

Before I begin the report for the 2023 activities for Epynt Motor Club members on stage events I should start with an apology to those who competed last year on 2022 events under the club banner. I did intend to issue an in depth report however life got in the way as they say, had to focus on other things in life. That being said I think the achievements of a few certainly deserve a mention! A full list of 2022 results & some photos at the end of this report too.

**Corinium Stages – Graham Davies & Rhys Edwards** - Darrian T9 - 7<sup>th</sup> (2<sup>nd</sup> in Class)  
**Mewla Rally – Sam Davies & William Lloyd** – Vauxhall Nova - 13<sup>th</sup> (1<sup>st</sup> in Class)  
**Cambrian Rally – Liam Griffiths & Daniel James** – Ford Fiesta ST - 35<sup>th</sup> (1<sup>st</sup> in Class)  
**Dixies Challenge – Anthony Morgan & Jonathan Hawkins** – Darrian T90 - 3<sup>rd</sup> (1<sup>st</sup> in Class)  
**Smeatharpe Stages – Chris Butcher & Jonathan Hawkins** – Nissan Sunny F2 - 8<sup>th</sup> (4<sup>th</sup> in Class)  
**AGBO Stages – Martin Lasper & Rhys Edwards** – Vauxhall Nova - 28<sup>th</sup> (1<sup>st</sup> in Class)  
**Mewla Rally – Paul Jenkins & Clifly Simmons** – Ford Escort Mk2 - 38<sup>th</sup> (1<sup>st</sup> in Class)  
**Tour Auto Competition – Ben Gill & David Didcock** - AC Cobra 289 - 8th (4th in Class)  
**Modena Ceno Ore Classic – Ben Gill & David Didcock** - Ford Escort RS 1600 MkI - 6th (1<sup>st</sup> in Class)  
**Get it Sideways Stages – Wayne & William Lloyd** - Ford Escort Mk2 - 4th (2nd in Class)  
**Argyll Rally – Jonathan Stepney & Aled Davies** - Peugeot 205 GTI - 57th (1st in Class)

To be noted that event reports focus on members who entered or assumed entered under the Epynt MC banner or shared with under that banner. Those not in bold were club members who competed under a different club, these members are denoted with an asterisk\*

## Reed Group East Riding Stages Rally - 26/02

The 2023 season for Epynt MC members started with the first round of the MSUK Asphalt Rally Championship, 6 rally series that started in the north of England near Beverley. Long time supporters of the club **Jonathan Stepney & Aled Davies** were fresh from their Protyre MSUK Asphalt Championship B12 (2ltr 8V) class win supported by Gavin Griffiths, Griffiths Group of Companies and Motor Home Services Scotland, in their home-built Peugeot 205 the Scottish/Welsh crew aimed high to start the 2023 season. As 8 stages (4 repeated) lay ahead of the crews.

145 Cars lined up to start the 2023 2<sup>nd</sup> running of the East Riding Stages, **Stepney/Davies** started at 114 in a 37-car strong 2-litre class. However the report on this event isn't going to be as long or successful as we all hoped. On SS1 Wawne Common 1 the 5 Mile stage, **Stepney/Davies** left the road at high speed and destroyed the 205 that they had used since 2014. Thankfully without serious injury to either crew member. This was the end of the road for the crew on this event.

Eventual winners of the event were David Henderson/Chris Lees (making it 2 from 2) in their Ford Fiesta Rally2, just 3.6 seconds ahead of David Wright & Paula Swinscoe in their older Ford Fiesta R5 with Elliot Payne/Tom Woodburn a further 6.4s back in their Ford Fiesta Rally2. Top 2WD was Darren Atkinson/Mark Twiname in a Ford Escort Mk2 in 12<sup>th</sup> O/A just over 2 minutes off the win.

Also out on this event were the following crews

David Longfellow / Rhys Edwards\* - 50 - Mitsubishi Lancer Evo IX - 34th / 28th

Ben Wilkinson\* / Andrew Wilkinson\* - 79 - Peugeot 106 Maxi - 62nd / 4th

# Northside Truck & Van Dukeries Rally - 12/03

On round 6 of the 2022/2023 Circuit Rally Championship Llandrindod Wells driver **Geoff Harper** with **Neil Murphy** made their return since the 2022 Dixies Challenge Rally in their 1600cc MG ZR starting at car 85. The car being under constant development and gaining power and handling each time it goes out.



Always going to be close running on this style of event especially in the dry conditions that the 86 starters woke up to. The 1600 class being the 2<sup>nd</sup> largest of the field with 21 starters! 6 Stages (3 layouts of stages repeated) faced the competitors.

Stage 1 & 2 (15.06km each) were a consistent and steady start for **Harper/Murphy** as they got back into a groove with the car. 78<sup>th</sup> and 77<sup>th</sup> fastest O/A and 17<sup>th</sup> fastest in class dropping 5m 15s to the class leaders on the first pair of stages, the class leader being the Peugeot 106 Maxi replica of Ben & Andrew Wilkinson (also members although not running under the club).

Although to go from 11s/km to under 10s/km showed that the pace was improving and going over 30s quicker on the 2<sup>nd</sup> running showed that **Harper/Murphy** were going quicker, the gap behind them was growing to almost a minute and a half but it was going to be hard work to gain class places with the competitive runners ahead.

Stages 3 & 4 (15.10km each) again showed pace improvements, the MG pairing getting closer on time gaps to the leading class runners, fastest crew on this pair of stages being Joseph Duffy & Aaron Brimblecombe in their Lotus Elise who clawed 8 seconds back on the Wilkinsons', as for **Harper/Murphy** in the MG ZR they were now under 9s/km behind the leading 1600's and up to 14<sup>th</sup> in class, now ahead of some competitors who suffered issues, the job was to stay ahead of them!

Sadly on the last pair of stages **Harper/Murphy** lost some pace, this combined with hard charges back from a couple of competitors behind in the class meant that they dropped to 16<sup>th</sup> in class although consistency left them in 64<sup>th</sup> Overall out of 68 finishers. Some 4 minutes ahead of the next class finisher. Regardless it was a finish and hopefully a good start to the 2023 season for the crew.

In the class the Wilkinson pair took another 2 class wins on the stage and ended up 14<sup>th</sup> Overall and winning the class by 36s ahead of Duffy/Brimblecombe in the Elise. Overall the rally was won by Irish Porsche Supercup driver Michael Igoe and former BRC co-driver Will Atkins. The gap being just 13 seconds to Mark Kelly/Neil Colman in their Skoda Fabia R5 who would have won if it weren't for a chicane penalty. With Rallycross superstar Ollie O'Donovan and Ashleigh Morris in the Albatec Racing Hyundai i20 R5 taking 3<sup>rd</sup> almost a minute further back. Top 2wd was Stephen Sawley & Rob Johnson in their Ford Escort Mk2 in 8<sup>th</sup>, 2m 53s off the win.

Also out on this event were the following crews

Ben Wilkinson\* / Andrew Wilkinson\* - 23 - Peugeot 106 Maxi - 14th / 1st  
Doug Ramsay / Rhys Edwards\* - 54 - Ford KA - 62nd / 15th  
Roger Taylor / Paul Bevan\* - 56 - Ford Escort Mk2 - 28th / 9th

# Get Jerky Rally North Wales - 25/03

Rally North Wales signalled the start of the 2023 Welsh Forest Rally Championship whilst also being round 2 of the British Historic Rally Championship. The Presteigne based brothers of **Liam & Callum Griffiths** were out in their Presteigne Tyre Services Ford Fiesta ST's, with Daniel James co-driving for **Liam** and Epynt MC's **William Lewis** in the navigator seat for **Callum Griffiths**. Exactly as the 2 crews were in 2022 (their first full seasons!).



*Liam Griffiths in his Ford Fiesta ST - Photo by JMS Photographic*

**Liam** & Daniel were starting this event at car 42 whilst **Callum & William** started at 56. Being a national large event 118 crews took the start to the 45 Miles of North Wales forestry ahead, Dyfnant, Gartheiniog, Big Ray & Dyfi as a loop to be repeated in the afternoon. 68 of the starters were in the "Interclub" Modern class with 20 of which being 4WD machinery. The rest were historic entries.

In the W11 class for 2ltr 16v 2WD cars it was an entry of 10 cars but contained flying kiwi Boyd Kershaw in his Escort Mk2 and fast north Walian driver Iwan Roberts Jr. in his Escort G3.

After the first 2 stages it showed that it would be in fact **Callum & William** ahead in the brotherly races, taking 26 seconds out of **Liam** & Daniel on the first stage and a further 12 seconds on the 2<sup>nd</sup> stage. This left **Callum & William** a superb 17<sup>th</sup> in the Moderns and 2<sup>nd</sup> in class behind Boyd Kershaw & Keegan Rees in the Ford Escort Mk2, unlikely to ever challenge them (nobody would!) with **Liam** and Dan back in 36<sup>th</sup> and 6<sup>th</sup> respectively.

Stage 3 & 4 saw the pair of crews carry on at a consistency to each other, Big Ray obviously not suiting either crew as they both lost around a second per km in pace to Kershaw/Rees. Going into this pair of stages **Callum/William** were just a scant 4 second ahead of Roberts/Jones in the G3 after the latter made a poor start with Geoff Phelps & Colin Jenkins in their Escort Mk2 a further 7 seconds back. After 4 stages though **Callum/William** had dropped to 3<sup>rd</sup> in Class now 10s behind Roberts/Jones and extended their position to 22 seconds ahead of Phelps/Jenkins. Right up there amongst the leading FWD entries.



*Callum Griffiths & William Lewis - Photo by Chasing The Cars*

As for **Liam** & Daniel their fight was closer again, although sitting in 6<sup>th</sup> position in class since stage 2 they were losing time to Alun Horn & Ian Beamond in their Ford Escort Mk2 now 14 seconds behind but were swapping times with Rowan Wood & Hamish Campbell in another Escort Mk2 behind. Although neither of whom were Welsh Forest registered.

Stage 5 saw the major accident of Craig Jones & Ian Taylor, this saw the stage cancelled for the later runners (reverse seed running, ie: the fastest crews had the stage cancelled). This saw the time loss in class for both crews reduced. Stage 6 was not too much of note for either crew, with both brothers now having a relatively comfortable gap to the car behind in the class.

The last pair of stages saw a marked pace increase and push from both Callum & Liam. With the latter crew of **Liam** & Daniel making jump into the top 5 in class times under 1.5s a mile behind Kershaw/Rees and jumping up to 5<sup>th</sup> in Class ahead of Horn/Beamond's Escort Mk2 on the last stage despite a spin 3 miles from the end. This saw them 54<sup>th</sup> Overall, 27<sup>th</sup> Modern too. As for **Callum & William**, their hard charge paid off and matching Iwan Roberts times or beating him. To be under half a second a mile behind Kershaw/Rees on the last stage was a good effort and rewarded them with a deserved 40<sup>th</sup> Overall, 19<sup>th</sup> Modern and 3<sup>rd</sup> in Class, a very successful start to 2023 in Presteigne!

