



29 Sept to 13 Oct 2024

AUSTRIA TO ATHENS THE DAILY DISPATCH



Rally the Globe
VINTAGE AND CLASSIC CAR CLUB

Day 14 Delphi to Vouliagmeni (280 km)

13 October 2024

This time last week we were enjoying the rest day delights of Porto Montenegro, but this morning we were up early and ready for the final day of the *Austria to Athens Challenge*. It might not have been a *Marathon*, but this *Challenge* has required endurance levels that Pheidippides himself would have been proud of.



Anthony and Sonja Verloop, 1968 Mercedes-Benz 280 SE



Danny Day and Ron Doyle, 1975 Mercedes-Benz 280



Peter Spak and Lisa Schnell, 1956 Volkswagen Beetle 1100

Text & photos: jgarndrown.co.uk

Design: K.Design

A heady mix of 14 tough days over 4,112km with 16 Tests, 44 Regularities and 80 Timing Points has pushed cars and crews hard from sea level to 2,000m, on tarmac, gravel, and everything in between. We had snow on the first Regularity in Austria, flooding in Bosnia, a sweltering 28°C finish in Athens and a small earthquake in Delphi. To round off the toughest *Rally the Globe* event so far, today's ambitious schedule included three Tests and two Regularities.

With the church bells of Itea ringing in our ears, the Test up the Desfina Old Road, shot the cars into the ever-deepening blue sky along a 2.47km single-track road with a stop box and Route Check. Once we summited a well-maintained highway made light of the journey to the first Regularity, Anávasi Alouminiou. As its name suggests, it was run along the little-used road above a massive metal factory. A sort of helter-skelter from the smelter, if you prefer!

Coffee at the Time Control in the Arvanitsa Restaurant preceded a beautiful 70km of backroads with Route Checks in Xironomi and Plataea. We had a cycle race to negotiate before the last Regularity of the event. And, after what seems like two weeks of non-stop hairpins, gravel, and singletrack roads, this section from Dafnoula brought us out of the wilderness and onto the main road towards Athens.

Two frantic Tests in the Iaveris Park rallycross circuit lay in wait before a final rally lunch at the Time Control in the Kapandriti Domaine Costa Lazaridi Winery. Only now were the two eventual winners of the Classic and Vintage categories looking more relaxed.

www.rallytheglobe.com



They made it! Gathered around the winning Porsche of Clint Smith and Martin Jones



Sliding to a win Andrew Boland and Shane Houlihan's Ford

With their Porsche, Clint Smith and Martin Jones held the lead from day three without taking anything for granted. Similarly, Andrew Boland and Shane Houlihan had endured the pressure of being at the top of the leaderboard for more than a week, now they felt they were on the home run.

After neatly sidestepping the Athens traffic, the crews took the chequered flag in, an almost on the beach, Hotel Vouliagmeni Divani Apollon Palace & Thalasso, where the celebrations began immediately with a glass of chilled ouzo before the cars were consigned to the garage and the crews headed to the bar.

Scrubbed up and refreshed, it was time for the prizegiving dinner, silverware and speeches. In addition to the overall class and category winners, a couple of discretionary awards were given. The Spirit of the Rally went to Peter Spak and Lisa Snell, who had thrown themselves into everything they faced, embraced the enjoyment of the event, and worked through all of the challenges. The Against All Odds "fixing stick" was presented to David and Jo Roberts for nursing their wheel bearing, brakes, and gearbox mountings to the finish.

Clint Smith was delighted to have won a *RtG* event for the first time. They'd "come to the rally with no expectations to do well. It's our first win, and it's great. I've been trying for a long time! The pressure built as the days went by and yesterday was tough, but remarkably we managed to hold it together. We were reasonably quick on the Tests and reasonably accurate with our navigation. It's been an amazing event, and I'd like to thank the *RtG* team...".

Martin Jones agreed, "It's my fifth rally with Clint, and I've loved every minute of it. It's been tough, but we've enjoyed ourselves, and the win is just a bonus. Thanks to the *RtG* team".

Shane Houlihan conceded "I'm only here because Andrews's wife, a great navigator and better-looking than me, couldn't make it. We thought we'd be at a disadvantage to the other crews because we had two drivers in the car and no navigator. Andrew has been brilliant though. He's risen to the challenge of what was undoubtedly a tough job. It's been a steep learning curve for both of us and we made a few rookie errors, which cost us a little time. It's been a huge challenge, but we're delighted to have won the event."

Andrew Boland was also pleased with the result "It's our first time together and my first time as a navigator, but Shane's been a great driver. Yes, I found the navigation difficult at times, but somehow I managed it and it's great to get the win. We saw some fantastic scenery and got through some awful weather, but the route was superb, so hats off to the organisers for putting it all together. It's been a wonderful experience. We enjoyed the journey, and we laughed every day".

RtG's route planner Anthony Preston explained "We wanted to build on the success of the 2022 *Ypres to Istanbul Challenge*, with a slightly shorter event that showcased the best that this part of the world can offer and test the competitors against it. We spent more than a month receiving the route through seven countries, and I'm delighted that it's been so well received."

Mark Appleton echoed this "Yes, it's been tough, but it's also been a lot of fun. That's what we set out to do, and it's great that everyone has risen to the challenge, whether against the clock, the landscape or the weather. The whole *RtG* team has worked really hard on this event, and it's great to see that it's been so well appreciated".



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Rally the Globe
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Day 13 Neochori to Delphi (335 km)

12 October 2024

This morning tension hung in the air like the mists we'd driven through. Around the pre-dawn breakfast tables crews pondered how many of their hopes and dreams would perish on the altar of the penultimate day.

With no Tests today, five Regularities shifted the burden squarely on the shoulders of the navigators, who were most pensive as they pored over their maps and road books, looking for anything that might catch them out. There was a lot of ground to cover and Timing Points to visit.

