



12 to 15 May 2025

# VINTAGE SHAMROCK THE DAILY DISPATCH



Rally the Globe  
VINTAGE AND CLASSIC CAR CLUB



# THANK YOU!

FOR JOINING US ON A RALLY TO GET THE HEART RACING



Photos: getatbrown.co.uk

As if the sight of over 60 pre-war cars wasn't enough to quicken the pulse in Ireland, the rally action was also pretty exciting! Navigator (and non-driver!) James Galliver, who was in the winning crew alongside Theo Hunt in A Frazer Nash TT Replica, said he's *"had a lot of fun and has seen some amazing scenery... I enjoy the Tests, because the Regularities make me stressed. Sometimes my heart rate hit 150bpm..."*.



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**Day 1 Fota Island to Ballyvolane loop (69miles)**

**12 May 2025**

Today the Fota Island Resort, a luxurious hotel complex outside of Cork, played host to 64 very *mature* *voitures* assembled for the 6th edition of the *Vintage Shamrock*, run in conjunction with *Irish Racing Green*.

The *Shamrock* is renowned for its four days of fantastic driving and hospitality and today's 5 star venue, nestled in acres of mature woodland, sets the tone for what will undoubtedly be a rally to remember. Three decades of motoring exotica are on the entry list, from the stately and sophisticated to the spritely. A skeletal 1600cc, 1923 Alvis 12 /40 takes the honours as the oldest, whilst another small car, a 1949, 1250cc MG TC, is the most modern.



Photos: gearatdrom.co.uk

Prepraing for the off: Keith Wickham and Sophie Kavanagh, 1948 MG TC Supercharged



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David and Julie Gomes, 1934 MG K3



Jonathan Procter and Jason Dearden, 1925 Bentley 3/4



Tom Callanan, Patrick Neville and the oldest entry a 1923 Alvis 12/40



Chris Abrey and Sara Banham, 1936 BMW 328

They looked beautiful, but protocol dictated all cars must be checked for safety and compliance. This all-important task of scrutineering fell to the well-oiled sweep crews of Andy Inskip, Peter Banham, Charlie Neale and Russ Smith who were also called to iron out any last-minute car niggles. A can of Radweld got Nigel and Sally Woolf's Talbot to the start on time, whilst Gavin and Diana Henderson's Frazer Nash - BMW needed nothing more than a jumpstart.

Meanwhile, in various hotel conference rooms, other RtG team members were tasked with checking the crews had the correct documents and were dispensing the required amount of paperwork, and rally gifts.

Clerk of the Course, Mark Appleton, along with the maps maestro, Anthony Preston, had devised the route and, shortly before a buffet lunch, Mark briefed the crews on what they could expect, clarifying the finer points of rally timing and navigation.

The clearing of plates signalled it was time to head to the car park and line-up at the arch ready to be sent down the road by Fred Gallagher with a wave of *an tridhathach*

towards the first Test a few hundred metres from the start line. A gallop around the perimeter of Fota Island featured broken tarmac, gravel and thick woodland and took us to the byways of the mainland towards a Route Check in Ballynora and on to the first Regularity from Glentrasna.

A civilised coffee break at the Time Control in the 18th-century Ballyvolane House served-up some fine refreshment and a dose of old-world Irish charm. Then it was back in the saddle to make for the second Test of the day; a twisting sprint over the concrete and tarmac of the Fermoy Mart complex.

Another long Regularity from Cappagh rolled the rally through the foothills of the Nagles Mountains to a Route Check at Aghalig Bridge and the final Test of the day at Fota Island. A last blast around the perimeter led the crews back to the car park for spanner checks and a short walk to the well-stocked bar and a well-deserved dinner. After this short, busy drive and with more of the same promised tomorrow, some crews decided that an early night was the sensible option... some didn't.



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**Day 2 Fota Island - Gougane Barra - Kenmare (156 miles) 13 May 2025**



Photos: gearatdown.co.uk

*Alan and Tina Beardshaw, 1934 MG K3*

A long and dusty day lay ahead for the crews as they struck north and then west toward the night halt in Kenmare via the highest pub in Ireland, four Tests and four Regularities. After rain last night, we woke to a crystal clear Cork sky which filled our windscreens for the entire day and perfectly showcased this stunning part of the country.

