



22 June to 3 July 2025

# CARRERA ANDALUCIA THE DAILY DISPATCH



Rally <sup>the</sup> Globe  
VINTAGE AND CLASSIC CAR CLUB

## Pre start & Scrutineering Málaga

22 June 2025

We're gathered in Málaga on the eve of the San Juan festival, a vibrant celebration held on the night of 23 June, coinciding with the summer solstice and honouring John the Baptist. It's a blend of religious and pagan traditions, featuring bonfires, beach parties, and rituals focused on purification, and, fittingly for the start of a rally, new beginnings.

*Rally the Globe (RtG)* is back in Spain for the third time and delighted to be in amongst the iconic landscapes of Andalucía, our stage for the 11-day drama of our sixth *Carrera*. Designed by Rally Director Fred Gallagher and ably assisted by Clerk of the Course, Mark Appleton and his deputy Anthony Preston, the event will cover 2,505km with ten Tests and 31 Regularities along the way.

As well as covering some new ground we have a few notable cars on their first excursion with *RtG*, including an incredible Aston Martin DBR2 and a very interesting Excalibur Phaeton.

Both are lined up with the others in the car park beneath the very well-appointed Gran Hotel Miramar.

Andalucía is 'enjoying' another heatwave and, whilst there were plenty of seaside distractions to amuse the rally, today's important tasks were pre-rally documentation and scrutineering. The sweep team of Charlie Neale, Andy Inskip and Russ Smith checked for safety and compliance in the furnace like heat of the basement. Gill Cotton and Ted and Karen Gaffney dealt with the paperwork in the much cooler Salon Athenea.



Packed and ready for the off, Roy and Rachel Stephenson's 1974 Porsche 911 Carrera



Photos: gerrardbrown.co.uk





Photos: geradtrouton.co.uk



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



Thankfully, there weren't any major problems to deal with but, just in case anyone was getting a bit hot under the collar, today's birthday boy, Ean Lewin, generously supplied a tray of ice-cold drinks to cool the ever-warming spanner men toiling in the hot car park.

With the cars sorted there was time for some lunch in one of the many nearby cafés and restaurants before the rally assembled for the drivers' briefing. Fred Gallagher and Mark Appleton welcomed everyone to the event and introduced the *Rally the Globe* team before Dr John Llewellyn took over the lectern, and gave us some useful pointers on coping with extreme heat.

After this, most of the crews melted away to their rooms for a well-deserved late afternoon siesta, save for those who took advantage of the coaching session offered by Gill Cotton. Here advice, reassurance and clarification on the finer points of navigation and timing were dispensed before everyone reassembled on the neatly manicured

terrace for drinks and an excellent dinner of salmon and beef.

As is so often the case, Chris Mills and Dick Appleton missed this culinary excellence and pre-start excitement thanks to their duties in the 48-hour car, noting down and making sense of whatever changes to the Road Book are required to keep the rest of us rolling down the road.





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## Day 1 Málaga to Nerja (196km)

23 June 2025

This morning, after two years of planning and preparation, it all got real. Twenty-five cars were flagged away from the arch in the grounds of the Museo Automovilístico de Málaga by Fred Gallagher and his Bandera de Andalucía.

*Carrera Andalucía* is the first *Rally the Globe* event without a WO Bentley on the entry list so, as the oldest car of the event traditionally leads the pack off the start line, it fell to Swiss entrants, Chris and Rita Dillier, aboard a venerable 1930 Chrysler Roadster, to do us the honours.

The route took us through Monday morning Málaga traffic toward the first Regularity of the day, up through the superbly sinuous Montes de Málaga. The 800m elevation gave us both a cooling breeze and some fantastic views of the rugged *la campiña*.

A Time Control in the Calle Serranía de Ronda Colmenar served up some simple mid-morning snacks, along with a generous helping of shade, before the rally was sent out towards the second Regularity from Los Dioses. This had the crews fully engaged in the subtle art of balancing speed, distance and time over some testing terrain. The navigation itself hadn't been too taxing, so the Route Check in Riogordo was a mere formality ensuring everyone arrived at the lunch Time Control in Viñuela ready for chilled soup and smoked salmon in an agreeably air-conditioned salon.



Photos: gerarddown.co.uk

Christian and Rita Dillier, 1930 Chrysler 70 Roadster



Andrew and Ann Boland, 1960 Jaguar XK150S



Hans Middelberg and Jürgen Grolman, 1938 Mercedes-Benz 230



Phillip and Patricia Monks, 1961 Jaguar Mk 2

Like many of the cars, Philip and Trish Monks' Jaguar had been running a bit hot so, before his dessert, midday sweep, Russ Smith, removed the sump guard and topped off the coolant as a precaution. Before he could return to enjoy the delights of the sweet trolley he also set to tightening the gear stick knob of Neil Smith and Michael McCollum's Porsche 911 which had worked itself loose along the route.

