



28 to 30 March 2025

GENERATIONS RALLY THE DAILY DISPATCH



Rally the Globe
VINTAGE AND CLASSIC CAR CLUB



THANK YOU

FOR JOINING US FOR A VERY SPECIAL WEEKEND

The Generations Rally is definitely NOT all about the winning but, second-time classic category cup holders, Jack and Simon Brien, were “...overwhelmed” with their success, describing the weekend as “another magnificent event – incredibly well-organised” with a “fantastic route and a great bunch of competitors to share it with.”

And that IS what it is all about: taking part, learning, socialising and sharing with other generations the fun and challenge of vintage and classic rallying. We can't wait until next year!

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VINTAGE AND CLASSIC CAR CLUB

Day 1 Yorkshire Dales (73 miles)

28 March 2025

The film *"From Harrogate it Started"* is a unique view of the 1971 RAC Rally. Today we were privileged to be counted amongst the cast of a contemporary homage to an undoubted golden age of rallying, for our fourth edition of the *Generations Rally* - the gateway event to the addiction that is endurance rallying.

We're on home turf for this first rally of 2025, kicking off another epic year, over which we're set to enjoy 50 days of rallying from God's own County to the Land of the Rising Sun via the Emerald Isle and the Andalusian Campo. *Rally the Globe* is based in Leeds and it was in Yorkshire that we emerged blinking into the post-pandemic era for the first of our *Cloverleaf* events.

For the next few days we've taken up residence in the imposing splendour of the Majestic Hotel in Harrogate; from where we'll be dealt another dose of Regularities, Tests and map work courtesy of Iain Tullie and Anthony Preston.

The entry list shows we have another full house. Because the all-important scrutineering checks would have overwhelmed the hotel car park, the Organisers have set-up camp in the grounds of the nearby Army Foundation College, where all manner of adjustments and titivations were attended to by the crews.

Thankfully, most jobs were minor, with anything major left to the crack platoon of sweeps comprising Andy Inskip, Charlie Neale, Russ Smith, Owen Turner, Oscar Woodward and Dave Aincham. Replacing Porsche light-bulbs was possibly the most common task of the morning. Simon and Dan Spinks' Mini needed some more serious attention. What was initially thought to be a faulty condenser was diagnosed by Owen Turner as fuel system related. With Mini Spares Harrogate on speed dial, the carburettor was stripped and rebuilt and car 96's later start time was put to full use.

Roisin and Patrick Timpson were also grateful for this local Mini merchant. Their Bristol 411's alternator had failed, leaving Andy Inskip and Charlie Neale no choice but to fit whatever was available.



Photos: gerardtown.co.uk

Scrutineering: John Ruston and Jeremy Haylock, 1962 Porsche 356 SC



Setting off: Harry and Jonathan Turner, 1925 Bentley 3 Litre

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Cruising the Dales: Manuel Dubs and Simon Bentley, 1965 Ford Mustang V8 Convertible



Angus and Andrew Johnson, 1932 Alfa Romeo 6C

The morning was slightly more relaxed for the rest of the crews and, once signed on, with paperwork sorted courtesy of Audrey Rudd, Gill Cotton, Andrew Kellitt and Jordyn Mitchell, they sat down to make sense of the route book maps and diagrams.

As midday approached a buffet lunch was preceded by a welcome briefing from the Clerk of the Course, Mark Appleton. Then the rally decanted into the car park, fired-up their engines and lined up ready for the start.

Fred Gallagher did the honours with the flag, setting the cars on a course for three Tests at Harewood Hillclimb. The first one, through the cones in the Paddock, was followed by a short section of hillclimb and a longer, more satisfying, ascent through the Armco to the summit, and on to the first Regularity at Lindley.

As well as some stunning landscape, early spring in Yorkshire gave us some dramatic weather, with the sunshine getting the better of the showers thanks to a stiff

breeze keeping the clouds moving. As we charged towards a Passage Control at Beamsley Beacon, 390m above sea level, clumps of well-rooted daffodils clung to the verges.

