



11 to 14 May 2026

VINTAGE SHAMROCK THE DAILY DISPATCH



Rally the Globe
VINTAGE AND CLASSIC CAR CLUB



COME RAIN OR SHINE YOU MADE THE SHAMROCK A VERY SPECIAL EVENT

Thank you for joining us on the 2026 Vintage Shamrock. It's such a highlight on our calendar with its exceptional field of pre-war cars tearing round the Tests and carefully navigating the Regularities. Well done to Shane Houlihan and Ali Procter in their 1937 Frazer Nash-BMW, who came out on top after four hard-fought days in the glorious and varied countryside of Ireland's South East.



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Day 1 Scrutineering, Tulfarris - Belmont loop

11 May 2026



Davy and Julie Gomes, 1934 MG K3 Supercharged



Michael Cotter and Simon Echlin, 1938 BMW 328

Photos: gearatpoint.co.uk

For our second event of the year, we've assembled on the banks of Blessington Lake and the River Liffey, a little south of Dublin, for the seventh *Vintage Shamrock*. Dodging golf buggies and men in pastel slacks, 58 fabulous cars made their way up the driveway of the very agreeable Tulfarris resort for scrutineering and signing on.

The sweep teams, comprising Andy Inskip, Peter Banham, Russ Smith and Owen Turner, led the charge in the car park, checking the vehicles for safety and compliance. Gill Cotton, Dick Appleton, Karen Gaffney, Debbie and Johnny Nield, meanwhile, dealt with the paperwork and distribution of rally paraphernalia, well sheltered from the occasional shower, which were a feature this morning.

For most of the crews this brief but intense part of the rally passed off without incident, although Peter Banham found



Malcolm Dunderdale and Anita Wickins, 1936 Ford Type 35



Anthony and Orla Boland, 1936 Talbot AV105



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himself wriggling beneath the Invicta Low Chassis of Alan and Anneka Brown to deal with a misbehaving tripmeter.

Jack and Olivia Briens' problems were a little more serious, their MG's supercharger had given up on the way to the hotel the previous evening. An early morning dash to collect one of Michael Cotter's spare Bentleys, luckily with a full tank of fuel and the keys in the ignition, got them to the start. However, Gaston Schandeler, Rainer Trierweiler and their Bentley were forced to sit out the first afternoon's rallying thanks to a delayed ferry.

Once everyone had been signed on, Mark Appleton, the Clerk of the Course, welcomed the crews to the event and gave them a short briefing, where the finer points of vintage rallying were explained before lunch was served. After which cars and crews began to make their way to the start line. Ahead of them four days of superb motoring, along a 540-mile route. Devised by Anthony Preston, with 15 Tests and 13 Regularities, the crews will be watched over by a *buíon* of 40 marshals, through some of Ireland's finest roads and landscapes. It fell to Rally Director, Fred

Gallagher, to take up the flag and send the cars onwards to the first Regularity at Garryduff.

Mobile roadworks briefly delayed the first Test through Ballycurry Forest, but this fast and loose section was certainly worth the wait. It gave the breathless rally something to discuss over the trays of homemade cakes and jugs of coffee at the Time Control in Arthur's Barn, Belmont.

The second Test, Belmont Demesne, was quite literally a stone's throw from the patisserie. With John Cotton on the clock, the crews enjoyed a tricky farmyard loop and an uphill sprint with the Irish Sea as a backdrop. Next they teed up for the final Test at Charlesland, run across the slippery fairways of a disused golf course, where some of the drives were a little under par. There was plenty of rough but, thankfully, no one bunkered themselves.

One final Regularity from Knockfadda and a Route Check in Ballysmuttan was all that stood between the crews and a stunning drive over Sally Gap in the Wicklow Mountains (*Sléibthe Chill Mhantáin*) and back to Tulfarris for a well-deserved dinner.



photos: gerardtown.co.uk

Stephen Fisher Crouch and Corinne Fisher Crouch, 1948 MG TC



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Day 2 Tulfarris - Lisnavagh - Lyrath

12 May 2026



Photos: gearatown.co.uk

Jason and Sarah Smith, 1938 Jaguar SS100

The rally had four Tests and four Regularities in the book today and, under a light drizzle, the crews had gathered to receive their road books and instructions.