The best laid plans of the 48 hour car were disrupted by emergency repairs to a landslide along the Corumbela Regularity, meaning the afternoon's section had to be cancelled at very short notice.

Mark Appleton and Anthony Preston broke open their box of orange arrows and gifted the crews an extra half-hour of



Adrian and Christine Hodgson, 1955 Austin A90 Westminster

rest and relaxation before they tackled the first Test of the event at the Karting del Sol circuit. A small venue with a big personality, that the rally attacked with gusto, using every inch of the track to corkscrew through three laps of red-hot, tyre-squealing action. After completing their laps the crews parked themselves up alongside the track to enjoy a chilled drink at the MTC in the adjacent Almayate Cafe Bar. Here they "encouraged" their fellow competitors still waiting to start.

An easy run along the highway took us to the night halt in Nerja, a popular seaside town, where the festivities for San Juan provided us with some excellent after-dinner entertainment.



David and Jo Roberts, 1959 Jaguar XK150



Ean and Alison Lewin, 1973 Ford Escort RS1600



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## Day 2 Nerja to Granada (263km)

24 June 2025

With no landslides to deal with, we enjoyed a full day of competition today with four Regularities. The route saw the *Carrera Andalucía* rise from the shores of the Mediterranean to the foothills of the Sierra Nevada, where, despite the mercury hitting 38.5°C at times, there was still some snow to be seen on the upper slopes.

The day was an intense one, but it began with an easy ride along the coast towards a Passage Control at Torre de la Rijana, where Fred Gallagher and Jim Smith had pitched their deck chairs in the shade of the *RtG* supplies wagon.

It was a morning of steep climbs and endless hairpins with the two Regularities from Lújar and Rubite coming in quick succession as part of a wider loop around the Sierra de Lújar and the neighbouring Sierra de la Contraviesa. This



Photos: gerrardbrown.co.uk

Colin and Fiona Paton, 1969 Morgan Plus 8



Paul Hughes and Hannah Jenkins, 1973 Mercedes-Benz 350 SL



Adrian and Jacqueline Brooks, 1976 Mercedes-Benz 450 SLC



Ivan Mans and Archana Roosen, 1971 Aston Martin DBR2

was high country and, at times, the crews were hard pressed to decide which was the best vista - the mountains filling their windscreens or the shimmering sea in their rear-view mirrors.

After much puffing and wheezing we finally reached 1,300m and the morning Time Control in the Haza del Lino, for a well-deserved break. The sound of 25 crackling engine blocks almost drowned out the chorus of cicadas hidden in the vivid green pine trees that clung to the hills along the roadside.

Numerous olive groves and vineyards lined the next Regularity, starting immediately after the cafe and taking us along another loop of backroads around the village of Sorvilan. This is a remote area and refreshments stops are scarce so, thanks to an impressive piece of planning, the Organisers arranged the lunchtime finish to be back at the aforementioned Haza del Lino. Thankfully the staff had

put a few extra bottles of mineral water in the fridge for us. Naturally the Sweeps were last to the table, busy with various cooling issues as well as tending to a loose ball joint in Matthew English and Kristy Porter's Porsche 356.

With lunch cleared away another easily digested section of highway was served up, taking us into the final Regularity of the day towards El Pinar, 12km of excellent tarmac hacked into the hills. This afternoon, under a blazing sun, we had it all to ourselves.

Dr John Llewellyn and Rob Dance stopped the clocks at the final timing point and a cooling descent took the rally down towards the autopista and the night halt in Granada, where we are billeted in the impressive Alhambra Palace for two luxurious nights. No group dinner was planned for this evening, leaving crews free to choose whatever took their fancy from an extensive range of local restaurants.



Alan and Tina Beardshaw, 1965 Sunbeam Tiger



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Day 3 Granada loop (287km)

25 June 2025



Photos: gerardbrown.co.uk

Neil Smith and Michael McCollum, 1969 Porsche 911



Jeffrey and Claire Clark, 1969 MG GT

Today embodied the *Carrera* ethos perfectly, with a stunning route, two fabulous Regularities and four Tests around an amazing circuit in the afternoon. With no luggage to weigh the cars down, we saw every single unit of horsepower used to its best advantage, hauling the rally through miles of challenging countryside.

Despite what would prove to be a high-octane finish, the rally enjoyed a leisurely departure from downtown Granada, before the road turned towards the Sierra Nevada National Park and a Time Control in the Meson Joaquín, in Trevélez. Here, thin slices of the locally produced, dry-cured ham and glasses of café con leche fortified the crews for two quick-fire Regularities from Las Fuentezuelas and along the Arroyo del Palancón.