For the novice crew members this was a short, but intense, session. The Time Control at Bolton Abbey offered the opportunity to rest and recover before climbing over Pock Stones Moor towards the next Test at the Pateley Bridge Showfield. Here they got to grips with another selection of cones, chicanes and the ever popular “stop astride”.

Narrow roads and dry-stone walls led us through a patchwork of fields to the Dacre Pasture Regularity, immediately followed by a map-based Passage Control section around Birstwith and the Nidd Valley.

The day ended with a short run into Harrogate and the Majestic Hotel where a good dinner and a well-stocked bar finished off a very enjoyable day.



Photos: gerardbrown.co.uk



Down Dale: Andrew and Fergus McAlpine, 1964 Morris Mini Cooper S



Cross Dale: Craig and Agnes McWilliam, 1927 Frazer Nash Super Sports



Round Dale: James and Angelica Pohl, 1953 Sunbeam Alpine



Through Dale: Drexel Gillespie and Caroline Jones, 1971 Ford Escort RS



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Day 2 Yorkshire Moors and Wolds (169 miles)

29 March 2025



Justin and Archie Kennedy, 1935 Aston Martin Ulster

Yesterday served as a gentle introduction to the fine art of endurance rallying, but today - true to form - the Organisers stepped things up a gear. A packed programme was scheduled, designed to gradually push the cars and crews to somewhere just outside of their comfort zone.



David and Lindsey Roberts, 1977 Mitsubishi Lancer



Olivia and Karen Turner, 1936 Talbot Aero Coupe

It was a long day for sure, and a hard one certainly, but thanks to the good weather, amazing roads and sheer variety of Tests and Regularities, the time fairly flew by as we rolled over the seemingly endless hills and dales of Yorkshire.

The day began with a pair of exhilarating Tests around Dishforth Airfield, allowing the drivers to let off steam on a mixed surface around the old runway, featuring gravel, concrete and mud. This was fast and furious and, for some, the temptation was to let rip and give it their all but, with dozens of marshals watching for cone penalties and stop-astride infringements, it paid not to get too throttle happy.

The tempo slowed somewhat during the first Regularity through Cowesby. This map-based section fully engaged the navigators who had to plot a route through the section via various specified points and keep the car moving at the correct average speed. After a Passage Control atop Osmotherley Moor the route dropped down into Helmsley to enjoy some excellent hospitality at Duncombe Park House. This was the location for both the morning and lunch Time Controls and, perhaps more importantly, four Tests through their woodland: two after the coffee halt and two after lunch.

Between these pit-stops we amused ourselves with a Regularity from Newburgh Priory and a loop towards the ruins of Rievaulx Abbey before returning to Duncombe for an excellent midday meal. With our time in Helmsley over, we set a course for a Passage Control on Caulkleys Bank and

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Photos: gearthrow.co.uk



Stuart Annesley and Juanita Brien, 1967 Lotus Elan



*Axelle Van Lerberghe and Piet Germonprez,
1971 Rolls Royce Corniche*



Michael and Marina Goodwin, 1973 Porsche 911 Targa



Lee and Freya Clarke, 1962 Triumph TR4



Zuzana Ratajova and Richard Pain, 1956 MGA

the third Regularity through the Wolds. This was another map-based challenge with slightly more complexity.

It had been a great day so far, but the best was to come as we struck out towards the Garnet Lane Passage Control and the final Regularity in Bramham Park. This epic finale took in more than six miles of pristine gravel and ancient woodland. An accurate trip meter was essential here but, whichever track they chose, all roads eventually led to the Main Time Control at the nearby Bowcliffe Drivers Club.

Our host, fellow competitor and local Bentley Boy, Jonathan Turner, had laid on coffee and refreshments. After that we hit the road for the 14-mile journey to the night halt in Harrogate, giving the crews time to reflect on what they'd achieved, before enjoying some well-earned refreshment and sitting down to an equally well-deserved dinner.