Yesterday Craig and Cosmo McWilliam, a pair of chain-gang stalwarts, retired their Frazer Nash due to electrical and mechanical issues. So, this morning, they spent the first few hours considering their options. With a toolbox full of useful stuff, the crew were hopeful of rejoining the rally.

For the rest of us, the serious business began with a short and technical Test over the gravel of Rathallagh House and, after another 15km of traffic-free byways, a Route

Check in Toorboy. From the misty mountains of Wicklow we dropped onto Ballinacor Mountain for the day's first Regularity, through the well-manicured Ballinacor Estate.

Another Route Check in Conary signalled the imminent arrival of the Time Control and coffee halt in the Handweavers Café Avoca, which traces its lineage back to 1793. There was time for the excellent coffee and cakes on offer, but a tour of the mill and textile factory would have



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to wait, because the Templeusk Regularity awaited us. This map-based section rose and fell from Gleann Abhóca and the banks of Derry Water towards a Route Check at Rathshanmore and a Test at Lisnavagh Farm.

Yellow rape and green wheat fields edged the route through this high-speed section, taking in a farmyard and a copse of thick trees before lunch at the Time Control in Lisnavagh House. After dessert the Duckett's Grove Route Check funnelled the cars into the Castleroe Cross Roads Regularity. Here we took advantage of another busy farmyard with associated buildings and machinery to enjoy some pinpoint navigation, a few dead ends, and some slippery gravel.

The Milford Test continued the theme, albeit at a quicker tempo and over some rougher tracks, which cost Jason and Sarah Smith's Jaguar its exhaust pipe. Russ Smith soon had it reattached whilst the crew enjoyed the refreshing fare on offer at the Time Control at Shankill Castle, the home and studio of the artist Elizabeth Cope.



Richard Prosser and Andrew Duerden, 1937 MG VA



Andrew and Gina Long, 1934 Ford Model 40

Photos: gearadown.co.uk



Graham and Marina Goodwin, 1925 Bentley Supersports



Chris and Ingrid Woodhouse, 1933 MG K3 Special Supercharged



Noel Nolan and Brian Molloy, 1932 Alvis Speed 20

The 10-mile, map-based, Annaleck Regularity was the last of the day and, according to some, “quite a tricky one” made more so by the milking schedule of a local dairyman moving his herd. This left only a Test at Dunbell and, once again, the local farmers did us proud, sweeping away the hens and scraping the yard for our two laps of the barns. It was a BBQ dinner at the night halt in Lyrath with The Shamrockers, a trad’ folk trio, serenading us. Their instruments were shared with some of the crews to show off their musical talents with Julie Gomes, Stephen Murphy, Joe Deacon and Thomas Houlihan seizing the opportunity.

It had been an action-packed day and some had fallen by the wayside. Michael Cotter and Simon Echlin retired their BMW thanks to a broken differential, promising to be back with us tomorrow in a Ford Escort. Simon Spinks and Jim Grayson’s Alvis broke its gearbox, for them the rally is over. Similarly, Richard Williams and Ian Baughan’s MG PA arrived at the night halt on a trailer, with the crew weighing up their options and enjoying the entertainment.



The 1934 MG K3 of Declan Costello and Louis Byrne



Si Spinks and Jim Grayson, 1927 Alvis 12/50 SD Beetleback



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Day 3 Lyrath - Villierstown loop

13 May 2026

Photos: getarabrown.co.uk



Nigel and Sally Woof, 1930 Talbot AO75/90

Today, as we wound our way through the Comeragh, Monavullagh, and Knockmealdown Mountains, it felt like the organisers had pushed the gas pedal a bit harder, stretching the crews a little further and adding extra fun to the rugged roads of Kilkenny, Waterford, and Tipperary.

The weather added to the challenge and, whilst we didn't experience four seasons in one day, we did seem to enjoy three every hour with biting wind, driving rain, and blistering sun taking turns to assail us through each of the sections. Whatever the hardship, however, they were quickly forgotten once we sat down to the amazing hospitality at each of the Time Controls, from mid-morning coffee and cakes to a hearty lunchtime chicken curry, and afternoon snacks in Clonmel. There was also an opportunity to enjoy a drink before settling back behind the wheel and finishing the final section of the day.