Otakar Chládek and Antonín Váchal, 1973 Mercedes-Benz 350 SL

Once we'd turned the page on these two sections, the crews could relax a little and enjoy the amazing 'balcony' drive over the 2,000m Puerto de La Ragua. Lunch was at the Time Control in the restaurant at the highly anticipated Circuito Mike G Guadix. With the cars parked in the shade, the crews sat down to paella, tapas, and warm baked cheesecake, all the while straining to get a better view of the 19 turns of the 3km circuit and wondering exactly where they could make up some time within their four-lap allocation.

We'd been told that the morning track session had played host to a fleet of Lamborghinis. But, once lunch was finished, it was time for the real supercars to come out to play in the latest round of the RtG Run "What You Brung" championship bringing out the best from each and every car. There were plenty of thrills and a few spills, but nothing other than pride was dented as the drivers pushed themselves, and their machines, to the limit, albeit in the Carrera spirit of friendly competition.

This section was a hard act to follow, but the run back to the night halt was impressive in its own way, and led us along the Rio Morollón to a Route Check in La Peza and through the magnificent gorge of the Aguas Blancas.

After saying goodbye to the National Park and sneaking into Granada by the back roads, the crews had plenty of time to refresh themselves on the panoramic terrace of the Alhambra Palace before sitting down to dinner as the sun dipped behind the ancient rooftops.



Michael Eatough and Mike Timmins, 1970 BMW 2002



Matthew English and Kristy Porter, 1961 Porsche 356



Manuel and Irene Dubs, 1970 Excalibur Phaeton





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## Day 4 Granada to Jaén (202km)

26 June 2025

We enjoyed something of a change of scenery today, as well as a change of pace. With just over 200km to cover, three Regularities punctuated by a Time Control, lunch and an easy run to the night halt, the crews could have been forgiven for thinking that the day was going to be an easy one. It wasn't.



*Christian and Rita Dillier, 1930 Chrysler 70 Roadster*

Spain is a vast country, boasting huge tracts of remote countryside, and today we pushed deeper into the interior on stunning roads past millions of ancient and well-tended olive trees. The earth moved again for us today, but not in a good way. In the words of Stevie Nicks, a landslide (almost) brought us down.

Once we'd said goodbye to Granada we turned to the north and the Embalse de Colomera before joining the first Regularity through the endless olive groves of Buenavista. This was a stunning section and the mood was good at the Time Control in Illora. The crews were eager to press on towards the next Regularity to Montefrío, which had just been driven by Mark Appleton and Anthony Preston running as car 0.

So far, so good but, minutes later, the spectre of day one paid us a visit with several fallen trees and a collapsed embankment parking themselves soon after the start. More of the Organisers best-laid plans had to be scrapped and the crews were returned to Illora to await re-route instructions.



*Michael Eatough and Mike Timmins, 1970 BMW 2002*

Thanks to Gill and John Cotton, a forest of orange arrows bloomed amongst the drab green of the olive trees and, after a very short delay, the cars were round the obstruction. Soon it was back to the safety of the Road Book and on to the next Regularity through the Arroyo de la Riviera, followed by lunch at the Time Control in Valdepeñas de Jaén.

Sadly, Colin and Fiona Paton's 1969 Morgan Plus 8 lost all of its oil pressure on the slopes of the Pico de San Martina. Despite the best efforts of Andy Inskip and Charlie Neale, car and crew clawed their way to the top of the Santa Catalina to arrive at the night halt at the lofty Parador de Jaén on a flat-bed truck.

This region is famous for its olives, and Jaén is considered the capital of the Spanish oil industry, so it was fitting that an informative tasting session had been laid on for the crews, followed by dinner in the magnificent vaulted dining room overlooking the Sierras Morena and Mágina.

Photos: gearadventure.co.uk



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## Day 5 Jaén to Córdoba (300km)

27 June 2025

Day five of the *Carrera Andalucía* was not only the longest day of the rally, it was the hottest so far. It was possibly the most challenging with five Regularities, a Passage Control and a welfare check thrown in for good measure.

It's claimed that around 180 million olive trees are rooted in Andalucía, covering an enormous area known as the "Sea of Olives". Following a gravity-assisted departure from the

Parador high above Jaén, today's route took us through this vast expanse of expertly cultivated land, toward the first Regularity from Ermitage. A steep, narrow section that rose like a spiral staircase to 1000m through the trees towards the intermediate timing point stopwatches of Ted and Karen Gaffney, before Gill and John Cotton finally stopped the clock after 14km.

