



16 to 26 June 2024

# CARRERA BAVARIA THE DAILY DISPATCH



Rally  Globe  
VINTAGE AND CLASSIC CAR CLUB

## Pre start & Scrutineering Kronberg im Taunus

16 June 2024

The fifth of our *Carreras*, our 20th event, is about to begin with 28 excited crews assembled in the impressive setting of the Schlosshotel in Kronberg im Taunus. Ahead are nine days of competition, fine dining and wonderful company with nine tarmac Tests, 25 road-based Regularities and a much-anticipated rest day in Bad Wörishofen to enjoy along the way.

Built by Queen Victoria's daughter in 1893, the Schloss is set amongst acres of mature parkland and an impressive golf course, but the aim of our drivers wasn't to get onto the green. And, other than the Euro 2024 football championships, the *Carrera Bavaria* was the biggest show in town.

Sadly John and Catherine Harrison's La France Roadster was not deemed match fit, despite having made it all the way from the UK. As the big beast pulled into the car park for scrutinising, an ominous knocking sound was enough to tell John it wasn't wise to continue.

Tomek Dzitko and Beata Siwek had an equally frustrating journey to the kick-off. Their preferred choice, an MG Magnette, ruled itself out early last week as did the substitute, an MGB. Finally their Polski Fiat was considered to be unplayable. However, deciding this was an unmissable game, they finally arrived at HQ hotel aboard a modern Nissan GTR. Heading up their very own class, they are likely to set some impressive times on the Tests.

Brian and Catherine Scowcroft's Ferrari Daytona required some attention from a specialist in Rotterdam



Photos: gerardbrown.co.uk





Andrew and Ann Boland get their 1925 Bentley 3/4 1/2 match fit



Reto Mebes and Hans Benze, 1955 Mercedes-Benz 300 SL Coupe



Photos: geraldbrown.co.uk

after spluttering its way onto the car ferry. They will be a little late to the party, but hope to join us later tomorrow.

The rest of the cars and crews were swiftly processed over the course of the day by the sweep crew of Charlie Neale, Andy Inskip and Russ Smith who checked for safety and compliance in the car park whilst Gill Cotton, Andrew Kellitt and Audrey Rudd dealt with the paperwork in a most impressive drawing room.

Andrew Laing and Ian Milne's Datsun needed some minor electrical work when it was discovered that one of their brake lights had an intermittent fault. But, other than this minor matter, most of the cars were passed with a clean bill of health. As usual the entry list contained an eclectic mix from the world of historic motorsport with the mighty German automotive industry well represented with four Porsches, two Mercedes and two Frazer Nash - BMWs.

Once scrutineering had closed, Fred Gallagher and Mark Appleton hosted the drivers briefing in the well-stocked library. After a quick glücklich zu sehen, they added to the overall sum of knowledge in the room and passed on whatever salient information they could to make the competitors' life on the road as easy as possible.

Fred has created the route with some valuable on-the-ground assistance from our old friend Uwe Schmidt. Amongst the highlights, tomorrow we briefly follow in the wheel tracks of Bertha Benz, the original motoring pioneer.

Twinned with Aberystwyth in Wales, Kronberg boasts its very own supply of mineral water, but tonight the crews were treated to something a little more flavoursome, enjoying drinks on the terrace before sitting down to a superb dinner in the green room.

As usual Worth Birkill and Dick Appleton - manning the 48-hour car - missed all this as they're well into their own odyssey tonight and, as we write, are telegraphing vital route information back to HQ.





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# CARRERA BAVARIA THE DAILY DISPATCH



Rally the Globe  
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**Day 1** Kronberg im Taunus to Heidelberg (292km)

17 June 2024



The 1959 AC Ace Bristol of Gavin and Diana Henderson had an oil leak plugged today



Keith and Norah Ashworth, 1955 AC Ace

Photos: gerardtown.co.uk

Unfortunately, when we woke today, we saw where the local mineral water comes from. It was a wet start for sure but, full of the finest Bavarian breakfast, at 9am the rally gathered to wait their respective start times and fold yards of wet groundsheets.

We're all proud vexillophiles at *Rally the Globe* but none more so than Fred Gallagher, who had once again called upon his semaphore supplier to produce a freshly pressed Bundesflagge with which to send the crews down the driveway and into the rolling Landschaft of Hesse.

The rain soon stopped and, through the mist hanging in the trees, the sun thought about making an appearance as the crews set a course for two Route checks at Idstein and Monzernheim driving through a succession of vineyards and groves of cherry trees along the way.

