



20 to 22 March 2026

GENERATIONS RALLY THE DAILY DISPATCH



Rally the Globe
VINTAGE AND CLASSIC CAR CLUB

THANK YOU

FOR JOINING US IN THE SUNSHINE



Springtime sun, roadside flowers and blossom enhanced a spectacular weekend in South Wales and the Cotswolds for our most southerly running of the Generations Rally. But it was the company of the amazing crews and cars that shone the brightest. There was an incredible third win for Jack and Simon Brien in the Classics, who were joined on the winning step by Andy and Grace Johnson, in their striking red Alfa for the pre-war honours. They concluded "It's been a fantastic event with lots of support from the locals at the side of the road and some great scenery..."

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Day 1 Wye Valley and Forest of Dean (79 miles)

20 March 2026

Better known for its four-legged competition, this weekend, Chepstow, home of the Welsh Grand National, saw the 5th edition of the *Generations Rally* ride into town.

Bringing its own high-octane form of horsepower to this ancient Welsh town on the Wye, the *Generations Rally* gives seasoned thoroughbreds the chance to run alongside the untested colts in a friendly, but intense, three day chase with a few hard furlongs. Experience will be passed on and lasting memories will be made.

We were pleased to host representatives from our various sponsors: *Kingfisher Private Client*, *RM Sotheby's*, and Richard Wyatt from *Cauvery Wealth*, who flagged the cars away from the start.

83 cars, ranging from the old-world elegance of the pre-war class to the youthful impatience of a selection of 1980s hot hatches, our runners and riders had to submit to the scrutineering and the paperwork process before receiving ID tags, number plates, and rally paraphernalia.

Loren Price, Gill Cotton, and Audrey Rudd dealt with the bureaucracy in the Delta St. Pierre, whilst in the car park *Motorsport UK* officials, Geoff Doe, Sue Bateman,



Nick and Jess Sleep, 1926 Bentley Supersports

Photos: gerardtown.co.uk



and Richard Williams issued the cars with their noise compliance certification and checked eligibility and safety. Andy Inskip, Russ Smith, Charlie Neale, Oscar Woodward, Peter Banham, and Jack Amies, who form the three sweep teams, lent help for any last-minute problems before the crews drifted away for a coffee overlooking the 18th hole. A drivers' briefing from Rally Director, Mark Appleton, and Clerk of the Course, Iain Tullie, brought the morning to a close before lunch was served.

This year the *Generations Rally* is the furthest south it has ever ventured and will cover almost 360 miles with 13 Passage Controls, 12 Tests, and eight Regularities to give the Timekeepers and Results Team something to work with. Iain Tullie had both devised the route and provided the road book and, along with Chief Marshal, Martin Leonard, assisted by Jason Murphy, secured a mighty array of 140 marshals and some excellent venues for us to enjoy.

At 12.45 the Y Ddraig Goch fired up the cars and the rally was sent on its way towards two Tests, a Regularity

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Antony and Hattie Ross, 1985 Peugeot 205 GTi

Section, a Passage Control section, and a coffee halt. A brisk, yet gentle, afternoon's introduction to the intricacies of historic rallying.

The first Test at the Racecourse, where the going was described as good to soft, was a fast and furious sequence of nine cones, usually at 180° to each other, with not quite enough room between them to get into top gear. A more sedate run along the River Wye took the crews into the first Regularity, the Hoop Loop, and the Llangarron Passage Control Section, with four controls marked on the map.

A superb spread of cakes and coffee was the reward for getting to the Time Control in the Red Lion at Winter's Cross, which served as a springboard into another Regularity at Blackpool Bridge along the fringes of the Forest of Dean and a Passage Control on Mork Hill.

The day's final obstacle was another Test run, once again, at the Racecourse, where a similar set of obstacles had been set for the cars to negotiate before the short run back to the tranquility of the Delta St Pierre.



Stephen and Issy Fisher Crouch, 1960 MGA



Craig and Agnes McWilliam, 1927 Frazer Nash Super Sports and Eric and John Kavanagh, 1934 Frazer Nash TT Replica



Drexel Gillespie and Caroline Jones, 1971 Ford Escort RS



Charles Graves and Dani Hope, 1965 Sunbeam Tiger



Halley and Nigel Woof, 1986 VW Golf GTi Mk2



Izi Kresnik and Sally Woof, 1967 MGB GT



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Day 2 Monmouthshire to Bannau Brycheiniog (176 miles) 21 March 2026

Day two of the *Generations Rally* saw a deep dive into the land of leeks, daffodils, Richard Burton and Tom Jones. Champing at the bit, the crews were keen to get themselves back on the road this morning.