As is the custom for this event, the detailed book of instructions for Tests and Regularities was handed out a mere 45 minutes before the crews left the MTC. As they digested breakfast the navigators had to get their teeth into the minutiae of maps, timings and circuit diagrams.

However, the route to the first Test was an easy one and, after 11km of sunny suburbia, we arrived at Kartworld for two laps of a small, but perfectly formed, track. This saw the crews shaving seconds from both their tyres and timecards in equal measure.



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Farm track: Robert Cook and Geoffrey Morson, 1937 Chevrolet Coupe



Photos: gerardbrown.co.uk

Race track: Andrew and Ann Boland, 1934 Talbot AV105

We then climbed into a rugged section through the Nagles Mountains for a map-based Regularity along the River Bride and into Coleman Country. Named in honour of Irish rallying legend, Billy Coleman, who hails from these parts, his family had generously allowed us to use part of their farm for the next two sections. First though, refreshments were offered at the Time Control in Baltydaniel East, going some way to wash away the dust kicked up over the morning.

The Test through Ballygiblin was exceptional, a mile of closed roads, sharp turns, gravel and dirt. With a ruined farmhouse as its centre piece and vivid yellow rape fields providing the backdrop, this Test looked and felt very

special. A Regularity through Abraham's Cross Roads followed, also with Coleman family connections. Here crews had farm tracks to navigate and found themselves weaving past assorted agricultural machinery and some very large buildings.

Further along the road a Passage Control in the Drishane Castle Equestrian Centre led us into a Test at the Green Glens Arena, a one-time Eurovision venue. A further Passage Control in Mullaghanish was then all that stood in the way of lunch. After an undeniably busy morning, the tired and dusty crews were glad to pull into the lakeside Time Control in Gougane Barra for steaming bowls of seafood chowder. A stroll along the lake shore further fortified the



Simon Arcscott and Emily Anderson, 1937 Aston Martin Speed

rally for an equally active afternoon, beginning with a 12-mile map-based Regularity on Mount Prospect and around Lough Allua, on the lesser-known byways of West Cork.

The reward? A visit to a Time Control at the Top of Coom and the highest pub in Ireland, which had laid on some fine coffee and cakes. Next up, the Foilgreana Midas Windfarm Regularity, starting only a few hundred metres from the end of the car park. This impressive piece of countryside alongside the massive wind turbines, gave us some steep

gravel tracks and corkscrew turns, with exceptional views towards the night halt and the wild Atlantic.

There was one final Test at the Kenmare Mart to tackle before taking our foot off the gas and, soon enough, the Sheen Falls Lodge greeted us. After a few well-earned, and well-chilled, adult beverages, the crews scrubbed themselves up and sat down to dinner in The Stables Brasserie alongside two very special guests. Billy Coleman and his wife, Carmel.



Theo Hunt and James Galliver, 1933 Frazer Nash TT Replica



Dick and Harry Baines, 1933 Alvis Speed 20



Steve and Jenny Verrall, 1939 Frazer Nash-BMW 327/80



Photos: gearadrown.cork



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**Day 3 Kenmare - Inchydoney Island loop (156 miles)**

**14 May 2025**



Jack Brien and Olivia Holroyd, 1939 MG TB Supercharged

The weather gods blessed us with another full day of sun and blue skies and, after yesterday's amazing route, the mood in camp was good.

As Kenmare Bay shimmered below there was some tinkering and fettling going on before breakfast in the well-tended garden of the Sheen Falls Lodge. David Gomes' MG had retired with a broken differential, so he was lending a hand to Declan Costello whose own MG had been misbehaving.

With the day's instructions handed out, the Rally sallied forth through the Kerry countryside back to the Top of Coom. There was no time for coffee and cakes in the Creedons Pub today as we dipped into Cork to begin a Regularity through the Gaeltacht Mhúscraí and over the broken roads of the Derrynasaggart Mountains and beside the River Douglas. Some of the usual tulip instructions had been purposefully omitted from the Road Book meaning, at selected junctions, the crews had to revert to their Gaelic phrase books to decide when and where to turn.

Tea and scones, and a menu printed in English, were available at the next Time Control in The Auld Triangle in Macroom before a plot and bash Regularity around Poulanargid. This featured some tricky gravel loops and

various Timing Points, demanding the navigators utmost concentration. After this long and demanding section the following pair of Tests at the Cork Autograss Track and the Clonakilty Showground came as something of a relief.