The day began with a test through the grounds of Kilcoran House, where the surface was accurately described as being variously gravel, mucky concrete, and tarmac. A quick pirouette around the barns, followed by a flat-out dash past the house, brought the cars through a patchwork of fields towards a Route Check in Ballynacloghy.

Then we travelled through windswept and gorse-lined moorland of the Regularity to Killusty before booking into the Time Control in Fethard, in the singularly unique McCarthy's Pub, Restaurant, and Undertakers, who state they can ".....wine you, dine you, and bury you". Fortunately, none of our number needed the last of these listed services and, after taking on some refreshment, they made their way to a Route Check in the Comeragh Mountains.



Thomas Houlihan and Laurence Lomasney, 1936 Riley 12/4



Stephen Murphy and Mark Bramall, 1935 Frazer Nash 328



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Eoin and Anthony James Boland, 1934 Alvis Speed 20



Austin and Heather Baird, 1934 Talbot AV95/105 Special



Christian Brash and Guy Cooper, 1933 Aston Martin Le Mans

Photos: gerardbrown.co.uk

This was wild country and the route through the Reanadampaun Commons Regularity was made even trickier by the inclusion of 'twisted tulips'. The Rally Connection Test, which followed soon afterwards, was a good old-fashioned two-lap circuit where the curves flowed into each other and the tarmac felt like it had been laid just for us.

It had been a demanding morning and the lunch Time Control in the Villierstown Community Church Hall drew the crews towards it with the inviting aroma of a hot spicy curry and, on the basic trestles, the rally discovered that it tasted as good as it smelled.

After crossing the Dromana Bridge over the Finisk River, the Apple Orchards Test got the afternoon's session off to a flying start shooting us through the blossom of countless fruit trees and past stacks of expectant crates over a very loose gravel section.

A set of horologically inspired route instructions injected a little more pace into the Ballynamuddagh Regularity before we returned to the clarity of the main roadbook and the Raheen House Hotel Time Control in Clonmel. A town made famous as the home of the real-life Monsignor John O'Connor, a priest who inspired G.K. Chesterton's *Father Brown* stories.

The Ballyboe Test was undoubtedly a highlight, with the more ambitious crews charging down a gravel track towards a grass airstrip, only to spin helplessly on the slick surface. They struggled to gain any forward momentum to complete the section and make it to the Route Check in Slievenamon and the final map-based Regularity through Tullahought. Here the navigators' skills were thoroughly tested as they made their way to Powers pub to enjoy a drink for precisely 14 minutes and 37 seconds before setting off once again for Lyrath via one last Route Check in Annamult.

There was no rally dinner tonight, allowing the crews a free night to enjoy one of the many excellent restaurants in Kilkenny.



Vinnie Hayes and Peter Rushforth, 1925 Bentley 3/4½



Tom Callanan and Pat Neville, 1923 Alvis 12/40

Photos: gerardbrown.co.uk



11 to 14 May 2026

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Day 4 Lyrath - Clonegal loop

14 May 2026

Although this last full day of *Vintage Shamrock* was slightly shorter than the previous two, it was very much a case of having a quart squeezed into a pint pot with a 4/3 ratio of Tests and Regularities to keep the pressure on right to the line.

Indeed, such was the pace of the day that Graham and Marina Goodwin's Bentley managed to move from third to second place thanks to Jack and Olivia Brien's Bentley running into issues late in the afternoon.

From the MTC the South Kilkenny Cycle Loop took us to a Route Check in Stroan and on to the Test at the Kiltorcan Raceway, for an early morning drift class. The rain on the smooth tarmac helped the sideways action through the many curves.

Thankfully, there was a bit more grip on offer at the Mount Alto Regularity, which delivered the rally to a riverside Time Control in Inistioge, before we struck out



Photos: gerardbrown.co.uk

Gaston Schandeler and Rainer Trierweiler, 1924 Bentley 3/4



Eugene Larkin and Yvonne Gavin, 1937 Bentley Derby

for the Test at Woodville House. A *Shamrock* favourite, it required the cars to tackle a well-used hairpin through banks of colourful shrubbery, before shooting up a loose climb to a sharp left-hander and onto the stop board.

The Urrin River Regularity ran beneath the Blackstairs Mountains and was a map-based section. It led the crews through the watershed of the Urrin and then towards the River Slaney and the lunch Time Control at Huntington Castle, Clonegal. Here the resident peacocks joined us for a buffet, taking a break from their characteristic strutting to collect sandwich scraps.