A Passage Control outside of Barranco de los Pedregales gave Dr John Llewellyn the opportunity to keep an eye on the crew's vital signs. Whilst Rob Dance noted down their



Photo: gearadbrown.co.uk



Otakar Chládek and Antonín Váchal, 1973 Mercedes-Benz 350 SL

time and dispensed a bottle of chilled water before sending them on their way to the second Regularity to La Cabeza, in the foothills of the Sierra de los Judios.

The crews worked hard this morning and had more than earned their break at the Time Control in the cafe of the now disused Estacion de Luque. A selection of hot and cold refreshments were available, as well as punnets of freshly picked cherries. This set them up nicely for the run towards lunch via the Laguna del Salobral Regularity, where a horizon filled with olive groves once again filled the windscreen.

Lunch at the Time Control in the Molino la Nava was a veritable feast, with a seemingly endless selection of tapas, fish and cured meats on offer, followed by a very welcome bowl of ice cream. After which a bulletin was issued. Clerk



Neil Smith and Michael McCollum, 1969 Porsche 911

of the Course, Mark Appleton, along with Anthony Preston, had taken the decision to invoke the rarely used extreme heat protocol, cancelling the final Regularity from the Embalse del Guadalmellato. The rally was re-routed via the highway where a cooling breeze was all but guaranteed.

However, there was still the País Lince section to deal with, a real scorcher through a maze of farm roads and single-lane byways, before we emerged to set a course for the welcoming arms of the Eurostars Palace night halt in Córdoba.

Tomorrow's a rest day, so we've got two nights here. Our stay got off to a flying start with a stirring Flamenco performance and a standup buffet before the crews retired to the bar or one of many nighttime establishments in this ancient Byzantine city.



Gavin and Diana Henderson, 1959 AC Ace Bristol





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## Day 6 Rest Day in Córdoba

28 June 2025

Rest days follow a pattern, crews get out of bed a little later, enjoy a longer breakfast then split the responsibilities of laundry and/or car maintenance between them. Lunch follows and finally some sightseeing or free time by the pool before venturing out for dinner and retiring to bed early.



the performance, he thinks the car needs raising slightly for its next event. Adrian Hodgson was topping up the gearbox oil in his plucky little Austin A90 Westminster. This little car finds itself thrown in and out of every corner with gusto, luckily its crew knows how to look after it.

Chris Dillier had some more specific requirements, requiring the assistance of our local fixer, Pepe Mammana, and a trip to a local garage for some out of the ordinary 20/50 mineral oil. Despite it being Saturday, a young mechanic called Javier, was very impressed with the Chrysler and went above and beyond to give the old car a quick oil change service and a much better chance of staying the course.

The thermometer hit 43°C this afternoon so, once the toolboxes had been snapped shut, it was time for some R&R - preferably in the shade. A popular destination was a visit to the old city and the Mezquita-Catedral, an impressive monument encapsulating the shifting demography and history of the city. The building was originally a Visigothic Christian church and shared by Muslims and Christians until 785, when the Christian half was purchased by Abd al-Rahman, who enlarged and improved it. In 1236, however, Córdoba was conquered by King Ferdinand III of Castile as part of the Reconquista and the mosque was converted into a Catholic cathedral dedicated to the Virgin Mary.

Today was no different and at 10 o'clock sharp the sweep teams made themselves available in the car park to help with whatever needed doing. Thankfully there wasn't much to worry about, with only minor tweaks and repairs required.

Doug and Deb Joseph's sleek little Renault Alpine had bent its sump guard on a pothole, so Russ Smith found himself underneath to remove and knock it into shape. Neil Smith and Michael McCollum's Porsche required some attention to its spark plugs and carb jets from Charlie Neale, after experiencing a slight misfire for a couple of days. Finally, Andy Inskip, along with Ivan Mans, were looking into the cramped confines of the Aston Martin's engine bay to bleed the clutch.

Meanwhile, Manuel Dubs, was giving his Excalibur a simple spanner check and, whilst he's very happy with



Photos: gearandbrown.co.uk



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## Day 7 Córdoba to Carmona (268km)

29 June 2025

After the rest day we left Córdoba with a spring in our step, it really was *Easy Like Sunday Morning* as we climbed to a Route Check in the Sierra de Córdoba, alongside a well-disciplined peloton of cyclists. At 29°C it was, in comparison to the last Regularity of the day, merely pleasantly warm by the time we reached the first Regularity to Los Jarales, which wound its way through the Sierra de las Tonadas.

A crowd of rally fans had gathered in Villaviciosa de Córdoba and, whilst the crews sought refreshment in the Hostal Sierra Moreno, out came the mobile phones and selfie sticks. Local social media was soon alight with hundreds of images of these *autos clásicos* and *autos antiguos* taking over their high street.