It was also another busy day for the organising team who leapfrogged from their Controls. By mid-morning it was good to see Dick and Chris, co-authors of the best-selling "Appleton and Mills Hit the Road" the seminal guide to Balkan potholes, flood damage and landslides.



Reto Mebes and Mark Bramall, 1971 Mercedes-Benz 280 SLC

Text & photos: jgarndrown.co.uk
Design: K.D.esign



David Long and Paul Bareham, 1934 Talbot AV105



John Carr and Colin Dougherty, 1926 Bentley 6½

From the night halt, and by way of a warm-up, 58km of hills took us to the first Regularity from Neraida. A low sun played with our line of sight as we threaded through the trees and crawled from village to village.

The second Regularity to Agia Triada was very much the same. Narrow and precise and, once we'd reached the end of this section, we began to think about the Time Control in the Montana Hotel & Spa, Karpenissi. However, we needed to climb to 1870m and cross Mount Tymfristos before relaxing with a well-deserved cup of coffee and piece of cake.

Back down in the valley a Route Check in Megali Kapsi led us to the third Regularity to Ypati. Then it was lunch at the Time Control in the Tempelis Restaurant in Gorgopotamos, a town made famous during WW2 thanks to its railway bridge and the terrible fighting associated with it.

Olive groves and cotton fields lined the road as we began the climb to a Route Check atop the Old Brallos Pass on the slopes of Mount Kallidhromon



Roy Stephenson and Peter Robinson, 1968 Morris 1800 Mk 2



Keith and Norah Ashworth, 1967 Ford Mustang

and towards the Regularity at Inohori. No doubt some of the crews began to breathe a sigh of relief. There was only one more timed section left and soon they'd be chilling out in the Amalia Hotel in Delphi, looking forward to tomorrow's final push to Athens.

But the last regularity to Karoutes proved to be a tough one, with almost 15km of loose dusty gravel "and exposed bedrock" to deal with. Added to this were two Timing Points before we felt tarmac beneath our wheels again, just before the Route Check in Tritaia where we caught sight of the deep blue of the Gulf of Itreas.

Thankfully the run to the night halt was an easy one, and soon the Amalia's car park was filled with dusty rally cars and the bar with thirsty rally crews. Sadly, the gutsy Almer Escort of Ean and Alison Lewin gave up the fight shortly before lunch and finished the day on a flatbed truck with a broken wheel bearing.



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Rally the Globe
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Day 12 Ioannina to Neochori (307 km)

11 October 2024

The crews needed to summon their Spartan spirit today for a day where the pace never eased. We drove 307km, climbed to 1907m, faced four Regularities, three Route Checks, four Time Controls and two Tests, stretching both Organisers and competitors to new limits.

Although thick fog welcomed us as we opened the curtains, Zeus blessed us with sunshine and blue skies to showcase the charms of his ancient Hellada. The first Regularity, the Arachthos, ran down, then up an immense chasm for 25km and crossed a river of the same name via countless hairpins and broken tarmac. It was exhausting and dramatic. When the rally reached the Time Control in the La Godru Cafe in Kalarrytes, there were some very sore arms and plenty of nervous chatter.

Word spread that this section had only been a warm-up for the next and, as soon as we checked out of the Control, we began the climb of the 1,903m Baros Pass, one of the highlights of the Pindos Mountains. This was a remote and wild landscape, with evidence of rockfalls and landslides around almost every corner. For the most part, the only other living things we saw were cows, goats and the occasional herdsman.

The route to the second Regularity across the Achelous River was just as impressive. Given the road conditions, the short section called for substantial sidewalls and beefy brakes. A long cross-country tour through some beautiful autumnal woodland took us to the Time Control Restaurant in the Meteoron Panorama Restaurant in Kalambaka. Nestling beneath the hanging monasteries, crews enjoyed stuffed peppers, lamb kebabs and homemade cakes and an extra 15 minutes to take a scenic loop and enjoy the views over this unique UNESCO Heritage Site.

Then it was back to business with three Route checks in Meteora, Valtino, and Lazarina shepherding the cars into the Regularity in Agios Akakios. This was another map-based section before the rally lined up for a pair of exciting closed-road Tests at Limni Plastira. With help from the local constabulary, we secured a sinuous 2km tarmac road, dropping us straight into a Time Control in the

Text & photos: jgarndrown.co.uk
Designer: K.D.esign



Graham and Marina Goodwin, 1929 Bentley 4½ Le Mans



Andrew Boland and Shane Houlihan, 1936 Ford V8 Convertible

Plaza Lamperou. This lakeside cafe served some welcome refreshments before the crews were sent back downhill to do it all again.

Given what we'd already dealt with the fourth and final Regularity from Mesenikolas was relatively short and reasonably civilized, taking us almost to the door of the night halt in the Naiades Hotel Resort in Neochori. It's Martin Jones's birthday today, and as the cars rolled into the car park, the occasion was marked with a "gin & tonic on the bonnet".

Sadly two crews were late to the party and their cars won't be going any further on the Austria to Athens Challenge. Ivan and Tisa Pusnik's Ford broke its steering shortly after the first Test, whilst Hans-Martin Schneeberger and Louis Vetter's Mercedes was stopped in its tracks by the same ignition gremlins which dogged it during the *Road to Hanoi Marathon* way back in February.