Overall it was Matthew Hirst & Declan Dear who put on a dominant performance in their Ford Fiesta R5 to take the win by just over 2 minutes ahead of Northern Irishman Alan Carmichael & Claire Williams in their Hyundai i20 R5 with Ludlow's Joe Price and Chris Brooks taking the Historic win and top 2WD by rounding out the overall podium a further 42s back.

Also out on this event were the following crew

Alun Horn / Ian Beamond\* - 43 - Ford Escort Mk2 - 57th / 29th / 6th

## Carl Sorensen Memorial Rally 01/04



*Kevin Tappin & Jon Hawkins - Photo by 569 Motorsport Media*

Carl Sorensen Memorial Rally is the first of 2 events held at RAF Portreath in Cornwall, with 50+ Miles of Tarmac stages greeting the the relatively small entry of 44 crews, although what actually greeted them on the majority of the venue resembled more of a ploughed field. 9 Stages planned (5 stage layouts, 4 of which were repeated consecutively). A late start for the event due to organisational issues (lack of timecards!) meant a very wet start as the heavens opened.

Out for the motor club were Devonian driver **Kevin Tappin** making his return after 6 years out of Rallying, this time in his Darrian T90 fitted with a 2.5 Cosworth N/A engine, rather a large upgrade from the 1600cc BDA he had used for many years prior, viewing the season as a test more than anything. Alongside Kevin was **Jonathan Hawkins** who sat with him when he last competed 6 years ago. More wanting to get seat time in the car they weren't expecting to start car 2 on the event behind last years debut winners Craig Fleming and Paul Rumary in their extremely quick Subaru Impreza. Evidently 4WD was going to be a

massive advantage on the day.

Stage 1 over and the Darrian crew were surprised to be joint leading the rally with Fleming/Rumary, almost a second a mile faster (7 seconds total) than the next crew of Dave Parnell & Pete Bold in their 2ltr Ford Escort Mk1, 4<sup>th</sup> Place being the Subaru of James & Ben Harvey a further 6 seconds back.

**Tappin/Hawkins** held a 24 second class lead after stage 1 ahead of Daniel Bedington & Jonathan Cater in their Ford Escort Mk2, whilst feeling decidedly slow to Kevin! This in a car that the wheels were chosen by which ones held air as much as anything else.

Stage 2 saw a half spin for the pair and as the 4wd cars of Fleming/Rumary and Harvey/Harvey started to take off into the distance **Tappin/Hawkins** and Parnell/Bold matched stage times, leaving it now Fleming then **Tappin** +22, then Harvey +24 then Parnell +29. **Tappin/Hawkins** extending their class lead to 44 seconds now ahead of Gary Parker & Kevin Moyses in their Peugeot 306 as Bedington/Cater struck issues.

Stage 3 was a return of pace to **Tappin/Hawkins** as they pull another 7 seconds ahead of Parnell/Bold to secure second Overall with Harvey/Harvey dropping out due to Power Steering issues, Fleming/Rumary taking another 13 seconds out of everyone though. Class lead extended to 1m 19s now still ahead of the Peugeot crew. Drama on Stage 4 as the Darrian pairing suffered issues in stage meaning losing 2<sup>nd</sup> Overall to Parnell/Bold and 37 seconds to the leader. Closest challenger behind now was Roger & Tommi Henderson (Father & Son) in their ex Irish Ford Fiesta Rally2 24 seconds back from the Darrian crew. Despite this they extended their class lead!

Stage 5 and back on form, only 7 seconds down on Fleming/Rumary and taking massive chunks of time out of the cars behind, **Tappin/Hawkins** were back up to 2<sup>nd</sup> Overall just 3 seconds ahead of Parnell/Bold and almost a minute ahead of the Hendersons', the Class lead now almost 2 and half minutes! Disaster struck on SS6, as half way round the stage the Alternator failed and despite shutting down systems to save power the electrical supply ran out whilst on stage and the car ground to a halt. Suspecting the high exhaust temperatures to have cooked the Alternator. Still it was just testing event and not at all the conditions for the car!

Overall winners were Craig Fleming & Paul Rumary who led from start to finish and won by 2m 35s ahead of Dave Parnell & Pete Bold with Roger & Tommi Henderson finishing 3<sup>rd</sup> in their Ford Fiesta Rally2 a further 45 seconds back, Class D eventual winner was James & Jack Brady in their Porsche 911 Carrera over 6m 40s off the win and 5<sup>th</sup> overall.

# Tour of Caerwent - 02/04

In what is likely to be the last ever event held at the Caerwent MOD area, a great loss to rallying as not many places could field 10-15mile stages with no splits or merges! First round of the Welsh Tarmac Championship & IPS Rally Challenge. Usual format of 6 stages (3 stages repeated consecutively) was laid out for the crews with 78 drivers lining up for the start. Representing the club **Owen Evans** was sat alongside Aaron Jones in his Winfield liveried Subaru Impreza 555 replica. They started car 20 with 5 others in their class although most of which being R5 & WRC spec machinery it would be a tall order for a class result for the day!.

A reasonable start at 22<sup>nd</sup> Overall on the first stage was a decent start for Jones/**Evans** in the Impreza, The rest of the class being inside the top 10, with Bob Fowden & Aled Davies in the Subaru Impreza S11 WRC being their nearest class rival 32 seconds up the road. As for Jones/**Evans** they would be in a 1600c sandwich overall. Stage 2 was a minor improvement in stage time but as others went faster again this meant a drop 5 places overall to 27<sup>th</sup>. They remained 6<sup>th</sup> in class although the gap to Fowden/Davies ahead was now 1m 26s. Leading the class was Thomas Cooper / Paul Williams in their Mitsubishi Lancer Evo IX who were 2m 15s ahead of the South Walian Impreza crew, Cooper/Williams themselves fighting in the Podium positions.



*Owen Evans co-driving - Photo by EDP Photos*

Stage 3 saw the loss of Cooper/Williams and Fowden/Davies the latter with Gearbox issues, this saw Jones/**Evans** jump to 4<sup>th</sup> in class now 2m 11s down on Philip Turner /

Simon Anthony in the Skoda Fabia Proto in 3<sup>rd</sup> and a 2m 47s total off the Ford Fiesta R5 of Irishmen Sean & Colin Quigley. Stage 4 they set an identical time to stage 3 and the jump up the overall positions wasn't as fast, although now to 22<sup>nd</sup> Overall again, good news being that Darrell Taylor / Dylan Thomas had dropped out of the running promoting Jones/**Evans** to 3<sup>rd</sup> in class!

Stage 5 wasn't so good for Jones/**Evans**, they lost over 15 seconds on this stage, This dropped them to 24<sup>th</sup> overall and although remaining 3<sup>rd</sup> in Class the gap to Turner/Anthony in the Skoda was almost 4 minutes, the gap to Quigley/Quigley was just over 5 minutes. Overall the positions were so close that 15 seconds either way could be 6 positions! Stage 6 saw an improvement in time for the Impreza crew but a few late charges from those behind meant a drop in overall position to 25<sup>th</sup> Overall. 4M 46s off 2<sup>nd</sup> in class Turner/Anthony and 5m 48s off the class win by Quigley/Quigley who also claimed 4<sup>th</sup> Overall.

Overall the rally was won by Dave Willet & John Davies in their Ford Escort Mk2 taking at least their 11<sup>th</sup> win at Caerwent! A scant 5 seconds ahead of Malcolm 'Tar' Jones and Rhys Jones in their first run in the new Darrian of theirs, 3<sup>rd</sup> Overall went to Chris Simmons & Lucie Gutteridge in the Darrian T9 a further 1m 22s behind.

Also out on this event were the following crews

Malcolm Jones* / Rhys Jones*	- 10 -	Darrian T90 GTR	- 2nd / 2nd
Chris Simmons / Lucie Gutteridge*	- 14 -	Darrian T9	- 3rd / 3rd
Michael Jowers* / Benjamin Jowers*	- 39 -	Ford Escort Mk2	- 54th / 13th
James Davies / Daniel Petrie*	- 44 -	Proton Satria	- Retired
Alun Jones / Paul Bevan*	- 70 -	Renault Clio	- 45th / 12th

# Rallynuts Stages Rally - 15/04



Callum Griffiths & William Lewis - Photo by Flat Shift Media

The Rallynuts stages (formerly Severn Valley Rally) was once again held at Builth Wells for the 119 crews to tackle the 44 miles of Mid Wales Forestry available to them. Second round of the BTRDA & Welsh Forest Rally championships a strong and competitive field arrived at the Royal Welsh Showground including crews from Finland and Iceland. Once again **Liam Griffiths** & Daniel James starting at 56 in the ex Irish & Scottish Ford Fiesta ST with brother **Callum Griffiths & William Lewis** starting in car 61 in their ex Abu Dhabi, Scottish & English Ford Fiesta ST. In different classes with Liam up against the 1600 field as they allowed N3 cars into that class, William remaining in the 2ltr class.

Starting in Myherin working from West to East with a 7.5 miles and a 5 mile stage, Despite being seeded being it was **Callum & William** taking the early advantage setting 33<sup>rd</sup> fastest time and taking 13 seconds out of his brother **Liam & Daniel**, leaving **Callum/William** 4<sup>th</sup> in their B11 class just 3 seconds off 3<sup>rd</sup> in class Northern crew John Crawford / Josh Davison alongside in their Ford Escort Mk2 and a further 1 second back from Neil Andrew & Dom Adams in his Ford Escort Mk2, Class leader being again Kiwi driver Boyd Kershaw & Keegan Rees in their Ford Escort Mk2 with a healthy 14 second lead after the first stage. As for **Liam & Daniel** they were slightly further back in 42<sup>nd</sup> place but lead the B10 class by 14 seconds ahead of Dan & Cyril Jones in the Vauxhall Nova and a growing gap to those behind. For reference **Liam & Daniel** would be 5<sup>th</sup> in Class behind **Callum & William** if they were in the B11 class.

Stage positions between the 2 brothers were reversed on stage 2 as **Liam** went 5 seconds faster than **Callum** but the latter still held the overall position ahead in 38<sup>th</sup> with **Liam** just behind in 39<sup>th</sup>. Class wise **Callum** lost some 13 seconds to those ahead and 20 seconds to Kershaw/Rees but now a comfortable 26 seconds ahead of Geoff Phelps and Colin Jenkins in 5<sup>th</sup> in their Ford Escort Mk2. **Liam & Daniel** extended their class lead by another 10 seconds to 24 seconds now ahead of the Jones' Nova.