Brian and Adam Scowcroft, 1950 Allard J2 Convertible

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Day 3 North Yorkshire (94 miles)

30 March 2025

The Yorkshire Dales were our playground for this final day of the *Generations Rally*. As the day dawned bright and clear, an action-packed circular route around Harrogate lay ahead, as engines fired up and the crews readied themselves for a final assault on the leaderboard.

There were possibly two sorts of competitors this morning, those content with their position and wanting to cement it, and those who felt they had something extra to give and were keen to move up a position or two. Three Regularities and three Tests took the Rally on a helter-skelter ride alongside reservoirs, rivers, and to religious establishments, with a coffee break and Time Control at Jervaulx Abbey.



Photos: gerardbrown.co.uk

Andrew Bailey and Charlotte de Montmorency, 1923 Bentley Supersports

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Appropriately, for the day of rest, we began gently enough with a Route Check and Passage Control channelling the cars over the River Nidd and into the first Regularity through the Ure Valley towards Wensleydale and the north. Two Tests within the Catterick military training area blew away any lingering lethargy, with a slalom through the Sheep Dip, followed by a long twisting sprint up the hill to Flat Wood.

Some excellent coffee and cakes in the Jervaulx Tearooms stoked the fire for the day's second Regularity. This ran up and over a windy Pott Moor and alongside the white caps of Leighton Reservoir, before a dramatic descent into Ramsgill and a fly-by of the beautiful Yorke Arms where we spent a few memorable nights during the *Yorkshire Cloverleaf*.

Another short Test at Coldstones Quarry and a Regularity above Thruscross Reservoir was now all that stood in the way of the finishing arch in front of the Majestic Hotel and a hard-won cold beer on the sun-soaked terrace.

The afternoon's prizegiving lunch, jointly compered by Fred Gallagher and Mark Appleton, saw the crews tucking into platefuls of local delicacies such as roast beef and Yorkshire pudding, followed by rhubarb frangipane as they waited expectantly for the silverware to be handed out.

It was confirmed that Jack and Simon Brien in their 1972 Porsche 911 and Dermot and Rachel Johnson in a 1933 Alfa Romeo GS had won the Classic category and the Pre-war category, respectively. The father and son crew of Jack and Simon were understandably delighted with their second consecutive win and, after catching his breath, Simon said that "This was an amazing result for us. I'm overwhelmed to have won this rally for a second time. It's been another magnificent event - incredibly well-organised and, as usual, the *Rally the Globe* team have put together a fantastic route and a great bunch of competitors to share it with.

Jack and I split the driving duties and we had no cross words, except for one, when I picked up a penalty for straying onto the grass on the first day! The Porsche has been great. We prefer the Tests and Jack drove them very well, so we had a lot of fun."

Jack agreed and said that the great thing about the event is getting to see some familiar faces and old friends, but also meeting new people and making new connections. "I think you'll see us again next year".

Dermot and Rachel thought that "the event had been absolutely fabulous and Yorkshire is so beautiful that I want to come back here on holiday. I've met some people who I rallied with 40 years ago and haven't seen since."

Rachel was equally effusive telling us that "This was my first rally and it has been amazing, I've really enjoyed it. I loved the Tests - when I wasn't scared - the scenery has been amazing, as has meeting lots of new people and" turning to her father, "spending the time with you".