Anthony and Sonja Verloop, 1968 Mercedes-Benz 280 SE



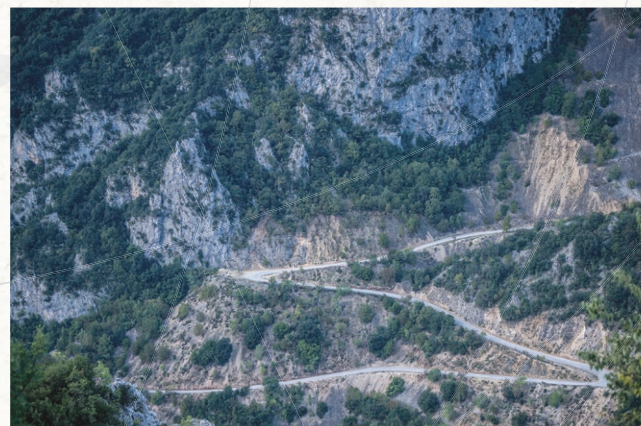
Tony Rowe and Mark Delling, 1939 Ford DeLuxe V8 91A Coupe



Clint Smith and Martin Jones, 1965 Porsche 911



Reto Mebes and Mark Bramall, 1971 Mercedes-Benz 280 SLC





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Rally in Globe
VINTAGE AND CLASSIC CAR CLUB

Day 11 Berat to Ioannina (331 km)

10 October 2024



Otakar Chládek and Jindřiška Žemličková, 1972 Mercedes-Benz 350 SL



Roy Stephenson and Peter Robinson, 1968 Morris 1800 Mk 2

Greece is a land of myths and legends and, over the next three and a half days, we hope to write some of our own in the final chapter of the *Austria to Athens Challenge*.

We still had business to deal with in Albania on our last day here. The schedule included two Regularities, a Route Check and a pair of strategically placed Time Controls. This allowed plenty of time to take in the vast landscapes and enjoy a leisurely cruise down the Adriatic coast.

It wasn't all plain sailing, though, the formidable mountain roads demanded the crew's full attention, and more than one car slunk into lunch after some ad hoc extracurricular sightseeing. The map-based first Regularity from Rusinjë was mostly tarmac and led us through vast olive groves, where noisy rafters of turkeys were strutting their stuff and getting ready for their big day!

The mid-morning Time Control was next, whilst Russ Smith dealt with all manner of minor mechanical matters in the car park, Loren Price took charge of the clock in the Oda e Hasan Beut. Once fed, watered and ticked out of Toç,



Ivan and Tisa Pusnik, 1939 Ford Coupe Deluxe

Text & photos: jgarndrown.co.uk

Design: K.D.Design

Day 11: Berat to Ioannina, 10 October 2024



the road turned towards the second Regularity from Salari. Driving over the mighty Kurvelesh range, the high winds and altitude saw John Llewellyn and Rob Dance hunkered down with their clipboard in the lee of their van at 1157m. This was a challenging section and an impressive way to call time on our Albanian sojourn.

Once we'd cleared the final Control the pressure was off and the rally threaded its way through the humblest of villages and the grandest of canyons before dropping to sea level and the Sarandë Time Control.

A visit to the 16th century Lëkurësi castle, with its view over the Straits of Otranto to the island of Corfu, preceded lunch in the Restorant Natyra, where we were served

grilled sea bass and chargrilled vegetables. A worn wheel bearing on Roy Stephenson and Peter Robinson's venerable landcrab needed attention. Luckily, they had a spare on board, and with Andy Inskip and Charlie Neale on hand, disaster was averted.

The run to the Kakavia border crossing gave us a last taste of Albanian hills before we entered Greece and made for the night halt at the Hotel du Lac Congress in Ioannina on the shores of Lake Pamvotis. The car park was full of activity, Shane Houlihan and Andrew Boland were looking to solve an issue with the master cylinder for their clutch, while David Long and Paul Bareham's Talbot had struggled through the day without a fully functioning trip meter.

Text & photos: gordonbrown.co.uk Design: K.Design



David and Jo Roberts, 1968 Triumph TR250



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Rally in the Globe
VINTAGE AND CLASSIC CAR CLUB

Day 9 Kolašin to Shkodër (293 km)

8 October 2024



Ean and Ali Lewin, 1973 Ford Escort RS1600

Today we bid farewell to Montenegro and headed to Albania. After yesterday's high-altitude activities, today's focus turned to high-octane ones, as we came down from the hills and enjoyed a couple of laps around a race track and three tough Regularities.

Sadly, after taking stock of the damage to their Cadillac, Jim Gately and Tony Brooks decided not to drive the route today. They'd found a garage in town and hoped to straighten their steering rack, bend some bodywork back into shape, and head straight to the night halt.

The rest of us went directly to the first Regularity, which ran to Bolesestra over the old mountain road to the capital, Podgorica. A Route Check in Kosor made sure that nobody strayed onto the autoroute and funnelled the

rally into the mid-morning Time Control in the Restoran Niagara in Rakića Kuće, with its very own waterfall.

After coffee and cakes and having successfully navigated the swirling traffic of the capital city, the rally found itself at the Podgorica Karting Centar for two Tests around the small but perfectly formed circuit. This favoured the compact and nimble vehicles and made the larger ones more entertaining, causing the drivers to wrestle with the wheel with sweat on their brows, forearms tensed, and sliding on opposite lock.

The morning wasn't over yet though, and the Regularity through Draževina brought the navigators to



Text & photos: jgatrdown.co.uk

Design: K.D.Design



Adrian Brooks and Simon Morris, 1979 Mercedes-Benz 450 SLC



Shkodër's Mayor, Mr Benet Beci with RtG's Mark Appleton



Michael Kershaw and Liz Comstock-Smith, Land Rover Range Rover



Christoph and Zaneta Wolters, 1955 Aston Martin DB 2/4

the fore once again. A 7km chunk of typically rocky Montenegro, after which an excellent lunch was served at the Time Control in the shady garden of the Imanje Knjaz in Mareza.

Before we reached for our passports there was a final Regularity to Korita to tackle. This included a section of the Panoramic Road 4 running along the Albanian border and climbing to 1400m. The views over Podgorica and the Shkodra jezero were vast so, sensibly, this section included a scenic pause - precisely 3 minutes and 29 seconds to take a photograph.

Albania beckoned and, after a short run through the

valley, we crossed the Cijevna—Grabon frontier and began the climb over the “Accursed Mountains” towards a Passage Control at Rrapshë. A flying visit to Hot followed and then we headed to the night halt in the Grand Hotel Europa in Shkodër.