Skirting the town of Mainz, where in 1440 Johannes Gutenberg invented the portable printing press, we crossed the Rhine and made for an early lunch at the Time Control

in the headquarters of Boudier & Koeller. Here the crews enjoyed a three course meal and, for those not sat behind the wheel, a glass of their finest to wash it down.

Following this civilised start, two Regularities signalled the commencement of competition. The route through the Waldleiningen and Totenkopf sections took us into miles of thick woodland along a narrow tarmac piste. This wild, broken countryside required a good deal of concentration on both sides of the car, but soon the modern world loomed large at the Time Control at the Technik Museum Speyer. Amongst the exhibits were a Lufthansa jumbo jet, an Antonov transport plane, a U boat and a Space Shuttle, which the crews enjoyed along with a welcome cup of coffee.





Joe and Maggie Hayes, 1973 Porsche 911



Hans Middelberg and Jürgen Grolman, Mercedes-Benz 300 d Sedan



Declan Costello and Louis Byrne's 1964 Jaguar E-type had a minor electrical problem dealt with by the sweeps early in the day



Then it was back over the Rhine to what may well have been the main event of the day. For five of our crews every day is a Porsche experience, but today the entire rally enjoyed two fast Tests at the impressive Porsche Experience facility at the Hockenheim Circuit. Whether their engine was in front of them or behind them, every crew checked into Fred Gallagher's MTC looking very pleased with themselves.

There was just time for a quick coffee as the engine temperatures returned to somewhere near normal. The night halt in the well-appointed Hotel Europäischer Hof in

Heidelberg was only a few kilometres along the road so, within the hour, the rally was settled in for the night.

Brian and Catherine Scowcroft are still playing catch up. They have an appointment with a Ferrari specialist in Amsterdam and hope to join us tomorrow evening. As for the rest of the cars, there were only a couple of problems for the sweeps to deal with over the course of the day, with Declan Costello and Louis Byrne's E-type suffering a minor electrical failure at the end of the first Regularity and Gavin and Diana Henderson's newly minted AC Ace Bristol needing to have an oil leak fixed in the museum car park.





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## Day 2 Heidelberg to Baiersbronn (239km)

18 June 2024

We took a deep dive into the Black Forest today with three Regularities, a superb lunch with a view and rolled over some of the smoothest tarmac we've ever encountered.

The day began with a sharp climb out of the city towards Schloss Heidelberg, where the first Regularity led us through the trees and a forest of warning signs urging us to beware of the amphibians and ungulates which call this woodland home. Most saw neither, being fixated on our schedule, maps and getting to the Time Control in Bretten where Jim Smith was again on traffic duty. He marshalled

the cars into an almost perfect semi-circle on the cobbles in the old town square surrounded by cafes, churches and some appealing German architecture. It had been an energetic section and the crews were refuelled with coffee and cakes before hitting the road once again.

The second Regularity, the Black Forest, picked up where the first left off and delivered us safely to the lunch halt and Time Control in the Schloss Eberstein where the crews tucked into fresh local produce overlooking the valley. There was no dessert on the menu but "a piece of cake", the third Regularity, sweetened up the afternoon nicely for the crews with some beautiful sections of grassland and open pasture for us to admire and a climb to a very windy 1000m.



Photos: geartown.co.uk

Craig McWilliam and Chloe Mackay, 1974 Maserati Indy and Reto Mebes and Hans Benze, 1955 Mercedes-Benz 300 SL Coupe



Two Passage Controls through Rundwanderweg and Nagold River gave the Schwarzwald plenty more opportunities to show us more of its charms on the way to the night halt in the Hotel Traube Tonbach in Baiersbronn. Established in 1789, this is a truly unique place and has been in the same family for nine generations. With views over the hills from the terraces and balconies which are a feature of every room, the crews very quickly made themselves at home. We are here for two nights so there's plenty of time to acquaint ourselves with all it has to offer, but it's safe to say that the leisure facilities might be a little busier than usual. Dinner in the Schatzhauser restaurant brought a very civilised day to a very respectable end.

There were a few mechanical issues to be ironed out over the course of the day beginning with Joe and Maggie Hayes' Porsche needing a push start out of the car park this morning. The starter motor is playing up but, as Joe



Photos: gerardbrown.co.uk

Steve and Jenny Verrall, 1965 Porsche 911



Andrew Laing and Ian Milne, 1973 Datsun 240Z

remarked, "there are always plenty of helping hands around or, failing this, we should be OK as long as we remember to park on a hill and, let's face it, there are plenty of those as well".

Roy and Rachel Stephenson's Porsche was also playing up and required some attention to a sticky throttle cable, whilst Brian and Paula Caudwell's suspension mounting had worked itself loose. According to Rally Director Fred Gallagher there was also a bit of an "Italian car thing going on today" Neil and Peta Oatley's Lancia is sadly going home thanks to a broken gearbox, although the crew have sorted out a rental vehicle to continue the journey with us.