The first came within 5 miles of the Regularity and comprised two laps of a dry and extremely dusty oval circuit. The second, in Clonakilty, was a very different proposition, with many changes of direction, some very narrow tracks and, this time, a strict instruction to "stay off the grass". Sadly, Jeff Urbina and Chris Pike's MG broke its rear suspension on lap one of the Autograss track. With Charlie Neale and Russ Smith's help, they rigged a solution that enabled the car to limp to the night halt and await any help offered by a local MG enthusiast.

For the rest, the Inchydoney Island Lodge and Spa provided a well-deserved lunch by the sea with some fine dining and stunning views over the beach and estuary. Tempting as it was to settle here for the afternoon watching the tide wash over the sands, duty called. A Route Check in Dirk Bay set the Rally on a course to the next Test around Hayes Caravan Park. Tantalising glimpses of the pristine coastline of the Wild Atlantic Way accompanied us along the route towards a Regularity at Unionhall.



Michael Cotter and Simon Echlin, 1938 BMW 328

Photos: Gerardtown.co.uk



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Tim Eades and Jim McLaren, 1949 MG TC

A coffee break and Time Control at Liss Ard preceded an impressive Test through the forest of rhododendrons at Hollybrook House. Then, as the shadows lengthened, we set out on one more Regularity from Tralibane towards a Passage Control at Lough More, with amazing views over Bantry Bay and beyond as we made our way north to the night halt in Kenmare. Adding to the woes of Team MG Alan and Tina Beardshaw broke down on the way in and had to be helped back to the hotel. With no rally dinner organised for this evening, the crews were free to sample the fayre from one of the many fine establishments in Kenmare.



Nigel and Sally Woof, 1930 Talbot AO75/90



Terence and Matthew Bradley, 1945 MG TC







*Craig McWilliam and Cosmo McWilliam, 1927 Frazer Nash Super Sports*



*Stephen Owens and Nicholas Bloxham, 1937 Jaguar SS100*

Photos: gerardbrown.co.uk



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



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Day 4 Kenmare - Bantry loop (139 miles)

15 May 2025



Spirit of the Rally winners: David Brabazon and Celia Drane, 1932 Alvis 12/60 Beetleback



Photos: gerardbrown.co.uk



Shane Houlihan and Richard Pain, 1937 Frazer Nash-BMW 315

They say time flies when you're having fun, and it's hard to believe today was the last day of the *Vintage Shamrock 2025*.

There was no sense of the pressure easing though, as the Organisers had squeezed a quart into a pint pot, with four Regularities and three Tests to tackle, the last within metres of the finishing arch. The weather was still being good to us and we enjoyed it to the full, with another stunning route taking in the Wild Atlantic Way, the Caha Mountains and the Sheep's Head Peninsula.

From Sheen Falls a southerly route led us to a Passage Control atop Priest's Leap. Here we roamed along some of the most dramatic boreens in South West Ireland, with countless blind crests, sharp turns and steep gradients. Known locally as dual cabbage ways, these single-track roads feature a central grass strip and are just about wide enough to take a WO Bentley.

A Route Check at Fort Hill ensured we were all on the right

road and funnelled the rally neatly into the Test at the Bantry Bay Driving Academy, where the L plates were attached for two laps of a well-laid-out set of junctions and roundabouts. Clutching their pass certificates, the crews were then qualified to tackle the first Regularity from Castledonovan, which featured two short but intense agricultural sections thanks to another pair of obliging farmers.

A Time Control in the Drimoleague Inn preceded the dusty Horse Track Test, where two of the four-legged locals cantered gamely alongside the track displaying their very own particular horse horsepower.

It would be impossible to say whether the Mount Corrin or the Dunmanus Bay Regularity was the most impressive, but these two back-to-back sections around Bantry Bay and over the Sheep's Head Peninsula were as breathtaking as they were challenging.

After a long, physical morning, lunch at the Time Control in the Westlodge Hotel in Bantry was a welcome respite. Disturbed only by the instructions for the next Regularity from Adrigole being issued deliberately late...



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Photos: gerardbrown.co.uk



Diarmaid Boland and Anthony Boland, 1933 Talbot AV105

just as the crews checked out of the lunch halt. However, we were now on the home run and the last section was a fine way to ease towards the finish with a challenging climb to the summit of Healy Pass, at 300m quite possibly the high point of the rally.