Stage 3 was held in Hafren Sweetlamb complex with a run down to Abbeycwmhir to Cwmysgawen forest for Stage 4. In SS3 **Liam/Daniel** again took a small amount of time out of **Callum/William** as both crews just outside the top 40 overall time wise but staying in their overall positions of 38<sup>th</sup> & 39<sup>th</sup>.

SS4 though and **Callum/William** were having a new challenger to their 4<sup>th</sup> in Class placing with fast North Walian crew of Iwan Roberts Jr & Daniel Jones in the Ford Escort G3 were setting fast times to be just 10 seconds behind going into service, the gap ahead in class growing to almost 40 seconds with Andrew/Adams behind that last podium placing, Kershaw/Rees still held the class lead of 41 seconds with it being 1m 29s back to **Callum & William**. **Liam & Daniel** would now be a couple of places overall behind his brother but still very close (less than 10 seconds) and held a healthy 43 second lead ahead of Lucy Wigley & Emma Cooper in their Citroen C2 R2 Max.



Liam Griffiths - photo by British Rally Media

Stage 5 and the 2 Myherin stages were joined to create the 7.5 mile Myherin main, **Liam** took 3 seconds out of **Callum** on this stage to be just 4 seconds behind, despite this **Callum & William** were still slowly climbing the leader board up to 36<sup>th</sup> overall now and had extended the gap to Robetr/Jones in the G3 to 16 Seconds, Crawford/Davison taking the fastest class time. Meanwhile for **Liam & Daniel** they had extended their class lead by another 30 seconds to 1m 13s now still ahead of Wigley/Cooper in the C2 R2, their time would have been 3<sup>rd</sup> fastest in class beating Kershaw & Rees! Stage 6 and **Callum & William** were still on their flying charge as their pace continued to increase, this time the tables were turned and they took 10 seconds out of **Liam & Daniel**, the top 5 in the 2ltr class all swapping times and **Callum/William** being the only FWD crew to take them on, yet another fastest class time for **Liam & Daniel** but they lost a few places overall as they dropped a little time.

Final stage in Cwmysgawen of just shy of 5 miles and with the class times being so close it was all to play for so to speak, especially with a few championship runners around them too. **Callum & William** stop the clock on 5m 19s, this is 8 seconds faster than **Liam & Daniel**, more importantly though it was 9 seconds slower than Roberts/Jones G3 time but still kept them 3 seconds in front at the finish, their big push in the Fiesta ST was enough to take 6 seconds out of Andrew/Adams but left them 23 seconds behind. Thus secured them 4<sup>th</sup> in class and 36<sup>th</sup> overall!

**Liam** was a little slower on the final stage as above but again took another 12 seconds out of Wigley/Cooper to win the class by 1m 38s, this would have been 6<sup>th</sup> in the 2ltr class, but a class win was well deserved and 41<sup>st</sup> Overall. The pair being 16<sup>th</sup> and 18<sup>th</sup> in championship results at the finish of the rally. An excellent day swapping times on an event that was tight on fuel and tyres for everyone!

Also out on this event were the following crews

Dave Tomlin / Ian Beamond\* - 34 - Ford Fiesta R5 - 32nd / 11th  
Robert Morris / Dilwyn John\* - 80 - Subaru Impreza STi N14 - 72nd / 11th  
Lewis Hooper / Rhys Edwards\* - 208 - Nissan Micra - 54th / 1st



# Dixies Challenge Rally - 30/04



*Kevin Tappin & Jon Hawkins at Llandeilo r'Fan - Photo JMS Photographic*

The 7<sup>th</sup> running of the Dixies Challenge Rally over the Epynt ranges saw a damp day containing 10 stages over the Western end of the military area. Totalling around 40 miles, this was also the first visit to the Epynt ranges in 2023, a round of many regional championships. A few local crews out for the motor club, seeded highest were Devon man **Kevin Tappin** & Llyswen's **Jonathan Hawkins** in their 2.5ltr Darrian T90 fresh from the promising if short run at RAF Portreath at the start of the month leaving the line at car 7. A little further back an internal club class battle would ensue with Llandrindod Wells driver **Geoffrey Harper & Neil Murphy** starting their 2<sup>nd</sup> event of the year in the 1600cc MG ZR at car 78 would be against the Citroen Saxo VTS of Newbridge family team **Connor & Gary Powell** the son &

father crew starting Connor's first ever rally in the newly acquired car off another club member after a lot of work to get it right making their debut at car 80.

With 17 cars in the 250cc class including a number of quick drivers and 13 cars in the 1600cc class with likewise competitive field it would be a day long effort for all competing. 5 loops of 2 stages.

After 2 stages Malcolm 'Tar' Jones & Rhys Jones in the Darrian T90 GTR lead the way by 15 seconds ahead of the Jaguar V6 powered Escort G3 of Lee Edwards & Will Atkins with Damian & Charly Cole a further 8 seconds back in 3<sup>rd</sup> overall. **Kevin Tappin & Jonathan Hawkins** were back in 6<sup>th</sup> place overall and 4<sup>th</sup> in class some 30 seconds off the overall lead due to no front end grip in the damp conditions, this unsettling issue combined with 7 years off pacenotes meant it would be a steady start for the quick pairing. Compounded stage time wise on SS2 as Huw James & Ian Jones wiped out the flying finish beam as they attempted to slow for the stop line which was in a dangerous position and collided with a competitor ahead causing a number of "fast" notional times to be awarded.

**Connor & Gary Powell** took a cautious start on SS1 at 54<sup>th</sup> fastest overall and 7<sup>th</sup> in class however soon increased his pace on SS2 to 42<sup>nd</sup> fastest and 5<sup>th</sup> in class. Overall he was up to 49<sup>th</sup> overall and 6<sup>th</sup> in class, the times set already being the best of the non-R2, S1600 high powered cars, of which Tim Hill & Paul Spooner took the class lead in their Fiesta R2, initial class leader Builth Wells' Christian Prynne & Steve McPhee in the ex-works Suzuki Ignis S1600 suffering issues to lie just ahead of the Saxo pair.

**Powell/Powell** held a 12 second advantage over Garry Mannion / Emma Cooper in their Fiesta Zetec at this point.

**Geoffrey Harper & Neil Murphy** again took a cautious start as they lost 12 seconds to the **Powell's** on Stage 1 and as **Powell** started to fly on stage 2 lost a little more time to them. But as others ran into issues on stage 2 moved up to 10<sup>th</sup> in Class and closed in to just 4 seconds behind Paul Bonner / Callum Dickinson in his Citroen C2 R2 and 10 seconds off Ernie Beamish & Richard Green in their Escort Sport. After 2 stages **Harper/Murphy** moved into the top 60.



*Geoffrey Harper & Neil Murphy having a moment near Bamfords - Photo JMS Photographic*

Stage 3 was cancelled following the massive accident by Damian & Charly Cole, leading to the hospitalisation of both crew members who both made a full recovery, a number of crews stopped and assisted in the incident whilst waiting for emergency services including **Tappin/Hawkins**. Stage 4 and **Tappin/Hawkins** still had little confidence in the car and having just witnessed the accident scene minutes earlier weren't feeling on form, still they were 5<sup>th</sup> fastest and with Jones/Jones racing away in the lead the Epynt Darrian crew were only 5 seconds down on James/Jones in the Escort Mk2.

**Powell/Powell** in the Saxo again were "Best of the rest" in class just slightly off the pace of the top 5 in class in the high powered close to 200hp machinery whilst in the 130hp car on Maxsport tyres was keeping them honest and still beating the odd R2 car, the gap in front was 47 seconds to Prynne/McPhee in the Ignis S1600 and the Beamish/Green were the closest behind at 24 seconds in arrears to the Newbridge on Wye pair. As for **Harper/Murphy** they lost time on SS4 slowest in class losing 20 seconds to the Saxo pair this dropped them a place in class to the recovering Paul & Richard Tappin in the Talbot Sunbeam Ti who were suffering issues (Paul being Kevin's brother and Richard is their father!). Now 10 seconds behind the green Talbot and 9 seconds in front of the also recovering Vauxhall Nova of Andrew Owen and Ifan Devine.



*Connor Powell & Gary Powell coming down the Steps to Copse*

Stage 5 didn't go so well for **Tappin & Hawkins** as the car cut out shortly after the start line with organisers confusion causing the stage to be stopped briefly as they thought the Darrian had gone off, the cause after a long time of working out whilst the stage carried on was a broken terminal on the back of the alternator, eventual recovery by Ryan Davies (with Kyle in the back of the van towing it!) back to service allowed them to effect a repair to rejoin the rally for the final pair of stages. It did go better for **Powell/Powell** in the Saxo although a slight drop in pace, but joining **Tappin/Hawkins** in the superrally section of the event on SS6 as an engine mounting broke allowing the driveshaft to pop out of the gearbox forcing them to stop.

This left after this loop the leading Epynt MC crew of **Harper/Murphy** in the MG ZR, now up to 51<sup>st</sup> overall and 11<sup>th</sup> in Class. Consistently increasing their pace although losing time to the crews ahead who were recovering after earlier minor issues now 25 seconds behind Owen/Devine in the Nova and 39 seconds down on the Talbot of the Tappins. Taking the class lead was Graham Muter / Steve Hallmark in the BDA powered Ford Escort Mk2.

Only **Harper/Murphy** contested stages 7&8 and despite minor time being shaved off their previous stage times, the rest of the class was improving quicker now just over a minute behind the battles ahead remaining in 11<sup>th</sup> place in class and 51<sup>st</sup> overall, although overall they were sandwiched between 2x over 2 litre cars, so not bad pace at all over the fast ranges.

Final loop of stages with Stage 9 being the only run over Burma road all day, **Harper/Murphy** took advantage of their Epynt knowledge now and set a time right up with Tappin's Talbot and Owen/Devine in the Nova, As Bonner/Dickinson's C2 R2 struck issues allowed them to jump to 10<sup>th</sup> in class and they also took 3 seconds out of **Powell/Powell** as they brought the saxo back to the stages. Hill/Spooner was back at the front of the class once again. Meanwhile **Tappin/Hawkins** were "out for a play to see how sideways they could get a Darrian" not often said up on the Epynt Ranges in the wet! Despite playing they still set 7<sup>th</sup> fastest still with little confidence in the car with no front end grip and still getting used to pacenotes. Stage 10 saw them 8<sup>th</sup> fastest closer in pace to the leading times though just 1 second off 5<sup>th</sup> fastest. They finished last overall due to missing a number of stages.