Local boy, and Frazer Nash 328 driver, Stephen Murphy, had generously loaned us the Garryhill Test venue for our next session against the clock. It seamlessly took in swathes of country house and industrial estate, before the cars rejoined the highway and passed through a Route Check in Rathellin.

The afternoon was coming to a close and the Castlecomer Plateau played host to the last Regularity of the *Vintage Shamrock*. Giving the crews one more perfectly measured run through the gorse to Kilkenny and the day's final Test, which ran around the tarmac of the Lyrath Estate. And, as each car finished, the crowd grew, undoubtedly adding to the pressure the crews felt as they gunned their engines



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Photos: gerardbrown.co.uk



John Ryan and David Keenan, 1936 Riley 15/6



Chris Abrey and Sara Banham, 1936 BMW 328



Winners... Shane Houlihan and Ali Procter, 1937 Frazer Nash-BMW 315

and waited in line for Jim Smith to start the clock.

With everyone accounted for, all that remained was to uncork the champagne and prepare for the prizegiving dinner and a long night of celebration expertly compered by Fred Gallagher and Mark Appleton. They thanked the sponsors, the organising team of route planners and marshals, and the crews themselves for delivering another outstanding event.

Shane Houlihan and Ali Procter had driven an almost faultless rally. They were understandably delighted with their win, especially as they also took both the Best on Test and Best on Regularity awards. A founding member of *Irish Racing Green*, Shane said "I'm delighted to have won, I think that the *Vintage Shamrock* is the premier event for pre-war cars on the calendar. Nothing else compares in my mind, and we've had a wonderful week with fantastic scenery, wonderful routes, some great Regularity sections, and some amazing Tests."

"I think that Anthony and Mark have done a remarkable job, and I think that this 7th edition is every bit as good as the first one was."

When asked where they had excelled, Shane was quick to single out their performance on the Regularities, "Whilst it's important to try and win the Tests, it's really the Regularities - with their many timing points - where you can really make a difference. My navigator, Ali Procter, did a fantastic job here; he was always cool, calm and collected and never got flustered. We made a plan and stuck to it, and the car ran faultlessly; we didn't lift the bonnet once in four days!"

For Ali, this win was a long-held ambition and, when Shane's invitation to sit alongside him came, he jumped at the chance. "It's been six years since I last came to the *Vintage Shamrock* and I've been itching to come back. Ireland is a great place to go rallying; it's a lovely country, and the people are so welcoming and enthusiastic about rallying, how could you not want to come here?"

"The event has been perfect, exactly what I'd have expected from *Rally the Globe*. The quality of the organisation was excellent, and they really did find some beautiful roads and secured some great venues, so thanks to the landowners as well". Ali credited Shane's driving and the 0's they achieved on the tests as playing a big part in their win and went on to add that this "really made my job easier".

The Spirit of the Rally award, sponsored by Chubb and NFP, went to *Shamrock* stalwarts, Andrew and Philippa Bailey, for lending a helping hand to those in need. Finally, today was Alexandra Tacon's birthday, so we wished her many happy returns and hope she enjoyed the rally as much as the party we'd laid on for her.

Thank you!

There's a huge amount of work goes into making an event like this a success, and we would like to thank everyone involved for all of their enthusiasm, hard work and good humour.

As well as all of the organising team both on the event and back in the office, we would also like to pass on a massive thank you to all of our regular RtG team who joined us on the event, our local marshal crews, all of the landowners who gave us permission to hold tests on their land, the venues that hosted us for refreshments and both the Tulfarris Hotel & Golf Resort and the Lyrath Estate for accommodating us so well. We would also like to thank all of the local communities who welcomed us so enthusiastically.



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Finally, a big thank you goes to our event sponsors Chubb and NFP (who supplied fantastic water bottles for all of the crews as well), and to our *Rally the Globe* club sponsors RM Sotheby's and Cauvery Wealth (who also supplied the lovely navigator bags) - these events wouldn't be possible without this support.