The cars were reclaimed from the crowd to head off to the day's Second Regularity, to Castaño. But first Roy Stephenson had to top up his tank, with a jerry-can borrowed from Ean Lewin. The route took in the beautiful Parque Natural of the Sierra de Hornachuelos, where we ran alongside impressive groves of nut trees, cherry orchards, fields of sunflowers and the striking, pared back trunks of cork oaks.

The sun was at its zenith and Dr John Llewellyn and Pepe Mammana's Passage Control and "welfare checkpoint" in

Retortillo again saw the handing out bottles of chilled water. For anyone with time to spare, the location of the local river bathing opportunities was revealed. Tempting as this offer was, however, the rally needed to press on to Cazalla de la Sierra and the Time Control at the lunch halt in the Restaurante Cortijo Vistalegre for a buffet of salad, braised pork cheeks, patisserie and fresh fruit.

There was now only the matter of coffee and the final Regularity to El Pedroso between the rally and the end of the day. Both were served hot, with the last section of the day seeing something like 43°C at times. The Organisation issued a bulletin instructing the timing point marshals to confine themselves to the shelter of their cars and decreeing that any mechanical work was to be kept to an absolute minimum.

Needless to say, the pool at the Parador De Carmona was a popular spot for the crews when they reached the night halt. An Andalusi palace, it stands on the ruins of a 14th-century Moorish castle and was once the domain of Pedro the Cruel, the tyrant who imprisoned his father's mistress before Pope Urban V excommunicated him for crimes against the church.

For dinner we enjoyed a hearty dish of local chickpeas with spinach and veal, followed by a white chocolate panna cotta and a selection of local wines, such as a Barbadillo from Cádiz, our destination in two days' time.



Manuel and Irene Dubs, 1970 Excalibur Phaeton



David and Jo Roberts, 1959 Jaguar XK150

Photos: gerardbrown.co.uk



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**Day 8** Carmona loop (292km)

30 June 2025



Photos: gearatdown.co.uk

*Gavin and Diana Henderson, 1959 AC Ace Bristol*

Another baggage-free day and another of stellar *Carrera* rallying. An impressive loop from Carmona took in two mountainous Regularities and three Tests at the Circuito de Sevilla, to fill in the blanks on the timecards.

After a trouble-free run from Carmona, a Time Control in El Pintado set the crews up nicely for the first Regularity over the Puerto Padrona. This 24km chunk of the rugged terrain of the Sierra Padrona and equally impressive liaison section, was followed by the second Regularity from Zufre, featuring some very lovely waterfront motoring.

[www.rallytheglobe.com](http://www.rallytheglobe.com)



Adrian and Christine Hodgson, 1955 Austin A90 Westminister



Matthew English and Kristy Porter, 1961 Porsche 356



Ivan Mans and Archana Roosen, 1971 Aston Martin DBR2



Paul Hughes and Hannah Jenkins, 1973 Mercedes-Benz 350 SL

The Lunch Time Control, at the Hotel Cortijo Torre de la Reina, was another lavish affair with an excellent buffet and time for the crews to enjoy the shady, well-manicured grounds. However, the afternoon saw a change of pace, with three Tests at a very modern racetrack on the outskirts of Seville. Once again the mercury reached new heights and, as the Organisers handed out gallons of isotonic drinks, rose to 43°C at circuit's centre.

The first two Tests were run in the 'usual' format, on the shorter track, with the cars given a time after completing their laps. There were plenty of long corners, some fast straights and a couple of chicanes. In most cases the crews set a blistering pace under a blistering sun before being given the chance to cool off at the Time Control in the pit lane cafe.

The third Test needed a bit more concentration, especially from the navigators. Each car ran five laps, the first for familiarisation of the 4,230m 'full circuit', the second to set their chosen pace, then two to match that pace as closely as they could. The final lap was to cool down and exit the circuit before tackling the narrow cobbled streets on the way back to the night halt.

The pool at the Parador in Carmona was again a popular pre-dinner destination and, once the rally had reached a suitably comfortable temperature, the crews sat down to smoked trout, tuna steaks and pumpkin pie.



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## Day 9 Carmona to Cádiz (291km)

1 July 2025

Today a trip to the seaside seemed the perfect way to enjoy the fantastic weather. From a windy Parador we struck south to a Passage Control in El Madroñal and then to a Time Control in the Estación de Coripe, where freshly-cut homemade sandwiches were the order of the day.

It was plain sailing for most of us, although Gavin and Diana Henderson were slightly delayed after they picked up a puncture 55km from the start.