Just ahead of them were **Powell/Powell** who weren't quite back up to their earlier pace but glad to get seat time and experience, despite missing 3 stages they still finished the rally, quite an achievement for Connor's first event! Guided by father Gary an even more of an achievement! **Harper/Murphy** again lost some time on the final stage but did get to the end and remained in a comfortable 10<sup>th</sup> in Class and 47<sup>th</sup> Overall. Hill & Spooner in the Fiesta R2 won the class 6m 46s ahead of the MG ZR crew.

Overall the rally was won by Malcolm 'Tar' Jones & Rhys Jones in the Darrian T90 GTR, followed by Huw James & Ian Jones in the Ford Escort Mk2 1m 19s back, just 6 seconds ahead of Lee Edwards & Will Atkins in the glorious sounding Ford Escort G3.

Also out on this event were the following crews

Malcolm Jones\* / Rhys Jones - 6 - Darrian T90 GTR - 1st / 1st  
Aled Wyn Morgans / Daniel Petrie\* - 17 - Ford Escort Mk2 - 11th / 4th  
Philip Lloyd\* / Dean Wiltshire - 19 - Ford Escort Mk2 - 7th / 2nd

# Manx Rally - 12/13/05

The annual national event on the Isle of Man returned with the Manx National Rally, rounds 2 & 3 of the MSUK Asphalt Rally Championship, with 138 stage miles over 15 stages lined up for the 130 competitors to face. 3 Legs to the rally with 21 Miles on the Friday afternoon, 32 in the evening and 85 miles on the Saturday.

**Jonathan Stepney & Aled Davies** made a welcome return to rallying and the championship as they had swapped to an ex-Godspeed Renault Clio 172 after their off in the 205 on the East Riding Stages. Going to be a long event adapting to the car. They started at car 75



*Jonathan Stepney & Aled Davies near Brandywell Cottage coming from Druidale*

First leg consisted of 4 stages, 2 runs of the Balladoole area stage followed by Barregarrow then Injebreck before returning to Douglas. After the first 2 runs of the stage called Pool Vaaish it was a steady start for **Stepney/Davies** as they settled into the event, with a large class of 32 cars. But with 6 miles completed they lay in 17<sup>th</sup> in Class and 75<sup>th</sup> Overall, with around 5 seconds to those in front and behind respectively, some 49.3 seconds off the class lead held by Northern Irish John Devlin & John

McCarthy in their Ford Escort Mk2, top FWD 2ltr being Manxmen Rory & Paul McCann in their Honda Civic EG6 some 29 seconds in front of the Scottish/Welsh Clio crew.

After Stage 3 in Barregarrow and **Stepney/Davies** dropped a couple of places in class as they lost a little pace to Devlin/McCarthy and Sam Adams/Michael Johnston in their Ford Escort Mk2, Now around 2 minutes behind the class leader and just under 1m 30s behind the McCann's civic. Overall they had dropped to 81<sup>st</sup>. The difficult Injebreck followed and local knowledge showed as McCann/McCann took the class stage win with a time to put them in the top 15 overall! **Stepney/Davies** having issues by this point slowing their pace by another 5 seconds a mile lost, now over 3 minutes off the class lead but well over 100 miles still to go in the rally. Ending the 1<sup>st</sup> leg in 22<sup>nd</sup> in class and 84<sup>th</sup> overall.

Sadly their issues forced them to miss the entire 2<sup>nd</sup> leg dropping them down to 112<sup>th</sup> overall and 28<sup>th</sup> in class.

3<sup>rd</sup> Leg of 85 miles greeted them on Saturday morning, starting with what is usually known as St. Marks, the 12 Mile stage well known to be a tough stage, easing themselves in slowly **Stepney/Davies** set 24<sup>th</sup> fastest time in class and 90<sup>th</sup> overall 2m 16s off the class stage win again by the McCann's Civic. No real chance of an overall result on the rally but the Saturday being round 3 of the MSUK Asphalt Championship could be redeeming for them.

The Curraghs next and Adams/Johnston took the class stage win as **Stepney/Davies** brought their pace back up, not quite up to where they started the rally but decent enough. 8.3s/mile down on the leading Escort Mk2, another second a mile pace was found on the next stage at Dog Mills setting 17<sup>th</sup> fastest in class where Devlin/McCarthy laid down the gauntlet on the stage. On the Baldwins however everyone was to drop time to McCann/McCann who showed the way again, nobody except the top 3 in class holding a candle to the pace of the Civic crew. **Stepney/Davies** were consistent in their 17<sup>th</sup> fastest time however.

After service it was back to the previous loop again and on the re-run **Stepney/Davies** brought the Clio up to the pace it was running at the start of the event, setting 14<sup>th</sup> fastest time in class although still some 1m 28s slower than Adams/Johnston on the stage it was still a minute faster than their first run through. Evidently showing the gains made during the mileage they had.

Sadly on SS15 out of 17 stages **Stepney/Davies** retired, reason unknown but that put paid to their Asphalt points on the Saturday section of the event with the final stage of the event being cancelled for all but 2 cars.

Overall the rally was won by Callum Black & Jack Morton in the Ford Fiesta Rally2, taking a 3m17s win ahead of Neil Roskell & Andrew Roughead in their identical machine, with Steve Wood & Kenny Hull taking 3<sup>rd</sup> in the Ford Fiesta RS WRC another minute and 7 seconds back. Adams/Johnston won the 2ltr class and took top 2wd honours 10m 11s off the overall win.

Also out on this event were the following crews

Mark Lennox* / Ian Beamond*	- 46 -	Ford Escort Mk2	- 25th / 6th
Alan Walker / Daniel Petrie*	- 52 -	Ford Escort Mk2	- 19th / 3rd
Bridge Carey* / Bradley Ware	- 71 -	Renault Clio	- Retired

# TSH Stages 13-14/05



*Kevin Tappin & Jon Hawkins in the Darrian T90 - Photo by 569 Motorsport Media*

For the 2<sup>nd</sup> event at RAF Portreath it would be the 2-day event of the TSH stages with just over 100 miles of stages greeting the 57 crews. Unusually Darrrians would be the 2<sup>nd</sup> most popular make of car on the rally behind the obvious Fords.

One of those quick Darrrians out was **Kevin Tappin & Jonathan Hawkins**, still quite shy of seat time in the car and certainly no dry running yet, it would be a true test of pace on a rally that had a multitude of surfaces, from fast broken concrete to narrow “Caerwent” like sections, to smooth tarmac, airfield runways, gravel, grass, etc. It was a really hot rally too. The Darrian pairing started at car 6.

After the first stage and **Tappin/Hawkins** gained an early lead, still taking a steady start and although **Tappin** had led the event a few times had never won this rally, it was a long event. Nearest challenger was last years winner Craig Fleming & Paul Rumary in the Subaru Impreza just 1 second behind, Welsh novices to the venue in the 2ltr Darrian T90 were Gethin ‘Dot’ Davies and Ben Ruff in 3<sup>rd</sup> just 5 seconds down on the Devon driver, nearest in class was another Darrian, this one a GTR+ full spec car of Tony Rees and Sophie Buckland, they were 14 seconds down on **Tappin/Hawkins** after 6 Miles.

Stage 2 and Fleming was into super rally. **Tappin/Hawkins** extended their lead to 17 seconds ahead of Davies/Ruff Darrian with Rees/Buckland a further 13 seconds back. In fact at that point it was a Darrian top 5 with the GTR+ of Thomas Todd and Daniel Morefield 5 seconds behind Rees/Buckland and the T90 of Dan Gibson/Shawn Layland 12 seconds further back again.

Stage 3 saw the exhaust manifold crack, well the one primary on the manifold was split wide open, this slowed **Tappin/Hawkins** as it sounded more serious than it was, despite this they still set fastest time, taking another 2 seconds out of Davies/Ruff and 3 out of Rees/Buckland. Stage 4 and with the manifold somewhat repaired...ish with energy drinks cans and jubilee clips! They set to charge on, however 1<sup>st</sup> gear was becoming problematic so started to be avoided. Again they set fastest time ahead of this time Steve & Yvonne Furzeland, previous winners in their ex-Solberg Subaru Impreza S12 WRC who were making a return up the field after an early stall and stoppage.

Stage 5 and another drama was to arise for **Tappin/Hawkins**, smoke and steam poured into the cockpit and the car kept cutting out on stage, again almost withdrawing from the rally but persevering they set fastest time again! This time 7 seconds out of the Furzeland's WRC Impreza, extending their lead overall to 40 seconds ahead of Davies/Ruff and 1m 9s in front of Rees/Buckland!

However on stage 6 as Fleming/Rumary came back to equal Davies/Ruff for fastest time, sadly **Tappin/Hawkins** came to a halt on the stage, the car cutting out and eventually stopping with a gear selector issue, likely from engine vibrations and issues. This brought their rally to a much earlier end than hoped. Despite this though they set more fastest times than any other crew on the rally with 9 stages remaining! Davies/Ruff led after day 1 however they retired early on day 2.

It would eventually be won by Steve & Yvonne Furzeland, the husband & wife team clinching victory in the Subaru Impreza S12 WRC by just 7 seconds ahead of Tony Rees & Sophie Buckland in the Darrian T90 GTR+ with Thomas Todd and Daniel Morefield in their similar example a further 25 seconds back, Darrian were 4<sup>th</sup> as well with Gibson/Layland trailing a little further behind in this position.

## Plains Rally 20/05

Plains rally on its 55<sup>th</sup> running was held in Bala and round 3 of both the British Historic and Welsh Forest Championships despite this a slightly lower entry than usual of 98 cars started the 43 miles of North Wales forests. 8 Stages were laid out for the crews, 4 in a loop then repeated, 2 stages in Alwen, followed by Aberhirnant then Llangower.

Out representing the club was **Jonathan Hawkins** who was recruited for his professional services by Charlie Campbell, Scottish driver with his high spec ex-Richard Hill Subaru Impreza. First short stage in Alwen South and they stopped the clocks at 3m 33s, this was 11s/km slower than the class leading Daniel Moss & Samuel Davies in their Mitsubishi Lancer Evo X some 50 seconds ahead. However this was roughly the pace Campbell had finished his previous event, although Campbell declared it "terrible time" given the increase in pace during the short test.

At this point they were 90<sup>th</sup> overall and 13<sup>th</sup> in class, closest class rival being the Land Rover L663 Defender of Paul Hulston & Gareth Bent just 8 seconds ahead. Stage 2 saw a marked increase in pace again to under 10s/km lost to the class leader, this time that honour going to Martyn Andrews / Steve Greenhill in their Subaru Impreza N12 as Moss/Davies encountered issues. Campbell/**Hawkins** also took 5 seconds out of Hulston/Bent although 23 seconds behind the Mitsubishi Lancer Evo IV of Alun Jones/Geraint Mills, Campbell/**Hawkins** up to 12<sup>th</sup> in Class 88<sup>th</sup> overall.