Photos: gearandiron.co.uk and RtG team



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Entry List

11 to 14 May 2026

	CREW	VEHICLE	YEAR	CC	CLASS
1	Graham Goodwin (GB) / Marina Goodwin (GB)	Bentley Supersports	1925	5300	1
2	Tom Callanan (IE) / Pat Neville (IE)	Alvis 12/40	1923	1600	2
3	Gaston Schandeler (LU) / Rainer Trierweiler (DE)	Bentley 3/4½	1924	4500	1
4	Jonathan Procter (GB) / Jason Dearden (GB)	Bentley 3/4½	1925	4500	1
5	Si Spinks (GB) / Jim Grayson (GB)	Alvis 12/50 SD Beetleback	1927	1550	2
8	Joe Deacon (IE) / Michael Dundon (IE)	MG TC	1946	1663	3
9	David Roberts (GB) / Jo Roberts (GB)	Chrysler 75 Roadster	1929	4078	1
10	Andrew Bailey (IE) / Philippa Bailey (GB)	Triumph Dolomite	1938	1991	4
11	Nigel Woof (GB) / Sally Woof (GB)	Talbot AO75/90	1930	2276	1
12	Alan Brown (IE) / Anneka Brown (GB)	Invicta Low Chassis	1930	4457	1
15	Mickey Gabbett (IE) / Edwina Gaisford-St Laurence (IE)	Alvis 12/60 Beetleback	1931	1645	2
16	Noel Nolan (IE) / Brian Molloy (IE)	Alvis Speed 20	1932	2511	5
17	David Brabazon (IE) / Celia Drane (IE)	Alvis 12/60 Beetleback	1932	1645	2
18	Vinnie Hayes (IE) / Peter Rushforth (GB)	Bentley 3/4½	1925	4500	1
19	Chris Woodhouse (GB) / Ingrid Woodhouse (GB)	MG K3 Special Supercharged	1933	1450	2
21	Christian Brash (GB) / Guy Cooper (GB)	Aston Martin Le Mans	1933	1495	3
22	Diarmaid Boland (IE) / Martin Brady (IE)	Talbot AV105	1933	2996	5
23	Andrew Long (GB) / Gina Long (GB)	Ford Model 40	1934	3600	6
24	Richard Williams (GB) / Ian Baughan (GB)	MG PA	1934	847	2
25	Eric Kavanagh (IE) / John Kavanagh (IE)	Frazer Nash Supersports	1929	1497	3
26	Andrew Boland (IE) / Ann Boland (IE)	Talbot AV105	1934	3500	5
27	Simon Brien (GB) / Juanita Brien (GB)	MG NA Supercharged	1934	1866	3
28	Wilfried Schaefer (DE) / Sandra Schaefer (DE)	Talbot AV105 Alpine	1934	3300	5
29	Austin Baird (GB) / Heather Baird (GB)	Talbot AV95/105 Special	1934	3000	5
30	Davy Gomes (GB) / Julie Gomes (GB)	MG K3 Supercharged	1934	1866	3
31	Declan Costello (IE) / Louis Byrne (IE)	MG K3	1934	1271	2
32	Anthony Boland (IE) / Orla Boland (IE)	Talbot AV105	1936	3000	5
33	Eoin Boland (IE) / Anthony James Boland (IE)	Alvis Speed 20	1934	2687	5
34	Stephen Murphy (IE) / Mark Bramall (GB)	Frazer Nash 328	1935	2000	4
35	John Ryan (IE) / David Keenan (IE)	Riley 15/6	1936	1726	3