Brian and Catherine Scowcroft are at last safely with us in their Ferrari Daytona having spent two frustrating days tracing its fuel pump problem to the root cause - thankfully it was nothing more than a badly fitted fuse.



Martin and Olivia Hunt, 1937 Frazer Nash-BMW 328





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**Day 3** Baiersbronn loop (204km)

19 June 2024



Photos: gerardbrown.co.uk

Ean and Ali Lewin, 1973 Ford Escort Mexico followed by Brian and Paula Caudwell, 1958 Jaguar XK150 DHC

We're only two days away from midsummer but, thanks to an overnight storm, we woke today to an autumnal scene with the surrounding hills partially veiled by tangled skeins of mist. The forecast was for another fine day, so the foul weather gear was left stowed in the boot as the cars set off south on a circular route that eventually led back to the Traube Tonbach in Baiersbronn.

Sticking to the *Carrera* ethos of working hard and playing hard, today's schedule was a lighter one, allowing the crews plenty of time to enjoy their lunch on the sun terrace and the rest of the hotel's facilities. For the work side of things, there were three Regularities in quick succession to deal with over 204km of typically testing terrain.

The first of these was the Allerheiligen - or the All Saints - section which we tackled over eleven kilometres of the



Terry Hefty and Dean Meiling, 1955 Lancia Aurelia B20S





Mark and Sally Bramall, 1962 Austin-Healey 3000

Schwarzwald National Park. The roads were still damp and there were some slippery corners but, with nothing else on the road, this merely added to the fun.

The next Regularity, Glaswald 1, had the crews sailing past massive stacks of cut timber as they climbed ever higher before rolling into the final competitive part of the day from Brandenkopf. The roads were narrow, twisty and the verges were very lush with passing places few and far between. Steve "the reaper" Verrall, pressing on as usual, bore this fact out as he pulled into an intermediate timing point. Dr John Llewellyn and Bob Hargreaves reported that the white Porsche had arrived sporting a thick green beard.

By late morning, the crews had earned a break at the Time Control in Schöne Aussicht where the organisers had laid on a selection of cake and patisserie including the famous Schwarzwälder Kirschtorte. It was an all-you-could-eat buffet arrangement so, ignoring any power-to-weight calculations, the crews were happy to sample as much as they could from the well-stocked table.

Once back on the road the *Carrera* soon found itself in Triberg, home to the world's largest cuckoo clock, before swinging north and making for the night halt. The Tennenbronn and Lauferbrunnen Passage Controls made sure that everyone was on the right road as we alternately swapped the shade of the forest for the intense sunlight of wide-open Alpine pastures.

An à la carte dinner at the Traube Tonbach finished the day off and set the crews up for a much busier day tomorrow.



Bill and Julie Holroyd, 1965 Porsche 911



Roy and Rachel Stephenson, 1974 Porsche 911 Carrera





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**Day 4** Baiersbronn to Konstanz (292km)

20 June 2024



Photos: gerardbrown.co.uk

*Francis and Marie Rhatigan, 1939 Frazer Nash-BMW 328*

Full of frühstück we prised ourselves out of the Traube Tonbach and set off today with our sights set on Lake Constance. We said auf wiedersehen to the Schwarzwald and enjoyed a change of pace as well as a change of scenery.

There was a lot to enjoy along the way, with two Regularities, a challenging Passage Control section and a pair of Tests within touching distance of the night halt. Brian and Catherine Scowcroft's Daytona was a little reluctant to leave the car park with a reoccurrence of its fuel pump gremlins. The crew left the MTC a little behind schedule with Andy Inskip and Charlie Neale in close attendance.

For the rest of us a Route Check in Bad Rippoldsau funnelled the cars into the last few miles of the Black Forest. The first Regularity was a reprise of yesterday's Glaswald section, albeit without the mist and damp tarmac. A Time Control and coffee halt in the Glashutte Wolfach came soon afterwards.

The second Regularity, the Auf der Grub, was a more challenging affair and, with another mixture of closed forest and open pasture, it served as a useful introduction to the intricately woven Passage Control section which followed from St Georgen to the lunch halt in Hexenlochmühle.