Stage 3 was cancelled for a large number of crews after a couple of offs, this meant driving through the extremely dusty stage to Llangower, during which the only issue suffered was the loss of sunglasses by **Hawkins**!



*Jon Hawkins co-driving in the Subaru Impreza*

Stage 4 was to be the end of the road for Campbell/**Hawkins** however, as another leap in pace, finally getting up to speed was being enjoyed, sadly around halfway through the stage they were caught out on a bump mid corner launching the car into the bank outside at fairly high speed, after being extricated by recovery they were left to fend for themselves and get the car out of the stage on their own! After changing the shattered wheel they drove the battered and bent Impreza out and down to safety for the service crew to reach and bring water. The mechanical damage was too great to continue.

Overall winners were Tom Williams & Ross Whittock taking time out of their American Rally Championship campaign to do the Plains in their Ford Fiesta Rally2, with Matthew Hirst & Declan Dear following on 27 seconds behind in their Ford Fiesta R5 with the identical car of Perry

Gardener & Jack Bowen taking 3<sup>rd</sup> another 18 seconds behind. Top 2WD and Historic was Richard Tuthill & Stephane Prevot in the Porsche 911 SC taking 4<sup>th</sup> overall 2m 40s off the win.

# Beatson's Building Supplies Jim Clark Rally - 26-27/05

Round 3 of the British Rally Championship was the Jim Clark Rally, the great Scottish event returning for its 2<sup>nd</sup> "proper" running since the fateful event 9 years ago. 66 Miles were laid on for the crews with almost 24 miles of that being the 2 runnings of the famous Abbey St. Bathans stage now known as Longformacus, once run in evening, the other in night-time. The second day consisted of 3 stages repeated, the famous loop of Edrom, Ayton & Fogo.

Out for the club given it was a MSUK Asphalt Championship round was **Jonathan Stepney & Aled Davies** in the Renault Clio 172 starting at car 82 however it would be a short lived affair for the Epynt crew, losing around 30 seconds to their pace from the Isle of Man performance on the first stage leaving them 13<sup>th</sup> in class just over 2 minutes off the class lead held by Oliver Hunter & Matthew Daniels in the Ford Escort Mk2, overall they were 96<sup>th</sup>. On the 2<sup>nd</sup> stage they went into super rally given a notional time 7 minutes slower than the class leader. Evidently the issues they had were more serious than initially thought and they didn't start the 2<sup>nd</sup> day of rallying.

Out of the 118 starters 88 would make the finish ramp and it would be French crew Adrien Fourmaux and Alexandre Coria who would take the victory in the M-Sport Ford Fiesta Rally2, 29 seconds ahead of Irishman Keith Cronin and Mikie Galvin in the VW Polo R5, themselves just 0.2 seconds in front of the similar car of Euan Thorburn & Paul Beaton in their first drive of the car. Top 2WD was 19<sup>th</sup> placed Darren Atkinson & Mark Twiname in the Ford Escort Mk2 almost 6 minutes behind the winning crew.

## Crail Summer Stages - 10/06

Just 2 weeks after the Jim Clark **Jonathan Stepney** was back out again on a Scottish event, this time held at the Crail Motorsport Centre in the East of Scotland, A round of the Scottish Tarmac series, Scottish Single Venue and Northern English Tarmac. 60 Miles of rallying was set out over 6 stages (3 layouts repeated consecutively).



*Jonathan Stepney in his Renault Clio*

This time guided round by young Scottish co-driver Owen Paterson against the 61 other crews taking part in the rally. 17 of which were in the 2ltr class which **Stepney/Paterson** had entered their Renault Clio 172 starting at car 19.

Stage 1 and it was a cautious start for the pair, having never sat together before, 24<sup>th</sup> Overall and 8<sup>th</sup> in Class was the result of it, Richard & James Sutherland led the class in their Opel Manta being some 58 seconds faster than **Stepney/Paterson**, the latter crew having a healthy class buffer behind of 44 seconds and only 4 seconds shy of the crew in front.

Stage 2 was cancelled, this led to stage 3, the Sutherland's once again dominant in the class result taking a massive chunk of time out of everyone with a time that was 2<sup>nd</sup> fastest overall. As for **Stepney/Paterson**



their pace had increased too, now 18<sup>th</sup> fastest on SS3 and 6<sup>th</sup> fastest in class, this meant they had jumped up to those places overall as they established themselves as among the leading class drivers. 4<sup>th</sup> in class was within reach and the gap behind growing. The Hamilton's Opel Kadett 7 seconds back and a further 21 seconds to Simon Jennings/Andy Brown in the Vauxhall Nova.

Stage 4 and **Stepney**/Paterson set 3<sup>rd</sup> fastest 2ltr time with the Sutherland Manta retiring, It was also 11<sup>th</sup> fastest overall for the Clio crew, this promoted them up to 5<sup>th</sup> in Class and 13<sup>th</sup> Overall. The class lead now being held by Andrew Plunkett / James Burns in the Ford Escort Mk2.

Sadly on SS5 **Stepney**/Paterson would lose a minute dropping them down a couple of places overall with only stage 6 remaining it was difficult to claw back quite to where they were. The final stage wasn't quite what was hoped, not quite back onto their true pace and although getting back some time they remained 15<sup>th</sup> Overall and 6<sup>th</sup> in Class, slightly missing out on 5<sup>th</sup> in class of Hamilton/Hamilton by just 1 second!

Plunkett/Burns held onto their class lead to take the class win and 7<sup>th</sup> Overall, The overall win was taken by Greg Inglis / Ian Parker in the Lotus Exige, Gerry Fitzelle / Graeme Menzies in the Ford Escort Mk2 taking 2<sup>nd</sup> some 49 seconds behind and Chris McCallum / Stephen Clark taking 3<sup>rd</sup> in their Ford Escort Mk2 another 23 seconds behind.

## Abingdon CAR-nival Stages 11/06

The Annual event at Abingdon Barracks with the Car-nival weekend with Autosolo, Sprint, etc & of course the Stage Rally, An almost full entry of 96 cars started the rally, which comprised of 7 special stages rounds of various regional championships. Well supported despite being an event under threat.

Running as part of the Association of West Midlands Motor Clubs championship were Epynt's **Connor & Gary Powell**, the son & father crew taking part in Connor's 2<sup>nd</sup> event and hoping for a full days sport. On a large flat airfield type venue the competition will be tough for the little Citroen Saxo VTS, the relatively low powered car up against some fast machinery in the class and overall, starting at car 42 as well meant a tough day.

Stage 1 out of the way and **Powell/Powell** started off in 63<sup>rd</sup> overall and 16<sup>th</sup> in class, Dale & Andrew Lawson taking the early class lead in the MG ZR just over a minute ahead of the Newbridge on Wye family team, the times being so close at this point that a few seconds would make massive differences in class and overall positions.

Stage 2 and in the 1600cc class it was Joseph & Daniel Duffy who took a dominate stage class win some 36 seconds quicker than anyone else, the next fastest being the MG ZR of Lawson/Lawson. This promoted the Lotus crew to the class lead by 30 seconds. **Powell/Powell** improved on their stage 1 time by 20 seconds although lost time to the class leader simply by virtue of the Lotus' pace, Seemingly now the nearest class rivals were Tony & Ben Perrett ahead in a Fiesta R200 just 8 seconds up the road in 13<sup>th</sup> in class and Harry Pinchin/Colin Jenkins behind in the Citroen C2 GT in 15<sup>th</sup> just 4 seconds back.

Stage 3 and a change of stage layout, Duffy/Duffy still dominant in the class inside the top 15 overall! As for **Powell/Powell** in the Saxo, well it didn't suit them on this occasion as they drop a position in class losing time to the Fiesta R200 crew and being passed by the Toyota Corolla AE86 of Ian McCulloch/Peter Littlefield, they also shared the 15<sup>th</sup> in class position with Tim Taylor/Ashley Francis-Adams in the Peugeot 106 GTI.

Stage 4 and Duffy/Duffy now held a class lead of almost a minute ahead of Lawson/Lawson with **Powell/Powell** (seeing a theme here?) not making the hoped improvements in position, some 12 seconds quicker 2<sup>nd</sup> time through but still only 17<sup>th</sup> fastest in class. Taylor/Francis-Adams now taking a 4 second advantage as Pichin/Jenkins close in on the Saxo.

Stage 5 was the short stage of the day, the Lotus crew at the front of the class not gaining much time wise

over the rest of the field here, just 1 second faster than Lawson/Lawson. For **Powell/Powell** they remained 15<sup>th</sup> in class, although the crews around swapped with Pinchin/Jenkins leaping to be now 5 seconds in front with Taylor/Francis-Adams now 1 second behind. Realistically with 2 long stages to go the Perrett's Fiesta R200 in 13<sup>th</sup> in class was still achievable.

First of those 2 long stages and **Powell/Powell** were up to that 13<sup>th</sup> position, due to a couple of retirements, the gaps actually remaining much the same all around, maybe as crews settled in for their positions aiming for a finish and for **Powell/Powell** some much needed points.

Final stage and Duffy/Duffy took a convincing class win of 1m 12s in the Lotus Elise ahead of the MG ZR of Lawson/Lawson. **Powell/Powell** in the Saxo VTS came home 12<sup>th</sup> as they took some time out of Perrett/Perrett in the Fiesta R200 but not quite enough to take their position. A comfortable placing in the end with just over 2minutes back to the next class competitor. They also finished 51<sup>st</sup> overall, pretty good going on a "Power" venue and a full day rallying and points for their championship.

Overall winners were Mark Kelly/Richard Scarborough in the Ford Fiesta R5 with identical times for 2<sup>nd</sup> and 3<sup>rd</sup> (being decided on stage 1 times) between Richard Weaver/Emma Morrison in the Ford Fiesta R5 and Darrell Taylor/Steve McNulty in the Ford Fiesta Rally2, top 2WD was Josh Payton & Jamie Vaughan in 6<sup>th</sup> overall in the Ford Escort Mk2 1m 52s off the overall win.

Also out on this event were the following crews

Mark Lennox\* / Claire Lennox - 26 - Ford Escort Mk2 - 32nd / 12th

Richard Weatherley / Daniel Petrie\* - 30 - Ford Fiesta Rally4 - Retired

# Dunoon Presents Argyll Rally 23-24/06

Round 5 of the MSUK Asphalt Rally Championship took place at the Argyll Rally, a closed road event that is growing and one of the toughest events in the UK calendar despite being only 60 miles of stages. Based around the town of Dunoon with a street stage repeated held in the town itself to start the event.