Dermot and Rachel Johnson, 1933 Alfa Romeo 1750 GS



Sally and Katie McVeigh, 1935 Fiat Balilla



Thomas Bishop and Rosalind Bishop, 1926 Bentley 3 1/4



David Ward and Charlotte Forbes Brown, 1972 Lancia Fulvia HF



Pre-war winners, Dermot and Rachel Johnson, Alfa Romeo 1750 GS and classic category, Jack and Simon Brien, Porsche 911



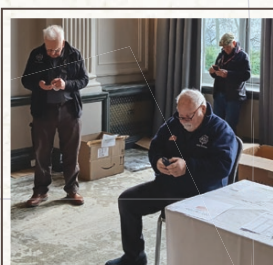
Dermot, who did the event last year with his son, came back with, "Yes, it's been a great family occasion, although I was shouted at a couple of times, sometimes to go even faster. Rachel has proved to be very capable though, and she nailed it for us."

As well as the overall and class awards, the discretionary Spirit of the Rally Award went to Stephen and Jordan Willis in an Austin Mini Cooper S. Not only did they overcome a broken drive coupling they also towed Celia and Rory O'Neill's Riley MPH into the hotel at the end of Saturday.

Tammy Hickey, from event sponsor *Kingfisher Private Client*, did us the honour of presenting the trophy.

Summing up the event, Fred and Mark thanked the entire RTG team for making the weekend such a success, including Iain Tullie and Anthony Preston for their hard work devising an amazing route. Special mention was also made of Bob Hargreaves and the dozens of local marshals who'd given up their weekend to put the scores on the doors.

Tomorrow work starts in earnest on the fifth edition of the *Generations Rally*!



While the younger generation were enjoying the open road, the older generation were harder to coax away from their phones!



Mike Procter celebrated his 80th birthday with son, Ali, by entering their Morris Mini, meanwhile his daughter-in-law and granddaughters reprised their roles as marshals on the event



The organisers were delighted with these fabulous leftover cakes





Entry List

28 to 30 March 2025

	CREW	VEHICLE	YEAR	CC	CLASS
1	Harry Turner / Jonathan Turner	Bentley 3 Litre	1925	3000	1
2	Andrew Bailey / Charlotte de Montmorency	Bentley Supersports	1923	4500	1
3	Shaun Harborne / Alex Harborne	Bentley 3 Litre Speed	1924	4500	1
4	Charles Bishop / Max Cosby	Vauxhall 30-98	1925	4224	1
5	Jonathan Procter / Ophelia Procter	Bentley 3/4½	1925	4500	1
6	Graham Goodwin / Tommy Stevenson	Bentley Supersports	1925	5300	1
7	Thomas Bishop / Rosalind Bishop	Bentley 3/4½	1926	4500	1
8	Nick Sleep / Jessica Sleep	Mercedes-Benz 230 SL	1964	2800	6
9	Craig McWilliam / Agnes McWilliam	Frazer Nash Super Sports	1927	1500	1
10	Bill Holroyd / Olivia Holroyd	Bentley 4½ Tourer	1927	4500	1
11	Celia O'Neill / Rory O'Neill	Riley MPH	1934	1500	2
12	Angus Johnson / Andrew Johnson	Alfa Romeo 6C	1932	1750	3
14	Chris Woodhouse / Rory Woodhouse / Ingrid Woodhouse	MG K3 Special	1933	1400	2
15	Christian Brash / Dan Elphick	Aston Martin Le Mans	1933	1493	2
16	George Johnson / Grace Johnson	Frazer Nash TT Replica	1933	1500	2
17	Dermot Johnson / Rachel Johnson	Alfa Romeo 1750 GS	1933	1750	3
19	Eric Kavanagh / John Kavanagh	Frazer Nash TT Replica	1934	1495	2
20	Sally McVeigh / Katie McVeigh	Fiat Balilla	1935	995	2
21	Justin Kennedy / Archie Kennedy	Aston Martin Ulster	1935	1495	2
23	Olivia Turner / Karen Turner	Talbot Aero Coupe	1936	2969	3
25	Carl-Peter Forster / Moriz Forster	Lagonda LG 45 Rapide	1936	4500	3
26	James Coppock / Simon Coppock	Riley 12/4 Special	1937	1496	2
28	Keith Wickham / Sophie Kavanagh	Bentley 4.6 Sport	1937	4600	3
29	Rose de Montmorency / Philippa Bailey	Triumph Dolomite	1938	1991	3
30	Manuel Dubs / Simon Bentley	Ford Mustang V8 Convertible	1965	4728	6
31	Christopher Oechsle / Tim Oechsle	Chevrolet Coupe	1939	3900	3
32	David Gomes / Robbie Gomes	Jaguar XK 120	1952	3400	4
33	Brian Scowcroft / Adam Scowcroft	Allard J2 Convertible	1950	5489	4
34	James Pohl / Angelica Pohl	Sunbeam Alpine	1953	2267	4
35	Jim Boland / Ellie Boland	Bristol 400	1948	1971	4
36	Andrew Scowcroft / David Scowcroft	Lancia Aurelia GT	1954	2500	4
37	Declan Costello / Kayleigh Costello	Jaguar E-Type	1964	4200	6
38	Zuzana Ratajova / Richard Pain	MGA	1956	1498	4
39	Shane Houlihan / Aoibhin Walsh	Volvo PV544	1959	1800	5
40	Anthony Moody / Mari Mulyani	Aston Martin DB4GT	1960	4200	4
41	David Liddell / Ed Liddell	Triumph TR4	1963	2198	6
42	Phillip Monks / Alexandra Morris	Jaguar Mk 2	1961	3442	4