The bond between driver and navigator was tested to the limit through this section, as the crews slid through the Stygian gloom of the forest over 7km of unmarked tarmac. Unlike the mythical "babes in the wood" our crews





Andrew and Gina Long, 1976 Porsche 911 3.0 Targa



Clint and Dawn Smith, 1961 Jaguar XK150 Roadster



Colin and Fiona Paton, 1969 Morgan Plus 8

had no breadcrumb trail to keep them on the right track and were forced to rely solely on the accuracy of their trip meters to guide them to the safety of the final control. Any discord was quickly forgotten once the rally arrived at the Hexenlochmühle Time Control where the crews sat down to lunch. In the shadow of the waterwheels, they realised almost everyone else had enjoyed the same doubts throughout the section.

There were two straightforward Passage Controls at Mistelbrunn and Bittelbrunn to deal with after lunch before the cars lined up for the Tests around the ADAC Steißlingen. And, with not a tree in sight, the crews attacked these two sections with gusto.

A quick coffee at the MTC within the circuit complex brought the day to a close. Thereafter crews were free to make their way to the night halt in the Steigenberger Konstanz Hotel on the shore of Lake Constance and only metres from the Swiss border. The hotel was once a Dominican monastery, an order founded for two purposes: preaching and the salvation of souls, so it was fitting that over dinner, Rally Director Fred Gallagher rose to speak and offered some advice about tomorrow when we'd be crossing the lake and getting stuck into a whole new set of challenges.



Simon and Juanita Brien, 1963 Jaguar E-type

Photos: gerardbrown.co.uk





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**Day 5** Konstanz to Bad Wörishofen (234km)

21 June 2024



Photos: gerardbrown.co.uk

*Colin and Fiona Paton, 1969 Morgan Plus 8*

Clerk of the Course Mark Appleton and Uwe Schmidt were up early today with their VHF radios tuned in to the shipping forecast. It was a blustery morning by the lake and the weatherman had predicted 'rough to moderate at first becoming good later with a chance of rain'.

Not what you'd expect for the summer solstice, but the decision was made and we filed out of the hotel, crossed the Rhine and set a course for the ferry port for the short crossing to Meersburg. The sea state was 'good' however, and the passage across Lake Constance was smooth. Within the hour we were safely delivered to the Main Time Control at the Bodensee Auto and Traktor Museum only a short drive 'inland' where they'd kindly laid on a second breakfast.





Alan and Tina Beardshaw, 1965 Aston Martin DB5



Brian and Catherine Scowcroft, 1972 Ferrari Daytona

The crews needed the extra fuel as, just up the road, lay a tricky two laps of a three-dimensional Test at the Rebstock driver training centre, replete with off-camber corners, blind crests and sharp hairpins, whose effects were amplified by the torrential rain that started as we pulled off the ferry. With no time to change to wet tyres, the crews had no choice but to get stuck in and to enjoy the ride.

A damp drive ensued through two Passage Controls at Roggenbeuren and Spiesberg before we arrived at the safe harbour of the Hotel Ochsen in Kißlegg for lunch. After handing their time cards to Andrew Kellitt and Audrey Rudd, the soggy crews were able to dry out and fill themselves with plates of hot beef, pork and pasta.

To compliment this morning's high-speed action, the afternoon was given over to two Regularities. The first, Ratzenried, came within 15km and, with the rain still

falling, we cut through the countryside with only dairy cows in the pasture for company.

Another opportunity to dry out came at the Time Control in the Bergstätter Hof. Here another all-you-can-eat gateau buffet made up for the weather and a thick fug of damp rally and bonhomie suffused the dining room, at times threatening to overwhelm the dirndl clad waiting staff.

A breath of fresh air was provided by the Second Regularity at Allgäu, but by now we had the night halt in our sights in the spa town of Bad Wörishofen. The finish arch had been set up in the town square and crowds of rally fans surrounded the cars as they rolled through on their way to the Steigenberger Hotel to enjoy a well-earned rest day tomorrow. Alas Andrew and Ann Boland won't be with us, their Bentley has been struggling with carburettor issues and sadly the crew have decided to call it a day.



Jeremy Clayton and Roger Hitchins, 1965 Ford Mustang Convertible



Craig McWilliam and Chloe Mackay, 1974 Maserati Indy





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## Day 6 Bad Wörishofen rest day

22 June 2024

Full sun, blue skies and a fine hotel meant the crews could really enjoy their rest day in the peaceful embrace of the Bavarian Swabia, in a town famous for its health spas and rejuvenating treatments.

The crews were well taken care of whichever way they turned and it was much the same for the cars, thanks to Uwe Schmidt who had pulled some strings and secured a well-equipped Volvo workshop or a 'car spa' if you prefer.

We've got two factory fresh rebuilds with us, which their crews are keen to keep an eye on. Gavin Henderson's AC Ace Bristol was the first to be hoisted aloft to have its gearbox oil seals checked again. Andy Inskip, wielding the filling gun and a spanner, soon gave the little white roadster a clean bill of health. With the car lowered to ground level, Gavin set about checking the brakes.