This busy industrial city had rolled out the red carpet for us, and we were privileged to park our cars in front of the town hall. The Mayor, Mr Benet Beci, came out to meet us and, after he'd run his eyes over the cars, he posed for photographs and gave some interviews to the local press. Mark Appleton then presented him with a souvenir rally plate.



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AUSTRIA TO ATHENS THE DAILY DISPATCH



Rally in Globe
VINTAGE AND CLASSIC CAR CLUB

Day 8 Porto Montenegro to Kolašin (334 km)

7 October 2024



Text & photos: jeanadrovon.co.uk
Design: K.D.esign

Keith and Norah Ashworth in the Ford Mustang, followed by Otakar Chládek and Jindřiška Žemličková in the Mercedes-Benz 350 SL

Three Regularities, an early morning Test and some of the most amazing landscapes we've ever seen, gave us the most epic day of rallying so far, pushing hard into the endless photo opportunities of the remote and rugged Montenegrin interior.

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Bill Shields and Wally Dehnhoff, 1967 Chevrolet Camaro



Text & photos: geraldbrown.co.uk Design: K.Design

Full of vim and vigour after the rest day, the rally faced an early start and an uphill battle straight from the MTC. With the super yachts of Porto Montenegro receding with every one of the 25 hairpins, the cars hauled themselves through the olive groves and low clouds to the sunlit uplands of the Kotor Serpentine, towards the Test at Bukovica.

Gill and John Cotton manned the start and launched the crews towards an exciting 2km section with plenty of slippery pine needles, several loose corners, and some well-placed code boards. Along with the marshals from the AMSK Kotor, the cooperation from the police and local authorities was much appreciated.

After John Llewellyn and Rob Dance had stopped the clock the crews had little time to recover their composure for the map-based Resna Regularity. This required their total concentration as the road rose and fell relentlessly through the scrubby karst. Respite was finally offered at the Time Control in the Hotel Trebjesa in Nikšić, where a few minutes of détente, along with coffee and snacks, were available.

Suitably refreshed, the Panoramic Road 1 gave us something nice to look at on the way to a Regularity from Lukovo. Rising to almost 1,500m, this section supplied a selection of tarmac and gravel tracks, where an accurate trip meter and some quick thinking were needed to deal with the various navigational demands.

It had been a tough morning and the lunch halt at the Time control in the Restoran Sočica in Plužine saw 22 exhilarated crews enjoying soup, roast lamb and risotto and taking full advantage of the sun terrace overlooking the Piva Lake.

Andy Inskip took his lunch away in a box, as David Long and Paul Bareham's Talbot had developed a leak from the steering box and some play in a front wheel bearing, both needing attention before the car could continue.

The morning had been epic, but as the crews filed out past Andrew Kellitt and Audrey Rudd's Control, word quickly spread that this afternoon would be even better. This became evident as soon as we joined the Panoramic Road 1G to Durmitor National Park. The route to the Plateau was beyond impressive; hacked into the cliff face, with tunnels dealing with the trickiest corners, we climbed steadily through an alpine landscape to find a Halfway to Athens sign thoughtfully planted before the Passage Control at Durmitor.

Once we'd summited the Sedlo Pass at 1907m, it was a picture-perfect freewheel all of the way down to the Time Control in the Restoran Gnijezdo in Pošćenje. Here man and machine were able to cool off before embarking on the last Regularity from Slatina.

At almost 20km, this was a long section with several timing points hidden away in the trees and some slippery corners to boot, as John Carr and Colin Dougherty discovered when their Bentley 6½ caught a patch of muddy run-off, ending up in a ditch. Andy Inskip and Charlie Neale pulled them free and the crew made it to the night halt without further drama.

Jim Gately and Tony Brooks also needed Andy and Charlie's pulling power when, a few kilometres down the road, their Cadillac slipped into the. With Jim Smith and Worth Birkhill lending a hand, the crew made it to the Hotel Bianca Resort & Spa in plenty of time for dinner.



Andrew Boland and Shane Houlihan, 1936 Ford V8 Convertible and David Long and Paul Bareham, 1934 Talbot AV105



Clint Smith and Martin Jones, 1965 Porsche 911



John Carr and Colin Dougherty, 1926 Bentley 6½



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Rally the Globe
VINTAGE AND CLASSIC CAR CLUB

Day 7 Porto Montenegro Rest Day

6 October 2024

Whilst Sunday is traditionally a day of rest, today - the only non-driving day of the event - was always going to be busy. In addition to the more mundane domestic tasks there were some pressing mechanical issues to deal with.

It was raining again but, fortunately, we'd already secured the use of a workshop just outside town. It was very much the place to be this morning and several crews were vying for Andy, Russ, and Charlie's attention.

Most issues were related to stopping the cars, rather than getting them going. Clint Smith and Martin Jones were having their Porsche's handbrake sorted, as Clint pointed out, "it's a useful thing to have with all of these hill starts."

Adrian Brooks changed his co-driver today, bidding farewell to Richard and hello to Simon, he was waiting patiently in line to have his brake fluid checked. Tony Rowe's big, heavy Ford also needed attention. The brakes have been overheating, and yesterday he felt he was relying a bit too much on his handbrake. After a few hours the system was stripped down, reconfigured and declared match fit. There are more hills to come and Tony wants to enjoy them.



Text & photos: jgarndrown.co.uk
Design: K.D.esign

Danny Day noticed his Mercedes was developing a noisy half-shaft. With the big old 'taxi' occupying the third scissor lift, the Washingtonian apple guy was checking beneath the gaiter and packing it full of fresh grease. Once he'd finished he lifted the hood and changed the oil.

David Long's Talbot had a pair of slightly scrubbed front tyres, so, armed with his trusty mallet, he and Paul Bareham swapped them around with the efficiency of an F1 pit crew.

Ean Lewin discovered his engine mounts needed tightening, to get at them he had to remove the AC pump, working blind overhead. The task required a mechanic's nose with a surgeon's hands but, with help from the three sweeps, he rolled off the ramps a much happier man. As soon as the ramp was free, Bill Shields hoisted his Camaro to just above head height to adjust the clutch. With such excellent facilities available he and Wally were able to size up the problem and get to work.