With seven Tests and four Regularities in the book, there was a lot for them to deal with in what would prove to be a very satisfying day through some stunning countryside. And, although the principality dawned cool and misty, there was the promise of another blue sky day to come.

As the crews left the MTC, Dick and David Appleton logged their departure times and handed them a snack pack of Welsh cakes. As anticipated the weekend traffic from Chepstow was kind to us, affording an easy canter out of town with no fallers at the first hurdle. A Route Check at Cobbler's Plain ensured the cars were on the right road and heading towards a Passage Control at Capel Aeddau and a map-based Regularity over Offa's Dyke.



Eric and John Kavanagh, 1934 Frazer Nash TT Replica



Photos: generatdown.co.uk

Nick Brayshaw and Vikki Lang, 1970 Alfa Romeo GTV

Two Tests through the Whitfield estate followed, with some satisfyingly twisty stuff through the well-tended grounds, dotted with vivid magnolias and cherry blossom. With the snacks likely all gone, the Time Control and coffee halt in The Castlefields in Clifford was well placed to ward off any hunger pangs before we turned the page of our road books to drive through well-read Hay-on-Wye, famed for its literature and cafés. During the Regularity at Painscastle some unfinished tulips were thrown into the mix adding extra excitement to the section.

Those crews who were able to decipher this section found themselves crossing the Wye on Lady Milford's Bridge, before climbing towards an impressive moorland Route Check at Waun Hirwaun. Arrival at the Crossroads of Wales opened up the vast expanse of the BUILT WELLS Showground for four Tests and the eagerly anticipated lunch Time Control set between them.

With so much action crammed into one morning, improving on this over the course of the afternoon was going to be a challenge. But, immediately after finishing

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at the showground, the Rally shot towards a Passage Control on the Mynydd Epynt before going *Into Battle* for the day's third Regularity through thick wooded hills and the final Test at the Brecon Cattle Market.

Once the dust had settled the River Usk showed us the way to a Time Control in the Coach & Horses in Llangynidir, where the crews composed themselves for the home run via another Passage Control in Blaen Onneu. An intricate Regularity followed, which ended at the Chain Bridge, and a final crossing of the Usk. The Wentwood Passage Control made certain that we wrung the best out of the last few miles into Chepstow, before the driveway of the St Pierre led us to the bar and a well-earned dinner. It was Sally Woof's birthday today, so we wished her many happy returns.



Photos: generatrally.co.uk

Steve and Sophie Verrall, 1965 Porsche 911



Si and Dan Spinks, 1977 BL Mini



Simon and Lewis Ayris, 1976 Ford Escort



Julie Holroyd and Olivia Brien, 1966 Porsche 911



Harri Holroyd and Bede Timpson, 1927 Bentley 4½ Tourer



Ronan and Frank Hussey, 1966 MGB



Crossing that bridge: Will and Bianca Lees-Jones, 1972 Fiat Dino Coupe followed by Roy and Will Stephenson, 1979 Porsche 911



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Day 3 Gloucestershire and the Cotswolds (103 miles) 22 March 2026

And so ends the fifth *Generations Rally* with a third straight win for Simon and Jack Brien in their classic Porsche and a second win for the Johnson family in another Alfa Romeo. Last year it was Dermot and Rachel, but this time it was his brother Andy and daughter, Grace, keeping their cool and putting in a great drive across the weekend.

This final day was again blessed with fantastic weather for the 103 miles, two Regularities and three Tests to keep the pressure on everyone right to the finish line. However, roadworks and a bridge closure over the River Severn, meant a route rework from the start line, and the scheduled first Test of the day at Aust was shuffled down the order to become the last.



Photos: generalthrown.co.uk

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The Fosse Way Regularity thus became the wake-up call for the crews and a chance to sample the pastoral delights of the Cotswolds with birdsong and church bells vying for attention over the beat of the engines. A Route Check at Brokenborough made sure we were all on the right road to enjoy the scenery, before a pair of Tests at Kemble Airfield to bring up the tempo.

The mid-morning Time Control at Rodmarton Manor, “a supreme example of the Arts and Crafts style”, dished up some welcome coffee and cakes to a rally keen to see what trials lay in store at the next Regularity around the lesser-known reaches of the beautiful Badminton estate.