Declan Costello and Louis Byrne's Jaguar E-type was also enjoying the highlife, with Russ Smith checking its underbody for any signs of leakage. A few turns of a spanner and a recommendation to top up some of the vital fluids should see this big cat purring all of the way to the finish arch.



Fairing well the Austin-Healey 3000 of Mark and Sally Bramall



Photos: gerardbrown.co.uk

Gavin and Diana Henderson's 1959 AC Ace Bristol takes full advantage of the treatments available at this spa town

Jeremy Clayton and Roger Hitchins' Ford Mustang was looking to have an annoying squeak rectified. The crew confessed that, as the car hadn't put a foot wrong since leaving Kronberg im Taunus, "neither of us are what could be described as tinkers so this is the first time we've even looked at the engine, there are no warning lights on and other than that noise we're really happy with it". Having ruled out a large angry rodent in the wheel arch, Charlie Neale and Russ Smith diagnosed a wheel alignment problem and some loose suspension mounts. They also recommended a new set of front tyres which should quieten things down a bit.

Mark and Sally Bramall's Healey was enjoying a thorough spanner check but, other than topping up the oil, no further action was required.

After a busy day of chilling, the crews were free to find their own dinner tonight.





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## Day 7 Bad Wörishofen to Grassau (298km)

23 June 2024

After the rest day the organisers had the crews straight back to work today with the longest day of the rally so far. Five Regularities and three Time Controls were in the book as we struck eastwards along the border with just a brief foray into the Republik Österreich.

It was a chilly, damp Sunday morning but, summoned by the bells ringing out from the village churches, and the necks of the cows in the fields, we crept towards a Passage Control in Tannenberg and over the River Lech into the first Regularity from Kreut. In a first for a *Carrera* the route featured a full (and unavoidable) 75m of gravel on the way into Gill and John Cotton's timing point.

The morning Time Control in the Gasthof Graf offered us another spread of cakes and coffee, making the task of planning for the next sections an absolute delight. Some of the crews reported brushing crumbs from their Road Books until lunchtime.

The Second Regularity, through Wildsteig, featured a tricky looping section. To call the right turn at the right time, the navigators had to rely entirely on their road book and tripmeter, despite seeing a timing point. Most managed to follow the correct route but a few, who shall remain anonymous, strayed from the path. Whilst the crews may have found this section tricky, the local rally fans, who got to see the cars twice, were delighted.



Ean and Ali Lewin, 1973 Ford Escort Mexico



Photos: Gerardtown.co.uk

Joe and Maggie Hayes, 1973 Porsche 911

The roads are becoming more hilly now and, shortly before the Time Control in Klosterbräu Schlehdorf, we passed into das Blaue Land, the foothills of the Alps. Here Sunday Lunch was served with a hearty plate of pork and dumplings to feed the fire within ready for the next three sections.

The afternoon began with a popular tourist run past the Walchensee and then climbed to the third Regularity from Wallgau which, after we'd paid the appropriate toll at the mautstelle, rolled along the valley of the River Isar.





*Simon and Juanita Brien, 1963 Jaguar E-type*



*Along for the ride: Tomek Dzitko and Bea Siwek resorted to a modern Nissan GTR after problems getting something old to the start*

The fourth Regularity, the Wallbergstraße, was shorter but no less dramatic and, on the approach, we saw our first Lederhosen before paying the briefest of visits to Austria by a matter of metres. A second modest toll allowed us to enjoy the delights of the Achenpass which delivered us to the Wallbergmoosalm Time Control for a well-deserved breather and glimpse of the increasingly impressive scenery through the all-too-familiar storm clouds.

The day was coming to a close with just the fifth Regularity from Tatzelwurmstraße to enjoy. This superb piece of short mountain road with a long name didn't disappoint. Soon we reached the night halt in Grassau where 26 tired, but satisfied, crews checked into the charming Alpine surroundings of the Das Achenal Hotel ready for dinner and whatever else the inevitable night section threw at them.





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## Day 8 Grassau to Berchtesgaden (244km)

24 June 2024

On what turned out to be the hottest day of the event so far, we enjoyed a lap of the Chiemsee, a trip to a motor museum and ran for the hills with some of the cars even stowing their roofs. Whilst it was one for sunglasses and shades, it wasn't one for any hay fever sufferers among us, given the acres of grass being cut, turned and baled in this greenest of landscapes.