Back at ground level Keith Ashworth made a beeline for the tyre machine. His Mustang had suffered two punctures in two days, so he plugged and swapped the offending rubber and hoped against a repeat performance.

By early afternoon the doors of Osmanagić Opel were closed and the crews and sweeps were able to enjoy an afternoon in one of the many harbourside eateries before deciding where to have dinner.



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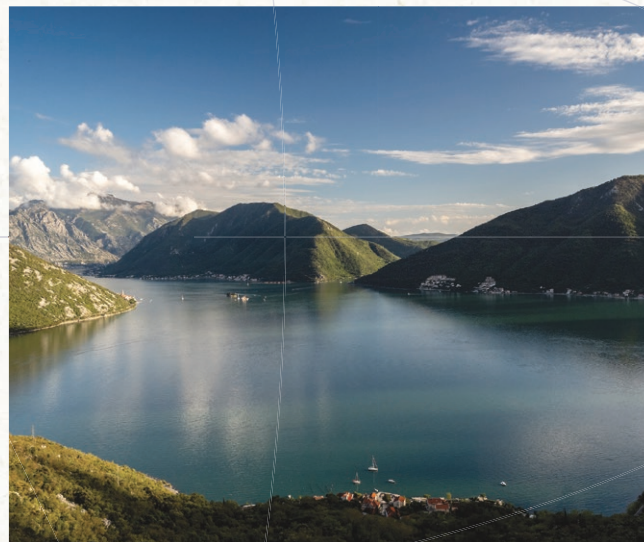
Rally the Globe
VINTAGE AND CLASSIC CAR CLUB

Day 6 Sarajevo to Porto Montenegro (298 km)

5 October 2024



Caught on candid camera: Sonja Verloop with Anthony in their 1968 Mercedes-Benz 280 SE



*Text & photos: jgarndrown.co.uk
Design: K.D.esign*

Three Regularities and a border were on the schedule today along a route which took us through more of the amazing landscapes of Republika Srpska. The Organisers had been watching the weather closely but, thankfully, nothing in the forecast gave them cause for concern and the day played out as per the book.

The first Regularity ran from Cesta along the Jahorina mountain, where we topped out at a chilly and misty 1250m, before freewheeling back down the valley. The Time Control in the Restoran Braća Kovačević, Trbušće provided sticky baklava and strong coffee, a reminder of the Turkish influence evident in the region.

From here we retraced part of yesterday's route through the beautiful Sutjeska National Park. An easy drive on a fast, well-maintained main road brought us straight to the Time Control and lunch in the Restoran Vlahinja, Bileća. The frontier was only 5km away, so we said goodbye to Bosnia-Herzegovina and hello to Montenegro over bowls of soup and plates of meat.

The border was efficiently run from Deleuša to Vračenići meaning the rally passed with minimum fuss.

All except for Adrian Brooks and Richard Mackley, and John Carr and Colin Dougherty, who were briefly detained due to some minor paperwork issues. Our local fixers, Ferdo and Barbara, pulled all the right levers and, as the ink dried on freshly photocopied documents, their passports were stamped they were on their way to the Regularity at Bačovići, where John and Gill Cotton were standing by with the clocks.

Another Regularity from Zagora kept the crews under pressure across some challenging terrain before we found the Panoramic Road 3, taking us to the short ferry hop across the Bay of Kotor from Kamenari to Lepetani. Once docked, the Regent Hotel in Porto Montenegro was just a few minutes away. Now the crews could look forward to a well-earned rest day on this beautiful coastline.



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Rally the Globe
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Day 5 Mostar to Sarajevo (258 km)

4 October 2024

After a very wet and stormy night, today's 258km was supposed to take us from one theatre of the 1990s wars to another via three Regularities and a Test, along with a visit to a car museum.



Text & photos: jgarndrown.co.uk

Design: K.D.esign



Clint Smith and Martin Jones, 1965 Porsche 911

We were heading north to Sarajevo, the capital of Bosnia and Herzegovina, on the Miljacka River surrounded by the Dinaric Alps. The city has a fascinating history, as the scene of the assassination of Archduke Franz Ferdinand leading to the First World War, and as host of the 1984 Winter Olympics.

After the first Regularity from Velež, which climbed to give us some worthwhile views over the city, it became clear to the Organisers that the shape of the day was about to change.

Meanwhile, we'd topped out at 800m in a thick bank of fog and dropped towards the Test at the Mostar Stara Pista. Jim Smith and Worth Birkhill had swept away the deposits left by a local fly-tipper and marked out a hybrid drag strip/slalom course with a couple of doughnuts thrown in for good measure. The slick old airstrip offered little grip, but plenty of entertainment, as the rain slashed across the valley.



Ivan and Tisa Pusnik, 1939 Ford Coupe Deluxe



Graham and Marina Goodwin, 1929 Bentley 4½ Le Mans



Jim Gately and Tony Brooks, 1937 Cadillac 60 series



Text & photos: gearandbrown.co.uk Design: K.Design

Arriving at the Time Control in the Oldtimer Club Muzej in Rodoč it was confirmed that the day would be curtailed. News of extensive flooding had led to road closures and caused the authorities to take drastic action. Our original route over the Bjelašnica Plateau, a vast flat area of the Dinaric Alps, known locally as the 'Iron Lady', was impassable.

While we waited for Messrs Appleton and Preston to put together a new route, Andy Inskip and Charlie Neale began cannibalising one of the exhibits from the museum for Christoph and Zaneta Wolters' Aston Martin DB 2/4, which needed a regulator. Their mission was a success and, although the car was running correctly, the crew elected to drive straight to Montenegro to effect a more permanent repair before re-joining the rally after the rest day.