The navigators who had done their job correctly got their cars to the Passage Control in Cowship Lane before taking a break with an easy cross-country run to the old Severn View Services in Aust. This Test was as tricky as it was novel. Circling a vast consignment of brand-new Nissan cars and a few decommissioned double-decker buses, the crews had to power through a set of closely spaced cones - and read a code board - before tackling a slalom towards the stop board and the timekeeper. Opposite lock was very much the order of the day, in a section which, at times, could easily be mistaken for a Japanese drift car meet.

The pace slowed as the cars made their way to the final Time Control and on to the finishing arch in the courtyard of the Delta St Pierre. This was a time for everyone to celebrate but, for the winners, there was the added satisfaction of knowing that they'd come out on top.

Simon and Jack Brien summed up their third visit to the top step “Another fabulous few days with *Rally the Globe*, we've enjoyed some magnificent scenery through South Wales and the Cotswolds and, as usual, Jack drove brilliantly. Everything ran like clockwork in fact, and the car was superb once again, although it needs new tyres now!”

Jack added “we were also favoured by the weather gods, and we've had a brilliant weekend. I'd also like to thank both the Organisation and the sponsors for everything they do.”

Andy and Grace were equally eloquent and fulsome in their praise of the event and their fellow competitors. “It's been a fantastic event with lots of support from the locals at the side of the road and some great scenery for us to enjoy, and Grace kept me right the whole way. The car, which is something of an heirloom, was my grandfather's; he bought it in 1937 and rallied it both before and after the war. The whole family uses it for hill climbs as well as rallies, and we've all had a lot of fun with it. It's a much-loved member of the family.”

Grace confirmed that she “liked the regularities, working out the maths of the speed and distance, but Dad is just brilliant at driving the tests, so he can pull back any slips we might make along the way”.



Pre-war winners: Andy and Grace Johnson, 1932 Alfa Romeo 6C



Richard and Jack Morton, Morris Ital



William and Ben Medcalf, 1924 Bentley 4½

Photos: gerardbrown.co.uk



Chris Woodhouse and Miles Mizen, 1933 MG K3 Special



Manuel Dubs and Luca Arrigucci, 1970 Excalibur Phaeton

The Spirit of the Rally award, presented by Kingfisher Private Client, was given to Ben Medcalf, the youngest navigator on the rally, with honourable mentions going to the Boland family with six entries, and Craig and Agnes McWilliam whose 1927 Frazer Nash Super Sports finished with only one gear.

The *Generations Rally* never disappoints and, as the rally finished its lunch, Rally Director, Mark Appleton, was ready to hand out the prizes. He began, however, by thanking the incredible work done by the entire *RtG* team and Clerk of the

Course, Iain Tullie, who, along with Anthony Preston, Martin Leonard and Jason Murphy, had put together the route, the venues and the incredible team of roadside marshals.

Summing up he said “this is a unique event which, every year, brings an amazing group of people together, all determined to have some fun and to enjoy the challenges and wonderful camaraderie which surrounds the world of old cars”.

Entries will shortly open for next year and will be another fast-selling event!