From there, geographically speaking, it was all downhill to the finish and, once through the last Passage Control at Kilmackilloge Harbour, there was only the short, civilised Sheen Falls Drive Test between the cars and the finish arch. After due deliberation, Theo Hunt and James Galliver were declared our winners - a great result on their first time entering the *Vintage Shamrock*.

Once the car park had been cleared, the night section began in earnest, with Fred Gallagher opening the proceedings by thanking the sponsors, Sholto Gibertson of RM Sotheby's, Sinead O'Leary of Chubb and Max Ludwig and David Peterson of NFP for their generous support. The crews sat down to dinner, after which Mark Appleton took over as MC and began the serious business of distributing the silverware alongside Loren Price, the RtG Events Manager.

In addition to the overall and class awards, there was the discretionary, highly regarded, Spirit of the Rally Award, which was presented to David Brabazon and Celia Drane by Sinead O'Leary.

As for the winners, Theo Hunt was delighted and was effusive in praising the Irish, their country, his car and the Organisers.

"Ireland's a stunningly beautiful country, and we've been with a great bunch of people and some amazing cars".

"Old cars are very accessible; you can get under the hood, strip them down, fix them (or break them), and really use them like they were meant to be used. They're such beautiful cars, and I've been very lucky to have the use of this one

thanks to my dad. It's a 1933 Frazer Nash TT Replica with a 1500cc Meadows engine. It's a bit of a giant slayer. Not the most powerful thing, but it goes around corners like you wouldn't believe, and, on the slippery Tests, we can hold our own against the bigger engines. We wouldn't be driving a modern car even if we had the choice".

"The Organisation has been outstanding, and as it's a four-day rally, it's easy to fit into your schedule, and the roads and the route have been amazing. The sweep mechanics have been outstanding, and there have been some great Marshals. I don't think I've ever been to an event where everyone's been so friendly, so thanks to everyone for their massive effort, and hopefully we'll see some of them next year".

"Generally speaking, we normally do better on the Tests than the Regularities, but this week James has been fantastic, and he's been on it, on every single one of them. The biggest penalty we got was three seconds. The Tests were just us having some fun".

Finishing up, Theo said that it was "really James and the car who won this rally for us".

When asked what he liked about old cars, James Galliver summed it succinctly: "I can't drive, so I don't know" adding that he's "had a lot of fun and has seen some amazing scenery and is relieved to have finally won a rally with Theo. I enjoy the Tests because the Regularities make me stressed. Sometimes my heart rate hits 150 bpm, whereas in the Tests, I get to sit there and shout at Theo".



And the winners are... Theo Hunt and James Galliver, 1933 Frazer Nash TT Replica

## Thank you!

We would like to say a huge thank you to all of the team who worked on this fantastic event, especially all of the local crews who were out marshalling along the route with their smiles, encouragement and good humour.

### Celtic Contingent!

Peter & Pauline Lynch  
Ted & Karen Gaffney  
Trevor & Maria Hamilton  
Zuzana Houlihan & Maria Callanan  
Michael & Mary Jackson  
Debbie & Jonny Nield  
Robbie & Niki McGrath  
Leonard & Liz Ashmore  
Myles O'Reilly & Marian Weston  
Tom Walsh & Robert Lyttle  
Jane MacEwan  
Rob & Carmel Dance  
Frank Scanlon



We would also like to thank Fota Island Resort and Sheen Falls Lodge, all the test venues we visited, all our lunch and coffee stops for keeping competitors well fuelled on the road, as well as our event sponsors Chubb and NFP, and our overall sponsors RM Sotheby's.



There are so many people involved in making an event like this run, and we really do appreciate everyone's enthusiasm and hard work in making this a incredible event for pre-war cars.