After a few minutes of clever map work the amendments were duly issued, with a re-route through the Sutjeska National Park, which includes Maglić, the country's highest peak at 2,386 metres. The new route was safe and largely trouble-free, despite a river bursting its banks and flowing across several sections of the road. We travelled through an area of outstanding natural beauty with soaring peaks and deep gorges, whilst the raging Bistrica River reminded us of the tragedies only a few miles away.

On reaching the night halt in Sarajevo - ironically under full sun with a blue sky - the crews were excused from the usual group dining to decide on their own menu and explore the charms of Saraybosna, the Ottoman "Palace of Bosnia".

Before he sat down to anything though, David Roberts had to spend a few hours in the car park with Charlie, Andy and Russ Smith, fitting a recently arrived hub to the Triumph TR250, which has been limping along since the fault was spotted just before scrutineering.



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Rally in the Globe
VINTAGE AND CLASSIC CAR CLUB

Day 4 Šibenik to Mostar (312 km)

3 October 2024

We crossed another border today as we continued our journey through the Balkans before finally bedding down in the ancient city of Mostar in southern Bosnia and Herzegovina. Mostar straddles the Neretva River and is known for the iconic Stari Most - The Old Bridge.



Hans-Martin Schneeberger and Louis Vetter, 1974 Mercedes-Benz 350 SL

Andy Inskip was pleased to see an extra car on the start list this morning, unfortunately two others were missing. Adrian Brooks and Richard Mackley with their Mercedes joined us overnight. We last saw them in Aigen im Ennstal, where a broken water pump detained them before the start. Now, after a marathon catch-up they're ready to throw themselves into the action.

Ivan and Tisa Pusnik's big Ford was trucked into the night halt yesterday. Today they have to wait for a clutch pressure plate to be delivered before going any further. Bill Shields and Wally Dehnhoff's Camaro needs new tyres and a little bodywork filler after yesterday's off-road/off-route escapades. They got everything sorted and rejoined us for dinner. After their own trip into the undergrowth, Jim Gately and Tony Brooks had managed to reform their damaged wing and this morning proudly carried their scars back into battle.

Four Regularities and a Test lay ahead of the rally today.



David and Jo Roberts, 1968 Triumph TR250

To get things started there was a Route Check in the village of Sitno Donje, after which the Test climbed from Bogdanovići. Once again we were grateful to the local police and authorities for closing such a fine piece of tarmac, allowing us to play with its curves and explore the limits of talent and ambition. Thankfully, through this section at least, no further panel beating was required.



Andrew Boland and Shane Houlihan, 1936 Ford V8 Convertible

Text & photos: jgarndrown.co.uk

Design: K.Design



Adrian Brooks and Richard Mackley, 1979 Mercedes-Benz 450 SLC

The Regularity from Stričevići, which followed soon after, needed slightly less input from the right foot, but a good deal more mental agility to reconcile the demands of matching speed and distance over 8km of very primitive tarmac.

It had been raining steadily for most of the morning, but there was a short respite as the rally arrived at the Time Control in Otok. Cheerful, slightly damp, crews sat in a thick fog of bonhomie and fresh coffee before being sent up the narrow climb towards the second Regularity section through Voštane. Having passed through John Cotton's final Timing Point the route dropped towards the coast and a harbour-side lunch and Time Control in the Hotel Osejava overlooking the Makarska marina.

After eating our fill we slipped our lines and steamed out of port and up into the hills towards the Sveti Mihovil mountain and the third Regularity to Kozica hidden by low cloud. The final Regularity through Milina Zasida featured a seemingly endless succession of bends and three-dimensional tarmac that climbed to 920m through shrouds of mists and short bursts of rain.

Things went quickly downhill meaning very soon we were through the border which links the villages of Mali Prolog and Crveni Grm. After a Route Check in Biletić Polje we struck out for the night halt in downtown Mostar and the cosmopolitan comforts of the Hotel Mepas.

Dinner was served in the Restoran Labirint in the centre of Mostar overlooking that famous bridge. While Mostar's history can be traced back to the 15th century, perhaps the place it occupied during the Bosnian War of the 1990's resonates most loudly with us today. Fortunately, now at peace, Mostar and its bridge have been rebuilt.



Danny Day and Ron Doyle, 1975 Mercedes-Benz 280





29 Sept to 13 Oct 2024

AUSTRIA TO ATHENS THE DAILY DISPATCH



Rally in the Globe
VINTAGE AND CLASSIC CAR CLUB

Day 3 Rijeka to Šibenik (350 km)

2 October 2024

With another four Regularities and two tests, today was almost a carbon copy of yesterday, albeit without a border crossing. However, the ever-evolving Balkan landscape kept us on our toes as we made our way from one seaside town to another. And, thanks to some local motorway emergency, we were also deprived of one of the afternoon's Regularities.



Peter Spak and Lisa Schnell, 1956 Volkswagen Beetle 1100

We woke to a very wet morning, making the run along the cornice slightly less enjoyable than it should have been. On the plus side, the many tunnels gave the open-car crews some welcome shelter from the downpour. After only 30km, standing water at the thrilling two-lap Test around the Kartodrom Bura washed, rather than blew, away any overnight cobwebs before we continued through a Route Check in Crno and a tarmac Regularity from Podbilo

This 17km section calmed things down a little as it wound through the scrubby and rocky hills of the Velika Kapela, with its vast wind farms and impressive views



Reto Mebes and Mark Bramall, 1971 Mercedes-Benz 280 SLC

across to the island of Krk. Although the rain had stopped, the hot-air hand-dryers at the mid-morning Time Control at the Konoba Tvrđava Nehaj in Senj were pushed hard. Thanks to their efforts, a less damp rally set out from this well built medieval castle along the Dalmatian coast to a Regularity at Velebit.

Here 11km of slippery tarmac led us neatly to lunch and the Time Control in the Restoran Javor in Gospić. As usual the crews devoured everything that was offered to them, including chicken with rice, French fries, and battered calamari.