Jonathan and Ophelia Procter, 1932 Frazer Nash TT Replica



Gavin and Rory Henderson, 1965 Porsche 911





Entry List

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CREW	VEHICLE	YEAR	CC	CLASS
1 Andrew Bailey (IE) / Luke Bailey (IE)	Bentley Supersports	1923	4398	2
2 William Medcalf (GB) / Ben Medcalf (GB)	Bentley 4½	1924	4500	2
3 Nick Sleep (GB) / Jess Sleep (GB)	Bentley Supersports	1926	5300	2
4 Harri Holroyd (GB) / Bede Timpson (GB)	Bentley 4½ Tourer	1927	4500	2
5 Shaun Harborne (GB) / Ed Harborne (GB)	Bentley 3 Litre Speed	1924	4500	2
7 Jonathan Procter (GB) / Ophelia Procter (GB)	Frazer Nash TT Replica	1932	1500	1
8 Andy Johnson (IE) / Grace Johnson (IE)	Alfa Romeo 6C	1932	1750	1
9 Chris Woodhouse (GB) / Miles Mizen(GB)	MG K3 Special	1933	1087	1
10 Heather Johnson (IE) / George Johnson (IE)	Frazer Nash TT Replica	1933	1500	1
11 Eric Kavanagh (IE) / John Kavanagh (IE)	Frazer Nash TT Replica	1934	1494	1
16 Michael Boland (IE) / Ann Boland (IE)	Ford V8 Convertible	1936	3600	2
17 Peter Forster (DE) / Momo Forster (DE)	Lagonda LG 45 Rapide	1936	4500	2
18 James Coppock (GB) / Simon Coppock (GB)	Riley 12/4 Special	1937	1496	1
19 Gerd Buehler (DE) / Anna Freudenberger (DE)	BMW 503	1958	3146	3
20 Rose de Montmorency (GB) / Philippa Bailey (GB)	Triumph Dolomite	1938	1991	1
21 Ferdi Forster (DE) / Pia Forster (DE)	Chevrolet Coupe	1939	3500	2
24 Jim Boland (IE) / Julie Boland (IE)	Lancia Aurelia B20 GT	1954	2451	3
25 Tom Prendergast (GB) / Gilly Prendergast (GB)	Bentley Special Speed 8	1949	5700	3
26 Eva Boland (IE) / Niamh Kennedy (IE)	BMW 3.0 Csi	1973	2986	7
27 Beppi Dillier (CH) / Nora Dillier (CH)	Jaguar XK140	1955	3442	3
29 Simon Townsend (GB) / Harry Townsend (GB)	Austin Healey 100/6 BN4	1958	2639	3
30 Craig McWilliam (GB) / Agnes McWilliam (GB)	Frazer Nash Super Sports	1927	1500	1
32 Anthony Boland (IE) / Eoin Boland (IE)	MGA Twin Cam	1959	1600	3
33 Ollie Black (GB) / Honor Black (GB)	MGA	1960	1600	3
34 Stephen Fisher Crouch (GB) / Issy Fisher Crouch (GB)	MGA	1960	1622	3
35 Anthony James Boland (IE) / Orla Boland (IE)	Jaguar XK150S	1960	3800	3
38 Jo Roberts (GB) / Alice Wright (GB)	Triumph TR250	1968	2498	5
40 Don Henshall (GB) / Tyler Henshall (GB)	Mini Cooper S	1964	1293	4
42 Tiffany Rea (GB) / Juanita Brien (GB)	MG Midget Atlantis	1972	1600	6
44 John Lane (GB) / Josh Lane (GB)	Austin-Healey MkIII	1964	3000	5
45 John Criswell (GB) / Harry Criswell (GB)	Austin-Healey MkIII	1964	3000	5
46 Sholto Gilbertson-Hart (GB) / Willie Gilbertson-Hart (GB)	Jaguar XK150 DHC	1959	3800	3
47 Si Spinks (GB) / Dan Spinks (GB)	BL Mini	1977	1340	4
48 Dick Baines (GB) / Harry Baines (GB)	Austin Mini Cooper S	1965	1275	4
49 Stephen Willis (GB) / Jordan Willis (GB)	Austin Mini Cooper S	1965	1293	4
50 Simon Ayris (GB) / Lewis Ayris (GB)	Ford Escort	1976	2000	6
51 Carel Reinhardus (CH) / Tjabbo Reinhardus (NL)	Lancia Flavia Sport	1965	1800	4