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28 to 30 March 2025

CREW	VEHICLE	YEAR	CC	CLASS
43 John Ruston / Jeremy Haylock	Porsche 356 SC	1962	1720	5
44 Lee Clarke / Freya Clarke	Triumph TR4	1962	2200	6
45 Jo Roberts / Alice Wright	Triumph TR4	1963	2138	6
46 Andrew McAlpine / Fergus McAlpine	Morris Mini Cooper S	1964	1293	5
47 Patricia Monks / Henry Morris	Triumph TR4	1964	2138	6
48 Julia Kirkham / Edmund Charlesworth	Austin-Healey 3000 Mk III	1964	3000	6
49 Sholto Gilbertson-Hart / William Gilbertson-Hart	Jaguar E-Type	1964	3800	6
50 Dick Baines / Harry Baines	Austin Mini Cooper S	1965	1275	5
51 Stephen Willis / Jordan Willis	Austin Mini Cooper S	1965	1275	5
52 Frazer Smith / Clint Smith	Porsche 911	1965	2000	6
53 Ben Brooks / Jacqueline Brooks	Volvo 122S Amazon	1966	1800	5
54 Tim Wheatley / Matt Wheatley	Volvo 122S Amazon	1966	1800	5
55 Julie Holroyd / Harri Holroyd	Porsche 911	1966	2000	6
57 Tony Rowe / Morgan Rowe	Porsche 911	1966	2341	8
58 Stuart Annesley / Juanita Brien	Lotus Elan	1967	1600	5
59 Dirk Van Lerberghe / Louise Van Lerberghe	Mercedes-Benz 250 SL	1967	2500	6
60 Kerry Michael / George Michael	Sunbeam Tiger	1967	4700	6
61 William Stephenson / Roy Stephenson	Morris 1800 Mk 2	1968	1846	5
62 Cathie Clarke / Maxwell Clarke	Austin Mini Cooper	1968	1400	5
63 Owen Ready / Mickey Gabbett	MGB GT	1968	1795	5
64 David Roberts / Lindsey Roberts	Mitsubishi Lancer	1977	1600	7
65 Vincent Hayes / Louis Hayes	Lancia Fulvia	1969	1600	7
66 Ian Hopkinson / Duncan Hopkinson	MGC GT	1968	2912	6
67 Peter Gordon / Meta Gordon	Lancia Fulvia Sport	1969	1600	7
68 Antony Ross / Melissa Ross	Alfa Romeo 1750 Spider	1969	1788	7
69 Ferd Grapperhaus / Ferdi Grapperhaus	Mercedes-Benz 280 SE Convertible	1969	2800	6
70 Martin Ruebel / Lisa Ruebel	Fiat 124 Spider	1979	1998	8
71 Drexel Gillespie / Caroline Jones	Ford Escort RS	1971	1998	8
72 Michael Cotter / Gena Byron	Porsche 911	1971	2200	8
73 Carel Reinhardus / Asse Reinhardus	Citroën SM	1971	2671	8
74 Richard Plant / Henry Plant	Morgan Plus 8	1971	3528	9
75 Axelle Van Lerberghe / Piet Germonprez	Rolls Royce Corniche	1971	6075	9
76 David Ward / Charlotte Forbes Brown	Lancia Fulvia HF	1972	1584	7
78 William James Timpson / Niamh Timpson	Bristol 411	1972	5211	9
79 William Lees-Jones / Bianca Lees-Jones	Fiat Dino Coupe	1972	2400	8
80 Jack Brien / Simon Brien	Porsche 911	1972	2700	9
81 Robert Cook / Victoria Wilcox	MGB Roadster	1972	3500	9