Following a relaxed, and very rare, 20km of motorway driving, the afternoon session featured a visit to the Paklenica National Park. Thanks to a short notice motorway closure, just one Regularity around Evenrik, which was made up of 14km of singletrack asphalt, olive groves and drystone animal pens.

Luckily, the predicted weather-borne apocalypse had sidestepped us and, whether they chose to have their roof up or down, everyone enjoyed the fast run to the afternoon Time Control at the Scardona Park Oldtimer Museum in Skradin. Another buffet of local delicacies had been laid

Text & photos: jeanardrown.co.uk
Designer: K.D.esign



Volkswagen Beetle adorned with Swarovski crystals by Željko Vrbanus

on and, with a terrace overlooking the Krka River and the hills of the Krka National Park, the crews had time to take a breather and enjoy the exhibits before the day's finale.

Other than the current visitors to the car park, the undoubted star of the museum was a handmade filigree VW Beetle, adorned with Swarovski crystals and 24-carat gold. Amongst other assignments, it had carried Sir Paul McCartney and Heather Mills to their wedding ceremony in 2002. Taking no responsibility for the brevity of this union, the owner and creator, Željko Vrbanus, was on hand to answer questions about the 3,000 hours he and his team spent creating this exceptional piece of work.

The subsequent hillclimb Test, which rose just behind the museum, brought the day to a close in fine style and, with more excellent cooperation from the local authorities, we roared our way towards the night halt at Šibenik and the sanctuary of the Hotel Ivan.

Text & photos: gearandbrown.co.uk Design: K.Design



Otakar Chládek and Jindřiška Žemličková, 1972 Mercedes-Benz 350 SL



Tony Rowe and Mark Delling, 1939 Ford DeLuxe V8 91A Coupe



Ean and Ali Lewin, 1973 Ford Escort RS1600



Clint Smith and Martin Jones, 1965 Porsche 911



29 Sept to 13 Oct 2024

AUSTRIA TO ATHENS THE DAILY DISPATCH



Rally the Globe
VINTAGE AND CLASSIC CAR CLUB

Day 2 Brdo to Rijeka (311 km)

1 October 2024



Text & photos: jgarndrown.co.uk
Design: K.D.Design

John Carr and Colin Dougherty, 1926 Bentley 6½

Four Regularities, two Tests, and another border kept the pressure up on the rally today, as it said goodbye to Slovenia and hello to Croatia. From Brdo we set a course for the Adriatic and our night halt in the bustling seaside town of Rijeka.

Another chilly dawn followed a clear night and the ever-eager crews arose with the sun. Armed with squeegees and chamois leathers they set to clearing their windshields of the heavy dew that had settled over everything, before coaxing their engines back into life and packing away their luggage.

Soon the check sheet at Andy Inskip's MTC saw everyone accounted for and, at one minute intervals, the once full car park saw its overnight guests head for the hills and a pair of early morning Regularities. The first was from Jannik and was followed by the next from Korenovec, that

took the cars off the highways and onto the byways, and into the hills over miles of rural tarmac and well-graded gravel. There were plenty of opportunities to lose time here but, once the crews had negotiated their way through a vast maze of woodland and pasture, the sun terrace of the Time Control in the Taverna Petra in Gorenja was proved a popular place to compare notes and enjoy some of the local pustni krofi.

Whilst Loren Price dealt with the time cards, Russ Smith sorted any mechanical issues before the rally rolled towards



Bill Shields and Wally Dehnhoff, 1967 Chevrolet Camaro



Keith and Norah Ashworth, Ford Mustang 1967



Michael Kershaw and Liz Comstock-Smith, 1981 Range Rover



Jim Gately and Tony Brooks, 1937 Cadillac 60 series

a Route Check at Rebro and a long Regularity at Idrijski Log. At slightly less than 10km this was the standout section of the day. Steep, and deceptively sharp, gravel corners occasionally robbed the cars of the momentum needed to stick to schedule. Sometimes a three-point turn was required by the longer vehicles, resulting in a very physical morning. So, at the Time Control in the remote and rustic Eko Koča in Nanos, lunch came not a moment too soon. Steaming bowls of gnocchi and beef stew - wild mushroom stroganoff for the vegetarians - were served al fresco at a ravenous rally.

Fortified against whatever the afternoon had in store, the crews set off for two closed road Tests at Vrhpolje. Thanks to the authorities, a wide and well-surfaced hill climb was tackled twice, with local marshals and volunteers on hand to help ensure it all ran smoothly. For the crews, ambition and

talent met reality through eight hairpins and four chicanes.

A Route Check at Planina brought everyone to the Time Control in the Gostilna pri Stani in Žerovnica, where the coffee machine was working as hard as any of the rally cars had been.

With the day slowly coming to an end, there was a Regularity through the wilderness of the Snežnik forest to enjoy. This 18km of glorious gravel through the beech trees of the Dinaric Mountains preceded hitting the blacktop and border at Jelšane into Croatia - our third country so far.

Without needing to stop or deal with any formality, a modern highway soon took everyone safely to the car park of the Hilton Rijeka Costabella. With the routine spanner checks finished the crews were free to take in some sea air before sitting down to a well-earned dinner.



29 Sept to 13 Oct 2024

AUSTRIA TO ATHENS THE DAILY DISPATCH



Rally the Globe
VINTAGE AND CLASSIC CAR CLUB

Day 1 Aigen im Ennstal to Brdo (144.5 km)

30 September 2024



Austria to Athens is a *Challenge* event and, by the end of today, the crews were left in no doubt about what they could expect for the next two weeks. From the flag the rally was thrown into a hectic day with three Regularities, two Tests, and three border crossings; all played out over some of the finest roads this part of the world has to offer.

It was a chilly start as the cars queued at the arch beneath the Dachstein Massif, where, after a long and distinguished medical career, Dr John Llewellyn was deemed sufficiently qualified to wave the Flagge Österreichs and send the crews down onto the valley road. Dick Appleton and Chris Mills in the 48hr car had already delivered their first report, and found the road to the first Regularity was blocked by snow. A quick re-route was devised and some excellent tarmac whisked the cars straight to the Time Control at Murau. This was a welcome throwback to the *Carrera Bavaria* and we found the Austrians still know how to bake a cake and serve fine coffee.