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CREW	VEHICLE	YEAR	CC	CLASS
53 Steve Verrall (GB) / Sophie Verrall (GB)	Porsche 911	1965	1991	5
54 Gavin Henderson (GB) / Rory Henderson (GB)	Porsche 911	1965	1995	5
55 Gavin Webster (GB) / Jess Webster (GB)	Jaguar Mk 2	1965	3400	3
56 Alan Beardshaw (GB) / Dougy Beardshaw (GB)	Aston Martin DB5	1965	3996	5
57 Charles Graves (GB) / Dani Hope (GB)	Sunbeam Tiger	1965	4200	5
58 David Ogden (GB) / Olivia Ogden (GB)	BMW 2002 Tii	1973	1991	6
59 Tim Wheatley (GB) / Matt Wheatley (GB)	Volvo 122S Amazon	1966	1800	4
60 Ben Brooks (GB) / Jacqui Brooks (GB)	Volvo 122S Amazon	1966	1800	4
61 Ronan Hussey (IE) / Frank Hussey (IE)	MGB	1966	1850	4
62 Julie Holroyd (GB) / Olivia Brien (GB)	Porsche 911	1966	2000	5
63 Tony Rowe (GB) / Morgan Rowe (GB)	Porsche 911	1966	2400	7
64 Mickey Gabbett (IE) / Owen Ready (GB)	MGB GT	1968	1800	4
65 Izi Kresnik (SI) / Sally Woof (GB)	MGB GT	1967	1800	4
66 Peter Gordon (GB) / Oli Steel (GB)	Mercedes-Benz 250 SL	1967	2496	5
67 David Suthers (GB) / Marios Michael (GB)	Sunbeam Tiger	1967	4700	5
68 James Timpson (GB) / Niamh Timpson (GB)	Bristol 411	1971	6277	8
69 Patrick Timpson (GB) / Roisin Timpson (IE)	Porsche 911	1973	2687	7
70 David Roberts (GB) / Lindsey Roberts (GB)	Sunbeam Alpine	1954	2267	3
71 Kerry Michael (GB) / George Michael (GB)	AC Cobra	1990	7000	5
72 Craig Evans (GB) / Alex Michael (GB)	Jaguar E-Type	1964	3800	5
73 Manuel Dubs (CH) / Luca Arrigucci (CH)	Excalibur Phaeton	1970	5733	8
74 Drexel Gillespie (GB) / Caroline Jones (GB)	Ford Escort RS	1971	1998	6
76 Otakar Chládek (CZ) / Otakar Jr Chládek (CZ)	Mercedes-Benz 350 SL	1971	3500	8
77 Nick Brayshaw (GB) / Vikki Lang (GB)	Alfa Romeo GTV	1970	1750	6
78 Andrew Laing (GB) / Erica Laing (GB)	Datsun 240Z	1972	2400	7
79 Will Lees-Jones (GB) / Bianca Lees-Jones (GB)	Fiat Dino Coupe	1972	2400	7
80 Jack Brien (GB) / Simon Brien (GB)	Porsche 911	1972	2700	7
81 Jim Pohl (USA) / Angie Pohl (USA)	Hillman Hunter	1972	1725	6
82 Mike Procter (GB) / Ali Procter (GB)	Morris Mini	1973	1330	4
83 Andrew Boland (IE) / Andrew Jr Boland (IE)	Porsche 911	1973	2341	7
86 Michael Cotter (IE) / Gena Cotter (IE)	Ford Escort Mexico	1973	1600	6
87 Douglas Neville-Jones (GB) / Fred Neville-Jones (GB)	BMW 2002	1974	1990	6
88 Stephen Critchlow (GB) / Owen Critchlow (GB)	Triumph TR4	1962	2100	5
89 Lee Brooks (GB) / Adrian Brooks (GB)	Mercedes 450 SLC	1976	4500	8
90 Wayne Godfrey (GB) / Susan Godfrey (GB)	Ford Escort	1973	1600	6
91 Shane O'Neill (GB) / Con O'Neill (GB)	MGB GT V8	1977	4000	8
92 Sarah Bennett-Baggs (GB) / Max Ayliffe (GB)	Porsche 911 SC	1978	3000	7

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93 Roy Stephenson (GB) / Will Stephenson (GB)	Porsche 911	1979	2994	7
94 Michael Kershaw (GB) / Victoria Kershaw (GB)	Land Rover Range Rover	1981	3500	8
95 Richard Morton (GB) / Jack Morton (GB)	Morris Ital	1982	1275	6
96 Sally Linton (GB) / Ed Stansfield (GB)	Triumph TR4	1964	2100	5
97 Antony Ross (GB) / Hattie Ross (GB)	Peugeot 205 GTi	1985	1580	6
98 Halley Woof (GB) / Nigel Woof (GB)	VW Golf GTi Mk2	1986	1800	6
99 Declan Costello (IE) / Orla Costello (IE)	Porsche 911	1986	3200	7
100 Francis Rhatigan (IE) / Anne-Marie Drohan (IE)	Porsche 911 SC Targa	1979	3000	7
101 Andrew Long (GB) / Tom Long (GB)	Porsche 911 Targa	1975	3000	7

Classes

		Cars of a specification built		
		from	to	cc
1	Small Pre-war		31/12/1945	up to 2,000cc
2	Large Pre-war		31/12/1945	over 2,000cc
3	Early Classic	01/01/1946	31/12/1960	
4	Small Classic	01/01/1961	31/12/1967	up to 1,900cc
5	Large Classic	01/01/1961	31/12/1967	over 1,900cc
6	Small Late Classic & Youngtimer	01/01/1968	31/12/1985	up to 2,100cc
7	Medium Late Classic & Youngtimer	01/01/1968	31/12/1985	2,100cc to 3,300cc
8	Large Late Classic & Youngtimer	01/01/1968	31/12/1985	over 3,300cc

Thank you!