### Mechanics

Andy Inskip  
Peter Banham  
Charlie Neale  
Russ Smith

### Media

Marcus Jones  
Ryan Hallett  
Gerard Brown

### Results

Chris Bruce  
Lee Vincent

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### Rally the Globe HQ and on event Support Team

Fred Gallagher  
Loren Price  
Mark Appleton  
Michael 'Bones' O'Connor  
Anthony Preston  
Iain Tullie  
Gill & John Cotton  
Frank Hussey  
Richard McAllister  
Jim Smith  
John Llewellyn

### Rally the Globe Office Team

Jordyn Mitchelldyer  
Helen Oates



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## Entry List

12 to 15 May 2025

CREW	VEHICLE	YEAR	CC	CLASS
1 Tom Callanan / Patrick Neville	Alvis 12/40	1923	1600	3
2 Oliver Treutlein / Elke Treutlein	Bentley 3 Litre	1924	4500	1
3 Shaun Harborne / Jackie Harborne	Bentley 3 Litre Speed	1924	4500	1
4 Graham Goodwin / Marina Goodwin	Bentley Supersports	1925	5300	1
5 Jonathan Procter / Jason Dearden	Bentley 3/4½	1925	4500	1
6 Nick Sleep / Serita Sleep	Bentley Supersports	1926	5300	1
8 Craig McWilliam / Cosmo McWilliam	Frazer Nash Super Sports	1927	1500	3
9 Sholto Gilbertson-Hart / William Gilbertson-Hart	Bentley 4½ Open Tourer	1928	4500	1
10 David Roberts / Jo Roberts	Chrysler 75 Roadster	1929	4078	6
11 Andrew Bailey / Philippa Bailey	Bentley 3/4½	1928	4398	1
12 Neil McConachie / Lorraine McConachie	Bentley 4½	1929	4400	1
14 Neil Walker / Ian Walker	Bentley 4½	1929	4500	1
15 Joe Deacon / Michael Dundon	Lancia Lambda	1929	2370	5
16 Nigel Woof / Sally Woof	Talbot AO75/90	1930	2300	5
17 Michael Cotter / Simon Echlin	BMW 328	1938	1971	4
19 Mickey Gabbett / Edwina Gaisford-St Laurence	Alvis 12/60 Beetleback	1931	1645	3
20 Manuel Dubs / Irene Dubs	Rockne Six 75	1932	3365	6
21 David Brabazon / Celia Drane	Alvis 12/60 Beetleback	1932	1645	3
22 Theo Hunt / James Galliver	Frazer Nash TT Replica	1933	1496	3
23 Peter Gordon / Jacqueline Gordon	Talbot 105 VdP tourer	1933	2981	5
24 Chris Woodhouse / Ingrid Woodhouse	MG K3 Special	1933	1400	2
25 Clint Smith / Dawn Smith	MG Magnette	1933	1200	2
26 Diarmaid Boland / Anthony Boland	Talbot AV105	1933	2996	5
27 Alan Beardshaw / Tina Beardshaw	MG K3	1934	1100	2
28 Eric Kavanagh / John Kavanagh	Frazer Nash TT Replica	1934	1495	3
29 Austin Baird / Mark Brien	Talbot AV95/105 Special	1934	3000	5
30 Simon Brien / Juanita Brien	MG NA Magnette	1934	1400	2
31 Andrew Boland / Ann Boland	Talbot AV105	1934	3500	5
32 Mike Thorne / Sarah Bennett-Baggs (Thorne)	Alvis Speed 20/25 SC	1934	3571	6
33 Wilfried Schaefer / Sandra Schaefer	Talbot AV105 Alpine	1934	3300	5
34 Richard Bowser / James Bowser	Alvis Siver Eagle	1935	3570	6
35 Martyn Reeves / Martin Lamb	Alvis Firebird	1935	1970	4