Despite the minor meteorological hiccup the day was blessed with full sun and blue skies and, once this early re-route had been dealt with and the last of the cake had been polished off, the real business of the rally began. A Route Check on the minor roads in the Aurelingsee National Park delivered us to the first Regularity at Prekowa giving the crews their first taste of gravel.



Dr John Llewellyn flags away car 1, Graham and Marina Goodwin in their 1929 Bentley 4 1/2 Le Mans



David Long and Paul Bareham, 1934 Talbot AV105

Text & photos: jgarndrown.co.uk
Design: K.D.esign



Anthony and Sonja Verloop, 1968 Mercedes-Benz 280 SE



Hans-Martin Schneeberger and Louis Vetter, 1974 Mercedes-Benz 350 SL

Text & photos: gerardbrown.co.uk Design: K.Design

A beautiful road through the hills then took us past some of the famous Carinthian castles in the air and on towards two Tests at the FTZ Mölbling. A set of strong forearms was required as the rally slid its way through four laps of a very satisfying circuit. With heads still spinning and appetites sharpened, the lunch and Time Control at the Stift St. Georgen am Längsee gave the crews a welcome break in the vaulted refectory of this 1000-year-old monastery.

A Regularity above Diex was next, where the route swung us through countless hairpins towards the first border crossing of the day at Holmes. This took us into Slovenia and immediately to a Time Control in the Kocka Bar in the village of Poljana. A finger buffet of local delicacies was on offer and, having looked at what was still to come, most crews decided to refuel before striking out towards

the Solčava Panoramic Road and the final Regularity from Spodnje Sleme.

At a relatively short 8km, this section was the highlight of the day and ran over some demanding gravel tracks through a steep and densely wooded landscape. Whenever the trees allowed the views across the valley were amazing and, as soon as they reached Jim Smith and Worth Birkhill at the final Timing Point, the crews took full advantage of the nearby viewing platform.

Now on the home run, two more borders needed to be crossed as the road briefly returned us to Austria at Pavličevo sedlo. Then thirteen sinuous kilometres later it was back to Slovenia at Seebergsattel and down to the valley floor for the final push to the night halt in Brdo and the delights of the Elegans Hotel.





29 Sept to 13 Oct 2024

AUSTRIA TO ATHENS THE DAILY DISPATCH



Rally the Globe
VINTAGE AND CLASSIC CAR CLUB

Pre start & scrutineering

Aigen im Ennstal

29 September 2024



Text & photos: jgarndrown.co.uk
Design: K.Design

The days are getting shorter and the shadows are lengthening as we draw into autumn, but there's still some endurance rallying fun to be had.

In the magnificent Schloss Pichlarn, beneath the massive bulk of Grimming, the highest free-standing mountain in the Alps, we've assembled a stellar group of 22 cars and crews. Stationed above Aigen im Ennstal they're about to begin a two-week *Challenge* from the Austrian Alps to the Aegean and the ancient city of Athens.

This landmark rally is the 21st *Rally the Globe* event, and truly marks our coming of age. Devised by Anthony Preston, Deputy Clerk of the Course, it's a demanding route of 4,112km liberally sprinkled with gravel and tarmac and rising from sea level to almost 2000m. 44 Regularities, 16 Tests, and 80 Timing Points - the most we've ever set - will give the Results Team something to work on and the crews a something to aim for every day.

Mercedes and Ford have fielded the biggest contingents, with five cars each from the 1930s to the 1970s. But, as usual, a fantastic snapshot of transatlantic motoring

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Veteran of the 1968 London to Sydney, the Morris 1800 Mk 2 of Roy Stephenson and Peter Robinson

history, from pre-war Dearborn to Cold War Stuttgart, is represented on the entry list. Some are well-storied and, like the crews, have fascinating and engaging histories. Roy Stephenson is delighted to be reunited with two old rally friends, making their debut with us. Firstly, a well-travelled Morris 1800Mk2, one of seven built for the 1968 London to Sydney. Roy recently re-acquired the car thanks to "a stroke of undoubted genius". Secondly, his navigator, Peter Robinson, no stranger to a long hard drive. The pair are looking forward to rolling down the road in this most impressive old Land Crab.



Christoph and Zaneta Wolters, 1955 Aston Martin DB 2/4

Before any rally gets underway there are always some 'issues' to sort. Fittingly for a Sunday, Andy Inskip, Charlie Neale, and Russ Smith were up early to lead the pre-scrutineering morning service and variously set to performing all manner of minor miracles. These included replacing a wheel bearing of David and Jo Robert's Triumph, reconnecting the power supply to Danny Day and Ron Doyle's trip meter, silencing an annoying rattle coming from Keith and Norah Ashworth's Mustang and helping trace a tricky electrical problem with Ean and Alison Lewin's Escort.

Eventually, all the cars passed muster and, after the crews had been inside to collect their paperwork from Gill Cotton, Audrey Rudd and Andrew Kellitt, they were free to drive the calibration route and grab some well-deserved lunch.

Rally Director, Fred Gallagher, is absent for this rally, he and Iain Tullie are working on next year's *Islands of Japan Marathon*. So, the afternoon briefing fell to Clerk of the Course, Mark Appleton, who welcomed the crews and highlighted some salient points to make their lives a little easier on the road. As well as some great competition, Mark promised "lots of bends, lots of hills, and lots of fun".

Having answered questions from the floor Mark handed over to Gill Cotton who convened an informal training session for novice crews who felt they needed a little guidance and some more pointers to get the best out of this epic adventure.

As the daylight slid from the snowy slopes of the Grimming Massif, drinks in the Wintergarten were followed by a lavish Styrian dinner, allowing crews to get to know each other and settle into the all-important social side of the event.



David Long and Paul Bareham, 1934 Talbot AV105