The rolling landscape was a beguiling patchwork of cereals, olives, sunflowers and cherries. But this was not simply a run to the ocean, looking at the scenery and, after taking on some refreshments, we turned the page to reveal the first of four Regularities. The first one, from El Mojón, was short and steep and, although challenging in its own right, it served as a perfect warm-up for the next Regularity over the 1357m Puerto de las Palomas in the Sierra de Grazalema Natural Park.

This was a truly magnificent piece of road with some of the best views we've had so far as we climbed away from the whitewashed town of Zahara to the summit under a deep blue, cloudless sky. A well-earned descent followed and, some 34km later, a slightly breathless rally arrived at lunch and the Time Control in the Hotel Sierra de Ubrique.

Two more pacy Regularities after lunch drew the rally closer to the coast. First a section over the Puerto de Gáliz, followed immediately by the Rio Barbate. Rejoining the highway we breezed over the Bay of Cádiz on the mighty La Constitución de 1812 bridge and into the city toward the night halt in the Parador on the very edge of the Atlantic Ocean and the home of the Spanish Navy.

We're getting close to the end of the *Carrera Andalucía* now and crews and cars are beginning to feel the pressure. Everyone wants to make it to Málaga, so the car park was a busy place tonight. As ever the sweep team was in the thick of it, dealing with a troublesome wheel bearing in Matthew English and Kristy Porter's Porsche 356. Steve and Jenny Verrall's Frazer Nash-BMW has been running hot so, as the leaders of the Pre-war category, some preventative plumbing was called for in an attempt to make the old cooling system a little more efficient. Finally, Doug and Deb Joseph's Renault Alpine A110 needed some work to secure the all-important engine mounting.



Photo: gerardbrown.co.uk

Andrew and Ann Boland, 1960 Jaguar XK150S





Douglas and Debra Joseph, 1972 Renault Alpine A110 1600S



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



Keith Graham and Susan Hoffmann, 1969 Mercedes-Benz 280 SL



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## Day 10 Cádiz to Ronda (243km)

2 July 2025

With the tide rising towards the breakfast tables, it was time to cast off and steam out of Cádiz for the penultimate day of the *Carrera Andalucía*.

An easy cruise through the city took us back over the bridge and straight into another round of the “run what you bring championship”. This time the cars lined themselves up in the vast environs of the world-famous Circuito de Jerez. The Organisers had set out two drift circuit Tests, in an attempt to shake up the leaderboard one last time with four tyre-tormenting laps against the clock.

Having finished their nomadic vanguard, Dick Appleton and Chris Mills joined us. In the last two days, another landslide had kept the 48-hour car crew busy with an extensive reroute and an entirely new Regularity. Clutching their amendments, the crews set off after the Time Control in San José del Valle and followed the new route from Esparragal, finishing with a fast highway section complete with distant glimpses of the Rock of Gibraltar and a trip through Los Angeles.



Keith and Norah Ashworth, 1955 AC Ace



Gavin and Diana Henderson, 1959 AC Ace Bristol



Jeffrey and Claire Clark, 1969 MGC GT



Roy and Rachel Stephenson, 1974 Porsche 911 Carrera



Ean and Alison Lewin, 1973 Ford Escort RS1600



Christian and Rita Dillier, 1930 Chrysler 70 Roadster



Ivan Mans and Archana Roosen, 1971 Aston Martin DBR2

The re-route gifted the crews an extra few minutes for lunch at the Time Control in Jimena de la Frontera, an oasis of calm and cool after a hectic morning. In the shady Cuenca restaurant they enjoyed a steady stream of local delicacies, followed by lemon mousse and coffee.

Soon their due time came around and, one by one, the crews made their way to the second Regularity to El Colmenar. Another memorable section that climbed through a dense forest of cork oaks on a ribbon of freshly laid tarmac before the rally popped out below the Sierra de los Pinos.

With the bit well and truly between their teeth, and the day's end in sight, the crews then turned their attention

to the third and final Regularity from Atajate, before powering on to the night halt at the Parador in Ronda, a town favoured, and perhaps made famous by, Ernest Hemingway and Orson Welles. Sat above the El Tajo gorge and the Guadalquivir River, the two halves of this ancient town are linked by three bridges, the most modern the 18th-century Puente Nuevo linking the 15th-century *new town* to its old Moorish neighbour.

No rally dinner was planned this evening, but the crews enjoyed a canapé and drinks reception at the Parador before sallying forth into the town to see what was on the menu in one of the many fine eating establishments.



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Day 11 Ronda to Málaga (168km)

3 July 2025



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

After eleven memorable days, the last day of the *Carrera Andalucía* came around all too quickly and, as the rally left Ronda, there was familiar, bitter-sweet, end-of-event feeling.