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CREW	VEHICLE	YEAR	CC	CLASS
36 Pierre Barre / Isabelle Surleraux	Salmson S4 Special	1935	2300	5
37 Mark Davenport / Susie Davenport	Aston Martin MK 2	1935	1498	3
38 Stephen Murphy / Thomas Houlihan	Frazer Nash 328	1935	2000	4
39 David Gomes / Julie Gomes	MG K3	1934	1400	2
41 Dick Baines / Harry Baines	Alvis Speed 20	1933	4250	6
42 Kenneth MacEwan / Susan Godfrey	Riley Kestrel 4	1936	2443	5
43 Malcolm Dunderdale / Anita Wickins	Ford Type 35	1936	3600	6
44 Eugene Larkin / Yvonne Gavin	Bentley Derby	1937	4500	6
45 Chris Abrey / Sara Banham	BMW 328	1936	1971	4
46 Nigel Odlum / Karen Odlum	Riley 12/4	1936	1498	3
47 Keith Wickham / Sophie Kavanagh	MG TC Supercharged	1948	1250	2
48 Martin Hunt / Robert Mannix	Frazer Nash-BMW 328	1937	1971	4
49 Peter Kite / Pete Johnson	Frazer Nash-BMW 328	1937	1971	4
50 Stephen Owens / Nicholas Bloxham	Jaguar SS100	1937	2650	5
51 Jim Boland / Neil Sutton	Frazer Nash-BMW 328	1937	1971	4
52 Robert Cook / Geoffrey Morson	Chevrolet Coupe	1937	3300	6
53 Thomas Moloney / Adrian Poulton	Alvis Speed 25 SB Tourer	1937	3600	6
54 Simon Arscott / Emily Anderson	Aston Martin Speed	1937	1991	4
55 Shane Houlihan / Richard Pain	Frazer Nash-BMW 315	1937	1971	4
57 Jean Steinhäuser / Anne Collard	Bentley Derby Open Tourer	1937	4250	6
58 Keith Ashworth / Norah Ashworth	Bentley 4½ Le Mans	1927	4500	1
59 Daniel Pangbourne / Carrie Pangbourne	Triumph Dolomite	1938	1991	4
61 Jack Brien / Olivia Holroyd	MG TB Supercharged	1939	1250	2
62 Jeff Urbina / Chris Pike	MG TB Supercharged	1939	1250	2
63 Gavin Henderson / Diana Henderson	Frazer Nash-BMW 328	1939	1977	4
64 Steve Verrall / Jenny Verrall	Frazer Nash-BMW 327/80	1939	1971	4
65 Mick de Haas / Grace de Haas	HRG 1500	1939	1500	3
66 Declan Costello / Louis Byrne	MG TB	1939	1250	2
67 Jason Smith / Sarah Smith	Jaguar SS100	1938	3500	5
68 Terence Bradley / Matthew Bradley	MG TC	1945	1250	2
69 Greg Court / Edward Court	HRG 1500	1948	1500	3
70 Tim Eades / Jim McLaren	MG TC	1949	1250	2



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## Awards

12 to 15 May 2025

### 1st Overall

Theo Hunt & James Galliver, Frazer Nash TT Replica

### 2nd Overall

Simon Arscott & Emily Anderson, Aston Martin Speed

### 3rd Overall

David & Jo Roberts, Chrysler 75 Roadster

### Best on Tests:

Theo Hunt & James Galliver, Frazer Nash TT Replica

### Best on Regularities:

Theo Hunt & James Galliver, Frazer Nash TT Replica

### Best Team: Just Good Friends

Stephen Owens & Nicholas Bloxham, Jaguar SS100  
Simon Arscott & Emily Anderson, Aston Martin Speed  
Peter Kite & Pete Johnson, Frazer Nash-BMW 328

### Spirit of the Rally:

David Brabazon & Celia Drane, Alvis 12/60 Beetleback



### Class 1

1st Graham & Marina Goodwin, Bentley Supersports

2nd Jonathan Procter & Jason Dearden, Bentley 3/4½

3rd Andrew & Philippa Bailey, Bentley 3/4½

### Class 2

1st Tim Eades & Jim McLaren, MG TC

2nd Terence & Matthew Bradley, MG TC

3rd Simon & Juanita Brien, MG NA Magnette

### Class 3

1st Eric & John Kavanagh, Frazer Nash TT Replica

2nd Craig & Cosmo McWilliam, Frazer Nash Super Sports

3rd Mickey Gabbett & Edwina Gaisford-St Laurence,  
Alvis 12/60 Beetleback

### Class 4

1st Gavin & Diana Henderson, Frazer Nash-BMW 328

2nd Shane Houlihan & Richard Pain, Frazer Nash-BMW 315

3rd Martin Hunt & Robert Mannix, Frazer Nash-BMW 328

### Class 5

1st Stephen Owens & Nicholas Bloxham, Jaguar SS100

2nd Wilfried Schaefer & Sandra Schaefer,  
Talbot AV105 Alpine

3rd Andrew Boland & Ann Boland, Talbot AV105

### Class 6

1st Malcolm Dunderdale & Anita Wickins, Ford Type 35

2nd Robert Cook & Geoffrey Morson, Chevrolet Coupe

3rd Dick & Harry Baines, Alvis Speed 20



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