*Declan Costello and Louis Byrne, 1964 Jaguar E-type*

Two Passage Controls got the day off to a solid start, the first one after only 14km at the Parkplatz Chiemseeblick with a stunning, if a slightly hazy, view over the water. The second at the Thalkirchner Achen was a further 20km along the road and took us neatly into the Taiding Regularity. This was the first of the day where the road switched between woodland and farmland as it rolled through the municipality of Bad Endorf and the District of Rosenheim.



Photos: gerardbrown.co.uk

*Francis and Marie Rhatigan, 1939 Frazer Nash-BMW 328*

Two Time Controls followed. At the first, the EFA Automobilmuseum in Amerang, we were treated to a tour of an exceptional and, in some cases very private, collection of motor cars as well a light brunch comprised of a Weißwurst, a pretzel and a stein of non-alcoholic beer to wash it down. Although Uwe Schmidt was on hand to demonstrate the correct way to remove the skin and eat the sausage, most of the crews had mastered the art of sinking a glass of beer without outside assistance.

The second Time Control, 13km away, was in the cobbled centre of the walled medieval town of Wasserburg am Inn, which is set on a peninsula formed by the meandering river Inn. Here crews soaked up some local culture, sights and enjoyed an ice cream or a cool drink in one of the many pavement cafes before turning south to face the mountains we'd left this morning.

Along the way three Regularities ran in quick succession from Grabenstätt, Langmoos and Egerdach. These saw the cars swapping the gloom of the deep dark woods for the





*Terry Hefty and Dean Meiling, 1955 Lancia Aurelia B20S*



*Alan and Tina Beardshaw, 1965 Aston Martin DB5*



broad sunlit uplands at almost every turn. After making another brief visit to Austria we were on our way to the Bavarian Alps and the night halt in the Berchtesgaden National Park.

The Kempinski Berchtesgaden is our home for the next three nights. It commands an imposing position at 1,000m above the town and, as well as offering us the very best of hospitality, there are views over the Salzburger Land and the Watzmann massif from almost every window. Tomorrow we'll be back on the road and up close and personal with this very same geography.



*Jeremy Clayton and Roger Hitchins, 1965 Ford Mustang Convertible*





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## Day 9 Berchtesgaden to Berchtesgaden (221km)

25 June 2024

It was another outing for the factor 50 sunscreen as we tackled the penultimate day of the *Carrera Bavaria* and drove through some of the finest scenery in the world, with a clockwise loop of Salzburger Land taking in four Regularities and another excellent lunch. After two brief flirtations with Austria, we finally showed some commitment and spent some quality time there.



Photo: gerardbrown.co.uk

Martin and Olivia Hunt, 1937 Frazer Nash-BMW 328





Keith and Norah Ashworth, 1955 AC Ace

The Rossfeld Hillclimb was the opening section of this high altitude, high octane day. This first Regularity shot us to just above the treeline, where the snow-capped rocky peaks of the Obersalzberg sat proudly in the deep blue sky of a picture-perfect morning. At the Time Control in the Goasn Alm, a flock of paragliders threw themselves from the hill below the terrace, whilst we enjoyed a sun-soaked break, some decent refreshment and some impressive views towards the Eastern Alps and Salzburg, the city of Mozart.



Brian and Catherine Scowcroft, 1972 Ferrari Daytona



Steve and Jenny Verrall, 1965 Porsche 911

After dropping from almost 1300m, the second Regularity from Strubklamm was a less lofty proposition but, to keep the crews on their toes, it was narrow and rocky with a curving singletrack tunnel slap bang in the middle of it. The acoustics were fantastic and the 26 rally cars, with horns sounding and engines revving, produced a variation of Wolfgang Amadeus's eine kleine musik which he no doubt would have approved of.

Peace and tranquility were restored at the lunch Time Control in the Gasthof See set in a shady nook between the Attersee and the Mondsee lakes. Here generous portions of schnitzel and strudel were served, whilst the cars baked in the midday sun and provided a useful backdrop for the thousands of tourist photographs which were snapped as we ate.

Somewhat appropriately the third Regularity, the Klettersteig, had us climbing once again towards Dick Appleton and Worth Birkill who, relieved of their 48hour car duties, took charge of an intermediate timing point. From Strobl through the Postalmstraße and the Tennengau to Abtenau, this 16km section was breathtaking for its altitude and views over the Dachstein massif and the jagged teeth of the Northern Limestone Alps.

We'd covered a lot of ground today and, as the route turned westwards and headed for the night halt, there was only one more section to deal with. The fourth and final Regularity of the entire event ran from the village of Wallingwinkl through a series of Alpine meadows towards the highway and on to another night of Kempinski cossetting.