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28 to 30 March 2025

CREW	VEHICLE	YEAR	CC	CLASS
82 Roisin Timpson / Patrick Timpson	Bristol 411	1971	6277	9
83 Mike Procter / Alexander Procter	Morris Mini	1973	1330	5
84 Toby Strauss / Josh Strauss	Saab 96 V4	1973	1768	7
86 Andrew Laing / Erica Laing	Datsun 240Z	1973	2400	8
87 Austin Baird / Louis Baird	Porsche 911	1973	2700	9
88 Michael Goodwin / Marina Goodwin	Porsche 911 Targa	1973	3000	9
89 Paul Taylor / Sophie Haslam	Ford Escort RS2000	1974	1993	8
90 Douglas Neville-Jones / Fred Neville-Jones	BMW 2002	1974	1990	8
92 Stephen Critchlow / Owen Critchlow	MGB Roadster	1976	1800	5
94 Adrian Brooks / Lee Brooks	Mercedes-Benz 450 SLC	1976	4500	9
95 Shane O'Neill / Con O'Neill	MGB GT V8	1977	3528	9
96 Simon Spinks / Daniel Spinks	British Leyland Mini	1977	1340	5
98 Richard Morton / Jack Morton	Morris Ital	1982	1275	7
99 Sally Linton / Edward Stansfield	Ford Capri	1984	1600	7
100 Fiona O'Connell / Eamon O'Connell	Porsche 911	1989	3200	9

Classes

	Cars of a specification built		
	from	to	cc
1 Vintage		31/12/1930	
2 Small Post Vintage	01/01/1931	31/12/1945	up to 1,600cc
3 Large Post Vintage	01/01/1931	31/12/1945	over 1,600cc
4 Early Classic	01/01/1946	31/12/1960	
5 Small Classic	01/01/1961	31/12/1967	up to 2,000cc
6 Large Classic	01/01/1961	31/12/1967	over 2,000cc
7 Small Late Classic and Youngtimer	01/01/1968	31/12/1985	up to 1,800cc
8 Medium Late Classic and Youngtimer	01/01/1968	31/12/1985	1,800 to 2,680cc
9 Large Late Classic and Youngtimer	01/01/1968	31/12/1985	over 2,680cc

Thank you!

We would like to say a massive thanks to the Majestic Hotel, Harrogate, Cavendish Pavilion at Bolton Abbey, Duncombe Park & Two Jays Catering, Bowcliffe Drivers Club and Jervaulx Tearooms for their fantastic hospitality and keeping all our crews refreshed and fed!

We would also like to thank the huge amount of volunteer marshals who gave up their time to come out and help support the event, including those from Ripon Motor Sport Club, Malton Motor Club, De Lacy Motor Club, Ilkley & District Motor Club, and York Motor Club, and Chief Marshal Bob Hargreaves who did a fantastic job in putting together all the marshal crews.