Glad to have finished, sad to be leaving, but with still some fun to be had, lunch to be eaten and the prize-giving dinner to enjoy. Once the engines had been fired up and everyone checked out of the Parador, more amazing Spanish back-roads revealed themselves on another beautiful morning.

A Route Check at the Puerto del Aire showed the rally was heading the right way before the first Regularity from Las Higueras. In the El Chorro gorge a Time Control in the Finca Rocabella awaited, with coffee and cakes aplenty.

We were in big sky country and another Route Check in La Torre made sure that no one missed any of the good bits before the rally tackled the twisting Puerto Marín Regularity, the last timed section of the event. Fittingly, it was the reverse of the event's first timed section, eleven days earlier.

A few more kilometres brought us to the finish line at the Hacienda del Alamo. As the chequered flag fell, Steve



... and Ean and Alison Lewin, 1973 Ford Escort RS1600

and Jenny Verrall in the Pre-war Category and Ean and Alison Lewin in the Classic Category were declared winners and led the traditional Champagne celebrations under the arch. Drinks and a well-deserved lunch were then served on the lawn. Then all that was required of the crews was to roll down to the Miramar, freshen up and enjoy the evening.

With drinks in hand on the terrace and a few words from Fred Gallagher it was time for the Prizegiving proper and, once Loren Price and Russ Smith had correctly assigned the overall and category prizes, two discretionary awards were given.

The *Spirit of the Rally* was given to Ivan Mans and Archana Roosen for bringing an amazing car to their first-ever rally and embracing every aspect of the event. Matthew English and Kristy Porter went home with the *Against All Odds trophy* for nursing their Porsche 356 to the finish line with a 'wobbly wheel bearing'.

Both overall categories were won by previous *RtG* winners. Steve and Jenny Verrall had taken the honours on the *Ypres Istanbul Challenge* in 2022, whilst Ean and Alison Lewin had reigned supreme on the *Alaska to Mexico* in 2023. But, whilst the Lewins were driving the same car as they had

Photo: gearadventure.co.uk



Andrew Laing and Ian Milne, 1968 Porsche 912



Otakar Chládek and Antonín Váchal, 1973 Mercedes-Benz 350 SL

Stateside, this was only Steve and Jenny's second outing in their pre-war BMW and, as such, they were delighted to have taken the win.

Steve appraisal was "It's a beautiful car, it's very comfortable, and it's wonderfully engineered. It drives like a 1950s car and it's been very kind to us. We've probably put it through hell over the last ten days and it has suffered from cooling issues, but it's got us here".

"My navigator is also very good, she's very calm, reliable and very patient".

Jenny added that "it's been a great event, and it's great to take our second win in a pre-war car, which we absolutely love".

After an extensive post-Mexican rebuild, Ean and Alison's Escort delivered for them once again, but "we also had a bit of luck on our side. We didn't have any hiccups, no tractors and no baulking! The car's been great, but it's been a tough event and, with all the hairpins, I've shredded a set of tyres. I daren't drive it home. We've had such a laugh, Ali's a great navigator and the win is down to good teamwork".

Alison confirmed that "Ean's a great driver, he's good on the Tests, and he's accurate. He can drive safely and quickly, and listens to instructions!"

Wrapping up the proceedings, Clerk of the Course, Mark Appleton, thanked the on-event team for all of their hard work and for making it such a resounding success. He also paid tribute to the remote results and office teams and the, often unsung, 48 hour car crew.