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## Day 10 Berchtesgaden loop (130km)

26 June 2024

“Experience” said Oscar Wilde, “is the name we give to our mistakes”. The last day of *Carrera Bavaria* proved this adage. With podium places up for grabs, and an action-packed day, we saw spills and thrills as the crews jostled for position.

There were four Tests to decide the leaderboard and every crew gave it 100% throughout another beautiful day in Austria. Today's route took us out-and-back so, leaving the Kempinski, we set a course for Hohlwegen for Tests either side of lunch. Our first port of call was the Saalfelden Experience Centre, a fantastic and extremely attractive track, offering crews the perfect stage to push themselves and their cars to new limits.

Steve and Jenny Verrall pushed a little too hard, spinning their 911 onto the grass right at the stop line and costing them vital seconds. This cemented Simon and Juanita Brien's lead in the Jaguar, which growled and squealed safely through both sections.

Food was served in the nearby Hotel Gut Brandlhof, then a very short drive took us to the neighbouring Brandlhof Driving Centre. This was a more three-dimensional setting and gave the cars two laps of off-camber chaos. These were



Photo: gerardbrown.co.uk

Clint and Dawn Smith, 1961 Jaguar XK150 Roadster

long Tests with cone chicanes that used all 26 letters of the alphabet, a first for an RTG event. More mistakes were made here, with the leaders of both categories, Simon and Juanita Brien and Martin and Olivia Hunt, forced to correct themselves having got lost somewhere between A to Z.

After everyone's turn it was simply a case of returning to the night halt for the finish line celebrations. The rain held off just long enough for Uwe Schmidt to present the Cuckoo Clock Trophy for performances in the seven Black Forest Regularities. It was Martin and Olivia Hunt who just snatched the timepiece from Simon and Juanita Brien before the same two crews stepped up to celebrate their overall victories in the Vintage and Classic Categories respectively by soaking us in champagne.

The prize-giving dinner was, nearly, all that was left of the 2024 *Carrera Bavaria*. Because, before we sat down, Gina Long had organised a choral hors d'oeuvre. Given that we'd climbed every mountain, it seemed fitting that we paid tribute to Julie Andrews, with a full-throated rendition of *The Hills Are Alive with the Sound of Music* on the patio.

This evening the Spirit of the Rally was awarded to Tomek Dzitko and Bea Siwek, who faced huge problems just finding a car to get them to the start line, never mind







Andrew Laing and Ian Milne, 1973 Datsun 240Z



Roy and Rachel Stephenson, 1974 Porsche 911 Carrera

giving an excellent account of themselves in a Nissan GTR on the Tests and the Regularities. The Against All Odds Trophy was presented to Brian and Catherine Scowcroft, who also had a difficult road to the start and, after breaking down on the ferry, joined us just two days late.

The overall winners had plenty to say, with Simon Brien noting "We came here with no expectations. My son Jack and I have done a few events together, and we won the *Carrera Riviera* last year and the *Generations Rally* this year, but it's my first win with Juanita, and she did unbelievably well. We had a low point when Fred handed us a bit of paper before a Regularity, and we lost it on the car's floor... It's been another superb *Rally the Globe* event with a great route, brilliant organisation and fantastic hotels.

Simon's wife Juanita added, "My daughter Tiffany and I did the *Generations Rally* this year, and that was a complete baptism of fire, but this one was really good." adding "The Tests are my thing because I used to go lanes rallying in Ireland... when I lost the speed tables, that messed with my mind. Every venue has been fabulous, but yesterday's route through the mountains in the sunshine was a dream."

On winning his third *Carrera*, Martin Hunt reported "It's a funny old game, and this time round there wasn't a lot of vintage competition... there were five cars in the category, but day by day, one by one, they dropped out... I know it's a bit like comparing apples and bananas, but I thought that we still had to try hard and I still wanted to beat Simon and Juanita, but they beat us by one second in the end".

Olivia Hunt expanded "Martin loves the Tests, and this is where we won... We were going well early on, but then it went wrong, and we ended up in a farmyard, losing time...

we pulled it together and still managed to win the cuckoo clock, which we are delighted with."

Rally Director Fred Gallagher was pleased with the fifth *Rally the Globe Carrera*, which had clearly been well received by all the competitors. "There has been a wonderful spirit among the crews from the moment we left Kronberg im Taunus all the way to the end. We have seen some amazing scenery, had great competition, and enjoyed a lot of fun along the way."

Clerk of the Course Mark Appleton, who'd been charged with running the sporting side of the event, added that the Regularities and Tests have been superb and thanked Uwe Schmidt once again for his assistance. "We've driven some great roads and visited some phenomenal circuits".











