surroundings of Moab.

There was plenty to think about while they waited for their 'due time', with two Passage Controls, two Regularities, two Time Controls and one Test to deal with before they'd see their beds this evening. The first Passage Control, aptly called Moab View, occurred 28km from Springhill Suites and offered a panorama of an otherworldly landscape of mountains, canyons, cliffs and arches. Russ Smith and Jamie Turner stamped timecards before we rolled on to the Geyser Pass Regularity that took us higher into the mountains via a wide gravel road, lined with gnarled oak trees.

It was stark and epic, but not plain sailing for everyone. The Goodwin's Bentley suffered a puncture. The experienced crew didn't panic though and, whilst Graham set to with his tool kit, Marina directed traffic safely around the work zone. In a time that would make an F1 team blush, the Cricklewood cruiser was back on four wheels and heading towards Loren Price and Owen Turner's timing point situated at a breathless 3,200m.



Porsche 911s: Stanley Gold and Brant Parsons...



Photos: Marcus Rowe - gearathrow.co.uk

...and Tobias and Silvia Koenig

The landscape dramatically changed as we left the wooded slopes of the La Sal mountains and dropped to the valley floor. Sandy scrub and huge rock formations loomed large on the way to the Test at Eight Mile Rock, a sand-strewn section of track with a few twists and turns added for good measure. Just as crews thought they had seen the best of Utah, they were treated to the most spectacular reveal of the entire route, a breathtaking canyon punctuated by pinnacles and stratified shelves, stretching as far as the eye could see. A Time Control at the Needles Overlook allowed the Rally some time to drink in the scene, with a 360-degree view of the best that geology has to offer.

Lunch at the Granary Mill Time Control was a further 75km along the road where a delicious buffet was laid out in an old granary building. The final Regularity of the day was run along a narrow gravel track through Indian Creek and twisted its way upwards through trees until the final few switchbacks revealed an alpine scene with rolling meadows peppered with neat pine trees.

The last Passage Control at Comb Ridge had to be cancelled due to an impassible river, leaving the Rally running straight for the teepees of the Bluff Dwellings night halt which were, according to Catherine Scowcroft, "the best





Andrew and Archie McAlpine, 1982 Land Rover Range Rover



Christopher and Kathleen Grace, 1938 Chevrolet Fangio Coupe



John and Nicole Whitelock, 1968 Mercedes-Benz 280 SL



Michael and Anne Wilkinson, 1968 Holden HK

accommodation yet". The hotel is set in a dramatic position with a backdrop of sheer sandstone cliffs. Birds of prey circle on the thermals and updrafts above. However, the sweeps had their eyes downwards for most of the evening, working late performing open heart surgery on Andrew McAlpine's Range Rover. They found some rather misshapen parts of the valve train, while the rest of the Rally enjoyed dinner by the pool, as the stars twinkled and the Milky Way bestrode the night sky.







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## Day 21 Bluff to Springdale (505.4km)

17 September 2023

Utah continues to amaze. Each day we're convinced we've seen the most breathtaking scenes of the entire rally, only for the size and scope of the landscape to outdo itself. Today, we had another huge chunk of the 'life elevated' State to take in.

The route to the Pair of Buttes Passage Control, 32km from the hotel, took us along a rough gravel track threading its way between dozens of towering stone pillars, some with giant boulders precariously perched on top. Whilst the temptation was to gaze upwards, a series of rutted arroyos (steep-sided, dry riverbeds) meant keeping at least one eye at ground level. Coffee and scones at the Time Control in the San Juan Inn, Mexican Hat - named after the sombrero-shaped stone balancing on a narrow stone pillar - provided a civilised mid-morning break before the real business began.

The route through the famous Monument Valley was less impressive than the road just driven, but was another tick on the bucket list. As we crossed the State Line into Arizona and the Navajo National Monument, the Rally embarked on a tough 17km Time Control section. As the cars lined up at the first Time Control, there was a palpable sense of

excitement. The most competitive crews closely studied their roadbooks and prepared for combat. Between the five controls, the loose surface provided plenty of action and, for a couple of the Bentley's, a little drama.

Clint Smith and Martin Jones' roadbook went overboard and, in the heat of battle, Graham and Marina Goodwin ran it over. To add insult to injury Clint and Martin's clutch began to grumble, slowing them down further. The rest of the Rally made it through the Navajo territory less eventfully. Then it was 100km along the highway to lunch and the midday Time Control at the Grand Canyon Brewing Company, Page, sat right at the tail end of Lake Powell. Here a selection of pizzas and cold refreshments were laid out to greet the hungry crews.

Soon we crossed back into Utah to begin the trek to the MTC at Parry Lodge in Kanab. A place claiming it never gets old. The Lodge walls were lined with photographs of actors that had stayed whilst shooting various movies nearby, including Frank Sinatra, John Wayne and Clint Eastwood.

With the tyranny of timing removed, the crews were at liberty to enjoy the relaxed drive through the landscapes of the incomparable Zion National Park to the night halt at the Springdale Hotel.



Keith and Norah Ashworth, 1927 Bentley 4 1/2 Le Mans



Fritz and Gabriele Kozka, 1978 Porsche 924

Photos: Marcus Rowe - gearadbrown.co.uk





Manuel and Irene Dubs, 1940 Ford Coupe



Claudine Bloom and Andrew Twort, 1965 Volvo Amazon 120



Brian and Catherine Scowcroft, 1936 Chevrolet Fangio Coupe



Jim Gately and Tony Brooks, 1937 Cadillac 60 series



Roy and Rachel Stephenson, 1965 Ford Mustang