*Jonathan Stepney & Aled Davies*

It was also a round of the Scottish Rally Championship as well as other regional championships. 14 Stages in total, the 2x 0.7 mile runs through Dunoon followed by Tarsan Dam, then 2 runs of Kinlochruel then Otter Ferry. Day 2 comprised of 2 runs of 4 stages (Glendaruel, Bealach Maim, Loch Fyne, Whistlefield). 108 cars started the event including **Jonathan Stepney & Aled Davies** in the Renault Clio starting at car 82 hoping for some better luck than recently had. 7 Cars in their class but realistically it was 26x 2ltr cars starting the rally (excluding historics).

After 2 runs through Dunoon, **Stepney/Davies** were up to 55<sup>th</sup> overall, 9<sup>th</sup> 2ltr and 2<sup>nd</sup> in class. Just 2 minutes of rallying taking place by this point times would obviously be close, just 3 seconds behind the class leader of Ian Forgan & Ewan Lees in the Ford Ka and 9 seconds down on the fastest 2ltr car the Ford Escort Mk2 of John Crawford & Josh Davison.

5 Miles of Tarsan Dam followed and in the class **Stepney/Davies** shared the class stage win with the very similar Renault Clio of Josh Evans & Tony Edwards. Taking 4 seconds out of Forgan/Lees they took the class lead by 1 second! Evans/Edwards a further 4 seconds back. Now up to 6<sup>th</sup> in the 2ltrs it was still Crawford/Davison who began to increase their lead. The first run of Kinlochruel was cancelled with the 2<sup>nd</sup> running of the 2.5 mile stage going ahead.

Evans/Edwards fell into super rally and Forgan/Lees came back swinging to take 7 seconds out of **Stepney/Davies** and regain the class lead by 6 seconds. No real loss of pace by the Clio crew, just the Ka now flying. Stage 6 was cancelled for most crews as some of the leading R5/Rally2 cars suffered accidents, this meant at the end of day 1 **Stepney/Davies** were 47<sup>th</sup> Overall, 7<sup>th</sup> in the 2ltrs and 2<sup>nd</sup> in Class.

First 2 stages on the 2<sup>nd</sup> day and despite losing a little time on the first longer 5 mile stage for **Stepney/Davies** the 2<sup>nd</sup> 5 miles stage made up for it, regaining the class lead from Forgan/Lees to squeeze a 2 second advantage despite others being faster in class. Quickly up to 41<sup>st</sup> Overall and 6<sup>th</sup> 2ltr as well.

Sadly on the following 2 stages in the loop the 6 mile stage followed by 3 mile stage **Stepney/Davies** lost time, not lacking much more pace but Forgan/Lees took back their class lead to head the Clio crew by 16 seconds. For **Stepney/Davies** their advantage in the class to David & Adam MacLachlan in another very similar Renault Clio was 2m 34s, although in the 2ltr class it would actually be just 22s to the Ford Fiesta ST of Meghan & John O'Kane. Leading 2ltr runner now was Michael Harbour & Ian MacDougall in the Ford Escort Mk2, they took over from Crawford/Davison after the latter crew retired.

Beginning of the last loop and once again **Stepney/Davies** put on a very good time through Bealach Maim to take a chunk a time from Forgan/Lees but still trail the Ka pairing by 7 seconds although in class their gap to the car behind, now Linzi Henderson / Sue Hynd in the Ford Fiesta R2T was 3m 52s. By this point **Stepney/Davies** had dropped a position overall to 42<sup>nd</sup> but remained 6<sup>th</sup> in the 2ltr field.

The last pair of stages and much like the opening loop here the Clio didn't quite match up on pace, 15 seconds lost over 9 miles of running to the flying Ka of Forgan/Lees, **Stepney/Davies** took a comfortable margin over Henderson/Hynd to secure 2<sup>nd</sup> in Class, the dominant performance in class on the 2<sup>nd</sup> day was Evans/Edwards who took over a minute out of them but first day issues put them an hour behind. There was no change to their overall standing or 2ltr standing by this point, both of which secure in the end.

Harbour/MacDougall took the 2ltr win in 27<sup>th</sup> , Darren Atkinson/Mark Twiname took the 2WD win in 8<sup>th</sup> overall 4m 22s off the overall win.

That honour went to Callum Black & Jack Morton in the Ford Fiesta Rally2, 56 seconds ahead of the identical car of Neil Roskell & Andrew Roughead with Scottish crew of Rory Young & Allan Cathers in the hired Citroen C3 Rally2 taking final podium step just a mere 8 seconds behind Roskell/Roughead.

# Grooms Garage Sweet Lamb Rally Time Trial - 25/06

The Sweet Lamb Rally Time Trial returns for its 2<sup>nd</sup> running and was well supported by Epynt MC members as well as top class 4WD machinery from BRC front runners!



*Callum Griffiths & William Lewis – Photo by Paul Mitchell Photography*

Edwards & Dylan Andrew in the Vauxhall Nova, this time would have them 3<sup>rd</sup> in the over 1600cc class too just 1 second off the fastest 2WD time. It would also be 8 seconds quicker than **Liam Griffiths & Daniel James** could manage, they would have a decent enough run to be 24<sup>th</sup> Overall and 3<sup>rd</sup> in Class, all those behind not close to the times of the Fiesta ST's.

**Paul Jenkins/Llinos Davies** wouldn't have such a good start taking a maximum on the first run setting them back by around 17 minutes. Meanwhile **Liam Jeffreys/Elgan Davies** took a steady start, the first time for Liam on the loose gravel surface they ended the run 45<sup>th</sup> place and 14<sup>th</sup> in class.

2<sup>nd</sup> Run and although a slight improvement on time **Griffiths/Lewis** would concede the class stage win by just half a second to Edwards/Andrew's Nova, although moving up to 14<sup>th</sup> overall and matching the fastest time of the over 1600cc 2WD's, **Griffiths/Lewis** weren't hanging about now 2<sup>nd</sup> Modern 2WD. As for **Griffiths/James** (yes this is why first names are used on other events). They close the pace gap to the brothers Fiesta and beat their first run time, now 8<sup>th</sup> Modern 2WD and 22<sup>nd</sup> overall.



*Liam Griffiths flying high in Sweetlamb – Photo by British Rally Media*

**Jenkins/Davies** set their first time of the day and took 11<sup>th</sup> fastest in class, not worrying the top 10 class times too much with a little gap in pace to those in front but a general 5 way tussle with the remaining cars behind them in times would prove surely entertaining, Jeffreys/**Davies** took a marked improvement on pace, taking 50 seconds out of their first time and although still 14<sup>th</sup> fastest in class were now almost amongst the car around them on pace, those who are much more experienced on gravel.

48 Starters took on 6 Stages/Runs around the world famous rallying complex. Leading EMC crew were **Callum Griffiths & William Lewis** in the Ford Fiesta ST at 21, followed by his brother **Liam Griffiths & Daniel James** in their Ford Fiesta ST at 24. **Paul 'Nobby' Jenkins** took his first start of the year in 'SKG' his Ford Escort Mk2, guided round by **Llinos Davies** they started at 35. Finally **Elgan Davies** was co-driving for Liam Jeffreys on Liam's 2<sup>nd</sup> ever rally in the high spec Escort Mk2.

**Callum Griffiths & William Lewis** took a flying start on the opening run to set 15<sup>th</sup> fastest time and to lead the M1 class, taking 6.9 seconds out of Gareth

Run 3 and a issues for **Griffiths/Lewis** as they lose around 40 seconds and the class lead dropping to 3<sup>rd</sup> in class and 25<sup>th</sup> overall, this unfortunately led to their retirement following this stage. It was a gain for Griffiths/James as they now take on 2<sup>nd</sup> in class losing 4.9 seconds to Edwards/Andrew to be 13.6 seconds off the class lead but improvement stage by stage.

**Jenkins/Davies** dropped a little in pace compared to those in front on the 3<sup>rd</sup> run but yet those behind dropped a little to him, creating a no-mans land of time they set, 38<sup>th</sup> fastest overall and 11<sup>th</sup> in class.

Jeffreys/**Davies** making small improvements to close the gap to the cars ahead, nearest rival being Anthony Walker & Peter Littler in the Vauxhall Chevette HSR although overall time they were 51 seconds behind.



*Elgan Davies navigating Liam Jeffreys in his Ford Escort Mk2 – Photo by Paul Mitchell Photography*

Stage 4, for Jeffreys/**Davies** their climb towards the pack had halted a little here, losing almost 15 seconds to Walker/Littler' Vauxhall who had found some pace, they had closed in on the pace of **Jenkins/Davies** who stayed in their rhythm and would get close themselves to the odd car ahead who made a mistake, once again 11<sup>th</sup> fastest in class Mr. Consistent. **Griffiths/James** would find themselves getting quicker too, although like his brother earlier seemed to be overshadowed by the pace of the Edwards/Andrews Nova, now just shy of 24 seconds off the class lead although right amongst the leading modern 2WD positions.



*Paul Jenkins & Llinos Davies in SKG – Photo by Paul Mitchell Photography*

Stage 5, the report is mainly the same for Griffiths/James, less time lost to Edwards/Andrews but the gap to the class lead grew, **Jenkins/Davies** again were battling in times with the cars around but set 11<sup>th</sup> fastest in class with Jeffreys/**Davies** remaining 13<sup>th</sup> fastest not quite able to match the big Chevette HSR times in front.

The final run and sadly Jeffreys/**Davies** lost some time (around 1m 30s to 2 minutes) dropping them a place overall and in class, commendable on their first gravel event. **Jenkins/Davies** did finish last by virtue of only one superrallying but did claim a top 10 class time on the final run although still a little off the desired pace. **Griffiths/James** set a storming time on the final run, faster than any over 1600c modern car in the higher class by half a second and much

closer in time to the charging Nova of Edwards/Andrew but did fall shy of that class win in the end by 35 seconds, although the pace of the top 2 was shown by the 1m 42s gap to the Micra behind in class and what would have been 3<sup>rd</sup> in the modern 2wd class above. 16<sup>th</sup> Overall was an excellent result to end the day.

Overall winner with Elliot Payne & Tom Woodburn in the Ford Fiesta Rally2 who secured a 23 second win over Harry Hunt & James Both in the identical Fiesta Rally2 but Hunt having a lot less experience on stages recently and especially in a hired R5 car, Taking 3<sup>rd</sup> was Bob Morgan & Adie Williams in the Skoda Fabia R5 some 46 seconds further back.

Also out on this event were the following crews

Phil Jones\* / Ian Beamond\* - 19 - Ford Escort Mk2 - 20th / 5th

Andrew Sheers\* / Mark Ammonds - 36 - Ford Escort Mk2 - 34th / 2nd

# Bob Shaw Memorial Brawdy Stages - 02/07

A long time event running at the former American Air Force base at RAF Brawdy, notably a power venue but with small technical twisty tight sections to catch you out. A round of the Welsh Tarmac Championship as well as other regional championships.