We would like to say a massive thanks to the Delta St Pierre for hosting us for the weekend, and to the Red Lion, Castlefields, Fingers & Forks, the Coach & Horses and Rodmarton Manor for their wonderful hospitality and refreshments, keeping our crews fuelled up along the route.

We would also like to thank the huge number of volunteer marshals who gave up their time to come out and help support the event, especially those from Abergavenny Auto Club, Bath Motor Club, Brecon Motor Club, Epynt Motor Club, Forresters Car Club, Ross and District Motor Club, Tavern Motor Club, Wye Valley Timing, and Chief Marshal Martin Leonard and Jason Murphy who did an incredible job of putting together all the marshal crews who were out on the route.

And of course not forgetting our amazing Rally the Globe team: Mark Appleton, Iain Tullie, Anthony Preston, Loren Price, Kitty Burdett, Helen Oates, Graham Raeburn, Matt Fowle, Chris Mills, Gill & John Cotton, Jim Smith, Dr John Llewellyn, David & Dick Appleton, Andy Inskip, Charlie Neale, Russ Smith, Oscar Woodward, Peter Banham, Jack Amies, Gerard Brown, Marcus Jones, Ryan Hallett, Chris Bruce, Lee Vincent, Andrew Kellitt, Audrey Rudd, Paul Heal and others behind the scenes.

Thank you also to our sponsors, who play a huge part in making this event happen - Kingfisher Private Client, RM Sotheby's and Cauvery Wealth.

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Awards

20 to 22 March 2026

1st Overall

Pre-War Andy and Grace Johnson, Alfa Romeo 6C

Classic Jack and Simon Brien, Porsche 911

2nd Overall

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

Classic Manuel Dubs and Luca Arrigucci,
Excalibur Phaeton

3rd Overall

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

Classic Ronan and Frank Hussey, MGB

Class 1. Small Pre-war

1st James and Simon Coppock, Riley 12/4 Special

2nd Heather and George Johnson, Frazer Nash TT Replica

Class 2. Large Pre-war

1st Peter and Momo Forster, Lagonda LG 45 Rapide

2nd Shaun and Ed Harborne, Bentley 3 Litre Speed

Class 3. Early Classic

1st David and Lindsey Roberts, Sunbeam Alpine

2nd Gavin and Jess Webster, Jaguar Mk 2

3rd Simon and Harry Townsend, Austin Healey 100/6 BN4

Class 4. Small Classic

1st Dick and Harry Baines, Austin Mini Cooper S

2nd Mike and Ali Procter, Morris Mini

3rd Mickey Gabbett and Owen Ready, MGB GT

Best on Tests:

Jack and Simon Brien, Porsche 911

Best on Regularities:

Jack and Simon Brien, Porsche 911

Best Team: 'G B H'

Mickey Gabbett and Owen Ready, MGB GT

Ronan and Frank Hussey, MGB

Andrew and Andrew Jr Boland, Porsche 911

Spirit of the Rally:

Ben Medcalf, 1924 Bentley 4½

Class 5. Large Classic

1st Gavin and Rory Henderson, Porsche 911

2nd Kerry and George Michael, AC Cobra

3rd Steve and Sophie Verrall, Porsche 911

Class 6. Small Late Classic & Youngtimer

1st Simon and Lewis Ayris, Ford Escort

2nd Antony and Hattie Ross, Peugeot 205 GTi

3rd Tiffany Rea and Juanita Brien, MG Midget Atlantis

Class 7. Medium Late Classic & Youngtimer

1st Andrew and Andrew Jr Boland, Porsche 911

2nd Tony and Morgan Rowe, Porsche 911

3rd Declan and Orla Costello, Porsche 911

Class 8. Large Late Classic & Youngtimer

1st James and Niamh Timpson, Bristol 411

2nd Otakar and Otakar Jr Chládek, Mercedes-Benz 350 SL

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**Congratulations to all who took part
in the 2026 Generations Rally!**



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Photo: Gerard Brown