Ean and Alison Lewin, 1973 Ford Escort RS1600



Alan and Tina Beardshaw, 1965 Sunbeam Tiger





## Entry List

22 June to 3 July 2025

	CREW	VEHICLE	YEAR	CC	CAT	CLASS
1	Christian Dillier (CH) / Rita Dillier (CH)	Chrysler 70 Roadster	1930	3582	Pre-war	1
2	Hans Middelberg (USA) / Jürgen Grolman (DE)	Mercedes-Benz 230 Cabriolet B	1938	2300	Pre-war	1
3	Steve Verrall (GB) / Jenny Verrall (GB)	Frazer Nash-BMW 327/80	1939	1971	Pre-war	1
6	Adrian Hodgson (GB) / Christine Hodgson (GB)	Austin A90 Westminster	1955	2912	Classic	2
7	Keith Ashworth (GB) / Norah Ashworth (GB)	AC Ace	1955	1971	Classic	2
8	Gavin Henderson (GB) / Diana Henderson (GB)	AC Ace Bristol	1959	1991	Classic	2
9	David Roberts (GB) / Jo Roberts (GB)	Jaguar XK150	1959	3442	Classic	2
11	Andrew Boland (IE) / Ann Boland (IE)	Jaguar XK150S	1960	3800	Classic	2
12	Phillip Monks (GB) / Patricia Monks (GB)	Jaguar Mk 2	1961	3442	Classic	2
16	Alan Beardshaw (GB) / Tina Beardshaw (GB)	Sunbeam Tiger	1965	4200	Classic	3
17	Andrew Laing (GB) / Ian Milne (GB)	Porsche 912	1968	1991	Classic	3
18	Neil Smith (GB) / Michael McCollum (GB)	Porsche 911	1969	2700	Classic	4
19	Keith Graham (GB) / Susan Hoffmann (GB)	Mercedes-Benz 280 SL	1969	2778	Classic	3
20	Jeffrey Clark (GB) / Claire Clark (GB)	MGC GT	1969	2912	Classic	3
21	Colin Paton (GB) / Fiona Paton (GB)	Morgan Plus 8	1969	3500	Classic	4
23	Michael Eatough (GB) / Mike Timmins (GB)	BMW 2002	1970	1990	Classic	3
24	Manuel Dubs (CH) / Irene Dubs (CH)	Excalibur Phaeton	1970	5733	Classic	4
25	Matthew English (AUS) / Kristy Porter (AUS)	Porsche 356	1961	1600	Classic	2
26	Ivan Mans (BE) / Archana Roosen (BE)	Aston Martin DBR2	1971	4000	Classic	4
27	Douglas Joseph (USA) / Debra Joseph (USA)	Renault Alpine A110 1600S	1972	1596	Classic	3
28	Ean Lewin (GB) / Alison Lewin (GB)	Ford Escort RS1600	1973	1840	Classic	3
29	Otakar Chládek (CZ) / Antonín Váchal (CZ)	Mercedes-Benz 350 SL	1973	3499	Classic	4
30	Paul Hughes (GB) / Hannah Jenkins (GB)	Mercedes-Benz 350 SL	1973	3499	Classic	4
31	Roy Stephenson (GB) / Rachel Stephenson (GB)	Porsche 911 Carrera	1974	2687	Classic	4
32	Adrian Brooks (GB) / Jacqueline Brooks (GB)	Mercedes-Benz 450 SLC	1976	4500	Classic	4

### Classes

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

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

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

- Small Late Classic - cars of a specification built from 01/01/1968 to 31/12/1976 to 2,000cc

Class 4 - Large Late Classic - cars of a specification built from 01/01/1968 to 31/12/1976 over 2,000cc



## Awards

22 June to 3 July 2025

### 1st Overall

Pre-war Steve & Jenny Verrall, Frazer Nash-BMW 327/80  
Classic Ean & Alison Lewin, Ford Escort RS1600

### 2nd Overall

Classic Neil Smith & Michael McCollum, Porsche 911

### 3rd Overall

Classic Andrew & Ann Boland, Jaguar XK150S

### Best Driver on Tests:

Neil Smith & Michael McCollum, Porsche 911

### Best Navigator on Regularities:

Ean & Alison Lewin, Ford Escort RS1600

### Best Team: Its only a game !

Steve & Jenny Verrall, Frazer Nash-BMW 327/80  
Andrew & Ann Boland, Jaguar XK150S  
Roy & Rachel Stephenson, Porsche 911 Carrera

### Spirit of the Rally:

Ivan Mans & Archana Roosen, Aston Martin DBR2

### Against all Odds:

Matthew English & Kristy Porter, Porsche 356

**Class 1** – see overall pre-war winner

### Class 2 – Early Classic

1st Keith & Norah Ashworth, AC Ace  
2nd David & Jo Roberts, Jaguar XK150

### Class 3 – Classic

1st Alan & Tina Beardshaw, Sunbeam Tiger  
2nd Keith Graham & Susan Hoffmann, Mercedes-Benz 280 SL

### Class 4 – Large Late Classic

1st Manuel & Irene Dubs, Excalibur Phaeton  
2nd Roy & Rachel Stephenson, Porsche 911 Carrera

A huge thank you to everyone who made this event a success, including our hotel agent Gary at Keytel, all of the hotels, cafes and restaurants along the route and all of the tracks and circuits we visited. And of course a massive thank you to our *Rally the Globe* team on the event - Fred Gallagher, Mark Appleton, Anthony Preston, Loren Price, Chris Mills, Dick Appleton, Russ Smith, Andy Inskip, Charlie Neale, Gill & John Cotton, Jim Smith, Ted & Karen Gaffney, Dr John Llewellyn, Rob Dance, Gerard Brown, Marcus Jones & our local all-round support Jose 'Pepe' Mammana, plus Jordyn Mitchelldyer & Helen Oates back in the Leeds office, and all of the additional people behind the scenes!

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