Just over 50 miles of rallying over 6 stages, going to be a dry tough day for all competing with its abrasive tarmac runways causing high tyre wear. **Connor & Gary Powell** were back in the Saxo again as part of their AWMCC campaign with 77 other competitors against and 11 of whom in the 1600cc class which included a few quick Novas and kit cars. The **Powells** started car 63.

**Elgan Davies** was also out navigating for Carwyn Thomas in the ex-Paul King 2 Litre Ford Escort Mk2 starting at 65.

First 2 stages done (same stage repeated), **Powell/Powell** started cautiously learning the venue with neither Connor or Gary having been to the venue recently. As the high powered or good power/weight ratio cars took off into the distance as expected they settled into 9<sup>th</sup> in class and 67<sup>th</sup> overall, however on the 2<sup>nd</sup> stage they improved their pace by over a second and a half per mile to the leading class cars. This meant a jump up to 7<sup>th</sup> in class and 58<sup>th</sup> overall. The class lead was being fought between the Vauxhall powered Darrian T9 of Brawdy veteran John Lewis & Merfyn Williams and the Vauxhall Nova of Marc Mayes & James Davies. Just 6 seconds separating the pair with just over 3 minutes back to the Saxo of **Powell/Powell**. The Newbridge pairing now a minute behind the next car in class of Andrew Owen & Jack Bowen in the Vauxhall Nova but extending the gap to the similar Saxo VTS of Liam Farr & Kyle Makin behind now 30 seconds.

Carwyn Thomas & **Elgan Davies** had a similar start to the Saxo pair and went 50 seconds quicker almost on the re-run stage jumping from 19<sup>th</sup> in the competitive 2ltr class to 14<sup>th</sup> and jumping 14 places overall from 59<sup>th</sup> to 45<sup>th</sup>! Although now 3 minutes behind the class leading Darrian (going to see a theme here too!) T90 of Gethin Davies & Gerwyn James, who were fighting themselves Jason & Lee Wilson in the Darrian T90 GTR swapping times, with the Welsh Championship regulars Richard Merriman & Emma Louise Todd in the 3<sup>rd</sup> Darrian T90 watching on from behind.

2 More stages completed and **Powell/Powell** remained 7<sup>th</sup> in class, although SS4 was cancelled for a number of cars, the gaps around changing somewhat as they now were 44 seconds behind the recovering Peugeot 207 S1600 of Kevin & Jonathan Davies, as Owen/Bowen dropped into missing stages, Farr/Makin also taking a notional slow time on SS3 putting them out of contention too, leaving a comfortable cushion behind of almost 5 minutes for **Powell's** to enjoy. Class lead was now Mayes/Davies as Lewis/Williams had issues on SS3 losing over a minute.

Sadly we lose Thomas/**Davies** from the event on SS4, they had a steady consistent run on SS3 but dropped out of 42<sup>nd</sup> overall on the following stage.

The final pair of stages and as the layout became faster **Powell/Powell** became more confident and closer in pace once again to the leaders of the class, quite the result on a power venue such as Brawdy. Stage 5 they were almost a match for the recovering fast Vauxhall Nova of Owen/Bowen and now taking minutes out of those behind with the expected cars in front pulling away. Final stage and a slight drop in pace to finish and get more points for the Saxo crew, coming home in 46<sup>th</sup> Overall and 7<sup>th</sup> in Class. Just over 2m 30s behind the 207 of Davies/Davies ahead and over 10 minutes in front of the Peugeot 206 of Steven Knott/Andrew Thomas behind! Class was won by Mayes/Davies

Overall the rally was won by Wayne 'Tar' Jones & Owen Rowcliffe in the Darrian T90 GTR just 8 seconds ahead of Malcolm 'Tar' Jones & Rhys Jones in a similar car, the 2ltr T90 GTR of Jason & Lee Wilson taking 3<sup>rd</sup> some 2m 35s off the win as another Darrian took 4<sup>th</sup> Overall.

Also out on this event were the following crews

Malcolm Jones* / Rhys Jones	- 2 -	Darrian T90 GTR	- 2nd / 2nd
Damian Cole / Lucie Gutteridge*	- 4 -	Citroen C3 Rally2	- 5th / 1st
Aled Wyn Morgans / Daniel Petrie*	- 38 -	Ford Escort Mk2	- 38th / 8th
Ivor James / Paul Bevan*	- 41 -	Ford Escort Mk2	- 40th / 10th
Owen Llwyd Edwards / Daniel Rees*	- 68 -	Citroen Saxo Kit Car	- 19th / 3rd
Robert Morris / Dilwyn John*	- 69 -	Subaru Impreza STi N14	- 39th / 2nd

# Nicky Grist Stages - 08/07

For its 42<sup>nd</sup> running of the Nicky Grist Stages (or Nicolet, D' Isis, Quinton or Competition Car Stages as it was known), it was once again a round of the BTRDA championship, entertaining 127 crews at the

startline, the highest of any event in the championship this year! Also a round of the Welsh Forest series and being supported by the Land Rover Challenge.



*Jon Hawkins co-driving in Campbell's Subaru - Photo by Black Mountains Media*

Probably the most local forest event for the Epynt MC crews we had 2 drivers and 2 co-drivers across 3 cars! **Jonathan Hawkins** was making his 2<sup>nd</sup> start with gentleman driver Charlie Campbell in the Subaru Impreza with 19 cars in the class but misfortune on the previous rally meant any sort of result would be a start. They started at 64.

**Callum Griffiths & William Lewis** were next at 71 in the Ford Fiesta ST, with **Liam Griffiths** & Daniel James starting directly behind in their almost identical car! Poor seeding for the flying pair and with 15 cars in the class they expected to be fighting in the top 3<sup>rd</sup> of that.

First stage was Llyn Login on the Concrete Road over Epynt at 3.5 miles with the 2<sup>nd</sup> stage held in Crychan forest just shy of 7 miles. Campbell/**Hawkins** started off steady on the first pair of stages, with Campbell still in some pain following the Plains off, mistakes were made with a few spins and a stall costing time. This left the pair in 117<sup>th</sup> overall and 17<sup>th</sup> in class with the rest of the class now over a minute ahead and the class lead fought

between Russ Thompson/Stephen Link in their Mitsubishi Lancer Evo IX and the slightly older Evo VI of Robert Wilson & Richard Crozier over 3 and a half minutes up the road from Campbell/**Hawkins**, their battle for the day would be with the Mitsubishi Lancer Evo IX of Geoff Cottrill & Nathan Crewe some 12 seconds behind.

**Griffiths/Lewis** started off at a great pace setting 30<sup>th</sup> fastest on the first stage and 3<sup>rd</sup> in the 2ltr class!

Just behind their regular rivals of Iwan Roberts Jr/Daniel Jones in their Ford Escort G3 and Boyd Kershaw/Keegan Rees in the Ford Escort Mk2. The Crychan stage however wasn't for them as they dropped pace a little to the class leaders, they now lay almost 30 seconds behind to the Escort pairs ahead and the gap behind was just 4.1 seconds, that gap was to **Griffiths**/James who were extremely consistent over the first pair of stages, being 36<sup>th</sup> fastest over both stages and although 6<sup>th</sup> in class after the first stage had jumped up to 4<sup>th</sup> in class after the second. The gaps behind were so close with just over 2 seconds covering the 2 cars behind. Overall the Fiesta ST's were 34<sup>th</sup> and 36<sup>th</sup> overall with **Griffiths/Lewis** just 4 seconds off the fastest FWD car of Tony Simpson / Stefan Arndt in their Ford Fiesta Rally4.



*Callum Griffiths & William Lewis on the big Llyn Login jump - Photo by Black Mountains Media*



Next stages were Halfway forest with almost 5 miles of technical stage facing the crews, followed by Monument stage through the forest heading from the ranges to Mabions Way itself almost 6 miles.

Halfway was to be a disaster for both **Griffiths** brothers as both Fiesta ST's had issues, **Griffiths/Lewis** dropping 30 seconds and **Griffiths/James** dropping nearly 40 seconds. This dropped them to 8<sup>th</sup> and 10<sup>th</sup> in class respectively, fighting back would be a long hard day from here. However on the next stage **Griffiths/Lewis** were back up on pace and as Kershaw/Rees had a storming stage taking 14 seconds out of everyone else the Fiesta ST crew were 5<sup>th</sup> fastest in class although really only 2 seconds of 2<sup>nd</sup> fastest. For brother **Griffiths/James** in the sister car it was also a jump in pace, despite dropping 9 seconds to the other Fiesta ST they were 7<sup>th</sup> fastest in class over the Monument stage. Heading into service it was a 20 second gap ahead of both **Griffiths** crews. Ricky Crone/Ifan Devine heading **Griffiths/Lewis** in their Ford Escort Mk2 and Geoff Phelps/Colin Jenkins doing the same in their Ford Escort Mk2 to **Griffiths/James**. They were 41<sup>st</sup> and 49<sup>th</sup> overall.

Campbell/**Hawkins** had yet more small half spins on Halfway, perhaps the different more standard gearbox fitted for this event not suiting. Although they took 11 seconds out of Cottrill/Crewe. However on Monument stage some confidence was found and started to work, back up the pace a little and although no higher up the class placings on pace they did take another 17 seconds out of the Evo IX crew behind. Finally they broke into the top 100 times, Overall they were now 100<sup>th</sup> overall and 16<sup>th</sup> in class.

Starting the 2<sup>nd</sup> loop and **Griffiths/Lewis** were back on form taking 4 seconds out of Crone/Devine back into the top 40 overall, sadly **Griffiths/James** lost 4 seconds to Phelps/Jenkins but remained where they were. In Crychan though the pair were 3<sup>rd</sup> and 4<sup>th</sup> fastest in class respectively and despite the fact Kershaw/Rees held a class lead over a minute now as Roberts Jr./Jones retired with steering issues. **Griffiths/Lewis** were moving up on pace, just 5 seconds off a class podium now with **Griffiths/James** just 18 seconds off 5<sup>th</sup> in class now.

Campbell/**Hawkins** had dropped back in pace from their Monument run but extended their gap to Cottrill/Crewe, they were up to 94<sup>th</sup> overall, the gap to Alun Jones/Geraint Mills in the Mitsubishi Lancer Evo IV ahead was over 3 minutes now. The final 2 stages for the pair and the pace wasn't their for them, just aiming for a finish. With the retirements of others in the class on the final stage it left them up to 10<sup>th</sup> in class, taking 1m 24s from Cottrill/Crewe but 4m 7s behind Jones/Mills. Almost 14 minutes in front the class was won by Thompson/Link in the Evo IX. Overall the Subaru pair took 89<sup>th</sup> place.