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CREW	VEHICLE	YEAR	CC	CLASS
36 Simon Corry (GB) / Claire Corry (GB)	Riley 12/4	1936	1495	3
37 Jim Boland (IE) / Neil Sutton (IE)	Frazer Nash-BMW 328	1936	2000	4
38 Nigel Odlum (IE) / Karen Odlum (IE)	Riley 12/4	1936	1496	3
39 Chris Abrey (GB) / Sara Banham (GB)	BMW 328	1936	1971	4
40 Kenny MacEwan (GB) / Susan Godfrey (GB)	Riley Kestrel 4	1936	2497	5
41 Brad Mottier (USA) / Bill Hoff (USA)	Riley Bigley Special	1936	1496	3
42 Malcolm Dunderdale (GB) / Anita Wickins (GB)	Ford Type 35	1936	3600	6
43 Will Stoneham (GB) / George McGregor (GB)	Vauxhall 30/98	1921	4500	1
44 Craig McWilliam (GB) / Cosmo McWilliam (GB)	Frazer Nash TT Replica	1937	1500	3
45 Richard Prosser (GB) / Andrew Duerden (GB)	MG VA	1937	1548	3
46 Jim Gately (USA) / Tony Brooks (GB)	Cadillac 60 series	1937	5670	6
47 Eugene Larkin (IE) / Yvonne Gavin (IE)	Bentley Derby	1937	4500	6
48 Bob Cook (GB) / Geoff Morson (GB)	Chevrolet Coupe	1937	3300	6
49 Thomas Houlihan (IE) / Laurence Lomasney (IE)	Riley 12/4 Special	1936	1496	3
50 Shane Houlihan (IE) / Ali Procter (GB)	Frazer Nash-BMW 315	1937	1971	4
51 Michael Cotter (IE) / Simon Echlin (IE)	BMW 328	1938	1991	4
52 Michael Kershaw (GB) / Liz Comstock-Smith (GB)	Aston Martin 15/98	1938	1949	4
53 Martin Tacon (GB) / Alexandra Murray-Tacon (GB)	Aston Martin Le Mans	1933	1495	3
54 Harri Holroyd (GB) / Julia Luetke Meyring (US)	MG TA	1937	1250	2
55 Jason Smith (GB) / Sarah Smith (GB)	Jaguar SS100	1938	3500	5
56 Paul Day (GB) / Alun Jones (GB)	Ford Coupe Deluxe	1939	4185	6
57 Francis Rhatigan (IE) / Marie Rhatigan (IE)	Frazer Nash-BMW 328	1939	1971	4
58 Tony Rowe (GB) / Richard Turner (GB)	Ford DeLuxe V8 91A Coupe	1939	3600	6
59 Gavin Henderson (GB) / Diana Henderson (GB)	Frazer Nash-BMW 328	1939	1977	4
60 Jack Brien (GB) / Olivia Brien (GB)	Bentley 3/4½	1927	4500	1
61 Nick Brayshaw (GB) / Kate Bradley (GB)	Jaguar XK 140	1955	3400	X
62 Stephen Fisher Crouch (GB) / Corinne Fisher Crouch (GB)	MG TC	1948	1250	2
63 Simon Coppock (GB) / Emma Coppock (GB)	Riley 12/4 Special	1937	1496	3



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Awards

11 to 14 May 2026

1st Overall

Shane Houlihan & Ali Procter, Frazer Nash-BMW 315

2nd Overall

Graham & Marina Goodwin, Bentley Supersports

3rd Overall

Kenny MacEwan & Susan Godfrey, Riley Kestrel 4

Class 1

=1st Jonathan Procter & Jason Dearden, Bentley 3/4½

=1st Vinnie Hayes & Peter Rushforth, Bentley 3/4½

3rd Nigel & Sally Woof, Talbot AO75/90

Class 2

1st Harri Holroyd & Julia Luetke Meyring, MG TA

2nd Tom Callanan & Pat Neville, Alvis 12/40

3rd Declan Costello & Louis Byrne, MG K3

Class 3

1st Simon & Claire Corry, Riley 12/4

2nd Eric & John Kavanagh, Frazer Nash Supersports

3rd Thomas Houlihan & Laurence Lomasney,
Riley 12/4 Special

Class 4

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

2nd Stephen Murphy & Mark Bramall, Frazer Nash 328

3rd Jim Boland & Neil Sutton, Frazer Nash-BMW 328

Class 5

1st Eoin & Anthony James Boland, Alvis Speed 20

2nd Wilfried & Sandra Schaefer, Talbot AV105 Alpine

3rd Andrew & Ann Boland, Talbot AV105

Class 6

1st Paul Day & Alun Jones, Ford Coupe Deluxe

2nd Malcolm Dunderdale & Anita Wickins, Ford Type 35

Best on Tests:

Shane Houlihan & Ali Procter, Frazer Nash-BMW 315

Best on Regularities:

Shane Houlihan & Ali Procter, Frazer Nash-BMW 315

Best Team: 1 Oh 1

Kenny MacEwan & Susan Godfrey, Riley Kestrel 4

Shane Houlihan & Ali Procter, Frazer Nash-BMW 315

Nigel & Sally Woof, Talbot AO75/90

Spirit of the Rally:

Andrew & Philippa Bailey, Triumph Dolomite



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