## Entry List

16 to 26 June 2024

	CREW	VEHICLE	YEAR	CC	CAT.	CLASS
1	John & Catherine Harrison	La France Roadster	1917	14500	A	1
2	Andrew & Ann Boland	Bentley 3/4½	1925	4500	A	1
4	Tomek Dzitko & Bea Siwek	Nissan GTR				X
5	Martin & Olivia Hunt	Frazer Nash-BMW 328	1937	1971	A	1
6	Francis & Marie Rhatigan	Frazer Nash-BMW 328	1939	1971	A	1
7	Gavin & Diana Henderson	AC Ace Bristol	1959	1991	B	2
9	Brian & Catherine Scowcroft	Ferrari Daytona	1972	4390	B	4
10	Declan Costello & Louis Byrne	Jaguar E-type	1964	4200	B	3
11	Keith & Norah Ashworth	AC Ace	1955	1971	B	2
12	Terry Hefty & Dean Meiling	Lancia Aurelia B20S	1955	2452	B	2
14	Reto Mebes & Hans Benze	Mercedes-Benz 300 SL Coupe	1955	2975	B	2
15	Hans Middelberg & Jürgen Grolman	Mercedes-Benz 300 d Sedan	1958	3000	B	2
16	Brian & Paula Caudwell	Jaguar XK150 DHC	1958	3400	B	2
18	Clint & Dawn Smith	Jaguar XK150 Roadster	1961	3400	B	2
19	Mark & Sally Bramall	Austin-Healey 3000	1962	3000	B	2
20	Simon & Juanita Brien	Jaguar E-type	1963	3800	B	3
21	Steve & Jenny Verrall	Porsche 911	1965	1991	B	3
22	Alan & Tina Beardshaw	Aston Martin DB5	1965	3996	B	3
23	Jeremy Clayton & Roger Hitchins	Ford Mustang Convertible	1965	4200	B	3
24	Neil & Peta Oatley	Lancia Fulvia	1967	1300	B	3
25	Bill & Julie Holroyd	Porsche 911	1965	1991	B	3
26	Colin & Fiona Paton	Morgan Plus 8	1969	3500	B	4
27	Ean & Ali Lewin	Ford Escort Mexico	1973	1601	B	4
28	Andrew Laing & Ian Milne	Datsun 240Z	1973	2400	B	4
29	Joe & Maggie Hayes	Porsche 911	1973	3000	B	4
30	Roy & Rachel Stephenson	Porsche 911 Carrera	1974	2687	B	4
31	Craig McWilliam & Chloe Mackay	Maserati Indy	1974	4900	B	4
32	Andrew & Gina Long	Porsche 911 3.0 Targa	1976	3000	B	4





## Awards

16 to 26 June 2024

### Classes

Class 1 - Pre-War - cars of a specification built up to 31/12/1945

Class 2 - Early Classic - cars of a specification built from 01/01/1946 to 31/12/1960

Class 3 - Classic - cars of a specification built from 01/01/1961 to 31/12/1967

Class 4 - Late Classic - cars of a specification built from 01/01/1968 to 31/12/1976

Class X - Cars not eligible for awards

#### 1st Overall

Pre-war Martin & Olivia Hunt, Frazer Nash-BMW 328

Classic Simon & Juanita Brien, Jaguar E-type

#### 2nd Overall

Pre-war Francis & Marie Rhatigan, Frazer Nash-BMW 328

Classic Clint & Dawn Smith, Jaguar XK150 Roadster

#### 3rd Overall

Classic Steve & Jenny Verrall, Porsche 911

**Best Driver on Tests:** Simon Brien, Jaguar E-type

**Best Navigator on Regularities:**

Jenny Verrall, Porsche 911

**Best Team:** Racing Koalas

Gavin & Diana Henderson, AC Ace Bristol;

Clint & Dawn Smith, Jaguar XK150 Roadster;

Steve & Jenny Verrall, Porsche 911

**Spirit of the Rally:**

Tomek Dzitko & Bea Siwek, Nissan GTR

**Against all Odds:**

Brian & Catherine Scowcroft, Ferrari Daytona

#### Class 2 - Early Classic

1st Gavin & Diana Henderson, AC Ace Bristol

2nd Sally & Mark Bramall, Austin-Healey 3000

3rd Keith & Norah Ashworth, AC Ace

#### Class 3 - Classic

1st Bill & Julie Holroyd, Porsche 911

2nd Declan Costello & Louis Byrne, Jaguar E-type

3rd Alan & Tina Beardshaw, Aston Martin DB5

#### Class 4 - Late Classic

1st Ean & Ali Lewin, Ford Escort Mexico

2nd Andrew Laing & Ian Milne, Datsun 240Z

3rd Andrew & Gina Long, Porsche 911 3.0 Targa