And of course not forgetting our *Rally the Globe* team: Fred Gallagher, Mark Appleton, Iain Tullie, Anthony Preston, Loren Price, Jordyn Mitchell-Dyer, Helen Oates, Graham Raeburn, Chris Mills, Gill & John Cotton, Jim Smith, Dr John Llewellyn, David & Dick Appleton, Andy Inskip, Charlie Neale, Russ Smith, Dave Aincham, Owen Turner, Oscar Woodward, Gerard Brown, Andy Lane, Marcus Jones, Ryan Hallett, Chris Bruce, Lee Vincent, Andrew Kellitt, Audrey Rudd and others behind the scenes.

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Awards

28 to 30 March 2025

1st Overall

Pre-War Dermot and Rachel Johnson, Alfa Romeo 1750 GS

Classic Jack and Simon Brien, Porsche 911

2nd Overall

Pre-War Rose de Montmorency and Philippa Bailey,
Triumph Dolomite

Classic David and Ed Liddell, Triumph TR4

3rd Overall

Pre-War Eric and John Kavanagh, Frazer Nash TT Replica

Classic David Ward and Charlotte Forbes Brown,
Lancia Fulvia HF

Class 1. Vintage

1st Jonathan and Ophelia Procter, Bentley 3/4½

2nd Shaun and Alex Harborne, Bentley 3 Litre Speed

3rd Graham Goodwin and Tommy Stevenson,
Bentley Supersports

Class 2. Small Post Vintage

1st Christian Brash and Dan Elphick, Aston Martin Le Mans

2nd Sally and Katie McVeigh, Fiat Balilla

3rd Justin and Archie Kennedy, Aston Martin Ulster

Class 3. Large Post Vintage

1st Keith Wickham and Sophie Kavanagh, Bentley 4.6 Sport

2nd Christopher and Tim Oechsle, Chevrolet Coupe

3rd Angus and Andrew Johnson, Alfa Romeo 6C

Class 4. Early Classic

1st Zuzana Ratajova and Richard Pain, MGA

2nd David and Robbie Gomes, Jaguar XK 120

3rd Andrew and David Scowcroft, Lancia Aurelia GT

Best on Tests:

Jack and Simon Brien, Porsche 911

Best on Regularities:

Mike and Alexander Procter, Morris Mini

Best Team: 'Swinging Sixties'

David and Ed Liddell, Triumph TR4

Lee and Freya Clarke, Triumph TR4

Dick and Harry Baines, Austin Mini Cooper S

Spirit of the Rally:

Stephen and Jordan Willis, Austin Mini Cooper S

Class 5. Small Classic

1st Mike and Alexander Procter, Morris Mini

2nd John Ruston and Jeremy Haylock, Porsche 356 SC

3rd Dick and Harry Baines, Austin Mini Cooper S

Class 6. Large Classic

1st Frazer and Clint Smith, Porsche 911

2nd Jo Roberts and Alice Wright, Triumph TR4

3rd Nick and Jessica Sleep, Mercedes-Benz 230 SL

Class 7. Small Late Classic and Youngtimer

1st Toby and Josh Strauss, Saab 96 V4

2nd David and Lindsey Roberts, Mitsubishi Lancer

3rd Richard and Jack Morton, Morris Ital

Class 8. Medium Late Classic and Youngtimer

1st Douglas and Fred Neville-Jones, BMW 2002

2nd Martin and Lisa Ruebel, Fiat 124 Spider

3rd Drexel Gillespie and Caroline Jones, Ford Escort RS

Class 9. Large Late Classic and Youngtimer

1st Shane and Con O'Neill, MGB GT V8

2nd Adrian and Lee Brooks, Mercedes-Benz 450 SLC

3rd Axelle Van Lerberghe and Piet Germonprez,
Rolls Royce Corniche

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**Congratulations to all who took part
in the 2025 Generations Rally!**



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