*Liam Griffiths launching in Monument stage! - Photo by Nigel Mee*

**Griffiths/James** for the first time this rally took a faster stage than **Griffiths/Lewis** taking 1.6 seconds from them and once again the pair were 3<sup>rd</sup> and 4<sup>th</sup> fastest in class, the final stage though and Escort Mk2's evidently suited the stage as both Fiesta's were beaten by their rivals in front and set 5<sup>th</sup> and 6<sup>th</sup> fastest in class. Pace wise it had dropped off the pace a little but **Griffiths/Lewis** took 27<sup>th</sup> Overall and 4<sup>th</sup> in Class another good points finish, **Griffiths/James** were 35<sup>th</sup> Overall and 6<sup>th</sup> in Class, both brothers were inside the top 20 in the Welsh forest championship.

Overall the Rally was won by Elliot Payne & Tom Woodburn, literally flying their way to a

slim win of just 7.9 seconds in the Ford Fiesta Rally2 ahead of the slightly older Ford Fiesta R5 of Matthew Hirst & Declan Dear, Aaron Newby/Jamie Edwards took the final step on the podium in the Skoda Fabia R5 just over a minute off the leading pair. Top 2WD and Historic was local man Jason Pritchard & Phil Clarke in 10<sup>th</sup> overall just under 4 minutes off the overall win.

Also out on this event were the following crews

Alun Horn / Ian Beamond*	- 81 -	Ford Escort Mk2	- 42nd / 7th
Robert Morris / Dilwyn John*	- 84 -	Subaru Impreza STi N14	- 58th / 8th
Kelvin Evans / Lucie Gutteridge*	- 235 -	Nissan Micra	- 69th / 4th

# Fairfield Merlin Stages Rally - 23/07

Round 5 of the Welsh Tarmac championship and it was the first event held at Pembrey this year, a once popular rally venue sadly in decline in the number and length of events. This reflected in the entry number with just 56 cars starting the rally. One of Epynt members was out competing, this time as a co-driver with **Paul 'Nobby' Jenkins** swapping the steering wheel to hold maps for Trevor Keeble who was on his 3<sup>rd</sup> event of the year in his 2ltr Ford Escort Mk2. They competed in the largest class on the event. Keeble/**Jenkins** started at car 18.

6 stages were set out for the event with the format being over 3 layouts. After the first pair of stages Keeble/**Jenkins** lay 33<sup>rd</sup> overall, 2 consistent times being 35<sup>th</sup> and 36<sup>th</sup> fastest as others moved around them left them 9<sup>th</sup> in class too, The times in class behind being close as only a second separated the them from 11<sup>th</sup> in class. At this point Richard Merriman/Kath Curzon led the class by 19 seconds from the Welsh made Gilbern Invader of Chris Jones & Mark Maides. Keeble/**Jenkins** being 1m 37s down.

After 4 stages now and Merriman/Curzon led the class by 21 seconds but now ahead of Harri Reynolds (Julian Reynolds son) & Patrick Walsh in a hired Ford Escort Mk2, Jones/Maides being just 1 second further back, As for Keeble/**Jenkins** their pace was improving stage by stage and now setting times just outside the top 20 climbing up to 6<sup>th</sup> in class now but almost a minute gap to the similar Escort Mk2 ahead of Julian Weston & Nathan Summers, themselves some way off the crews ahead.

By this point Keeble/**Jenkins** were up to 25<sup>th</sup> overall, however on SS5 they retired.

Overall the rally was won by the Darrian T9 of Chris Simmons/Andy Moss with another Darrian T9 this time of Nigel Gibbard & Bedwyr Harries taking second some 13 seconds behind and the 2.5ltr Ford Escort Mk2 of Chris Hand & Dai Roberts taking 3<sup>rd</sup> another 25 seconds back.

Also out on this event were the following crews

Andrew Owen / Lucie Gutteridge\* - 27 - Vauxhall Nova - 19th / 2nd

Alun Jones / Paul Bevan\* - 46 - Renault Clio - 45th / 12th

Michael Jowers\* / Benjamin Jowers\* - 49 - Ford Escort Mk2 - 21st / 5th

# Nigel Ferguson Fabricators Tour of Epynt - 30/07



*Anthony Morgan in his new Darrian – Photo by Black Mountains Media*

On what is likely (some contention) to be the 50<sup>th</sup> running of the Port Talbot Motor Club event (also as the Virgo rally). 7 stages totalling 70 miles were laid on for the 79 cars to tackle. This being a round of the Welsh Tarmac Championship and the British Historic Rally Championship. Although only a limited number of cars were entered for either rounds.

Out for the club were **Anthony Morgan** making his 15<sup>th</sup> Tour start with previously his best result on the event being 5<sup>th</sup> overall in the 1985 running (then the Virgo Galaxy rally) in his Davrian. Well for 2023 he started the event in his newly acquired Darrian T90 GTR+ although not tested or driven the car prior to the rally, this would very much be a learning experience, a difficult job given the peers of 8 other Darrians out competing. With Paul Bevan co-driving they started car 5. A lot of cars (14) in their class too.

Also out was **Jonathan Stepney & Aled Davies** in the Renault Clio starting at 33 and as the event was due to be a part of the MSUK Asphalt series but due to date changes was dropped, instead they are using the event as a test as part of the largest class on the event with 15 cars.

In a much smaller class of 4 cars in the 2ltr 8v class it was **Paul 'Nobby' Jenkins** and **Lucie Gutteridge** in the Ford Escort Mk2 with Paul returning to the drivers seat and Lucie continuing her Welsh Tarmac championship fight. They started at 46.

After the first stage (1 long and 1 short) encompassing most of the Epynt ranges and **Morgan/Bevan** took a fantastic start, the Darrian pair coming in 6<sup>th</sup> overall just 9 seconds off the podium and top 2WD held by Tony Rees & Ian Taylor in their similar T90 GTR+ . The top 2 overall were Mark Kelly & Dafydd Evans in the Skoda Fabia R5 who were fastest taking a 17 second lead ahead of Damian Cole & Paul Spooner in his Citroen C3 Rally2 making his first return to the ranges since his massive accident earlier in the year. **Morgan/Bevan** were 37 seconds back from the lead. Melvyn Evans/Sion Williams and Nick Elliott/Dave Price in their pair of Ford Escort RS 1800 MkII took 4<sup>th</sup> and 5<sup>th</sup> overall taking advantage of the conditions before the rain came. On the second stage covering Burma Road **Morgan/Bevan** matched Cole/Spooner to be 2<sup>nd</sup> fastest overall! Being a second faster than the rest of the 2WD and only 4 seconds off the fastest time. This put them up to 4<sup>th</sup> Overall and 2<sup>nd</sup> in Class just 6 seconds behind Rees/Taylor.

**Stepney/Davies** meanwhile took a very consistent start being 31<sup>st</sup> after 2 stages and 22<sup>nd</sup> 'modern' already a higher result than they have had on the Tour of Epynt before. In the class they are 7<sup>th</sup> just under a minute behind Richard Merriman & Kath Curzon in the Darrian T90 taking a dominant class lead of 28 seconds after 2 stages! 11 seconds was the gap to Andrew Turner & Richard Winstanley in their Ford Escort Mk2 that **Stepney & Davies** had to make up over the course of the remaining 55 miles. Whilst fending off Steve Ellis / Jamie Vaughan in their Ford Escort Mk2 just 7 seconds back from the Clio crew.



*Jonathan Stepney & Aled Davies going well in the wet – Photo by Black Mountains Media*

As for **Jenkins/Gutteridge** it was a slower start, overall losing pace over the long stage due to conditions and power disadvantage. Stage 2 being much closer to the pace of the class with the twists and turns of Burma Road. Ending the first loop in 65<sup>th</sup> overall and 2<sup>nd</sup> in class although 1m 47s down on the class leading Leighton Smith & Karen Phelps in their Peugeot 205, instead their class battle would be with the remaining class competitor in their Peugeot 205 Jim & Paul Boxall from Llandovery, a 23 second lead the Escort Mk2 held over the 205 at this point.

Stage 3 for **Morgan/Bevan** was an increase in pace over the first stage as the 3 "Big" Darrians separated by just 4 seconds the GTR+ pair just 1 second slower than Rees/Taylor and holding 3 seconds faster than Andy Fraser/Alan Jones in their extremely powerful 450hp+ V6 Darrian-Nissan T9. The big engined cars



*Paul 'Nobby' Jenkins & Lucie Gutteridge - Photo by Black Mountains Media*

dismissing the Historic cars comfortably now as they close in on times on Cole/Spooner, **Morgan/Bevan** just 2 seconds slower on that stage. Once again on the shorter stage of the loop **Morgan/Bevan** were 2<sup>nd</sup> fastest this time 6 seconds down on Kelly/Evans who held a 56 second lead and 1m 17s ahead of the Epynt Darrian driver. Although on this stage they shared their time with Fraser/Jones and Lee Edwards/Robbie Pugh in his Jaguar V6 powered Ford Escort G3. The podium just 4 seconds away now.

**Stepney/Davies** remained 31<sup>st</sup> overall and 7<sup>th</sup> in class as the rain started to fall their pace started to drop although not by much it led to being overhauled by Ellis/Vaughan and the gap ahead of

them growing with the loss of Turner/Winstanley. Merriman/Curzon continued their runaway with the lead of the class up to 59 seconds after the 4 stages! Stepney/Davies being 2m 12s back from the Darrian it was still less than a minute to a class podium.

**Jenkins/Gutteridge** now had a lonely class battle, after 4 stages Boxall/Boxall had retired leaving them only chasing the 205 of Smith/Phelps but not holding a candle to the pace of the French car now 3 minutes the gap. The 205 would be only just behind Stepney/Davies. Whereas Power/Weight meant that **Jenkins/Gutteridge** weren't on the pace of the other 2ltr cars but moved up to 52<sup>nd</sup> overall.

Stage 5 joined the 1<sup>st</sup> 2 stages together somewhat and as the rain came in force by this point **Morgan/Bevan** proved to be decidedly the fastest 2WD car on the rally and 3<sup>rd</sup> fastest overall, despite Kelly/Evans racing away 28 seconds ahead of the Darrian, Cole/Spooner were only 2 seconds faster on this stage. Rees/Taylor not enjoying the conditions as **Morgan/Bevan** pressed on to take the final podium place from them and increase the gap to Fraser/Jones to 20 seconds behind.



*Anthony Morgan flying high in the wet!*

For **Stepney/Davies** they started to enjoy the weather and stages, soon passed the Escort Mk2 of Ellis/Vaughan and pressing home an advantage of 13 seconds, although still over a minute gap to the cars ahead in class.

**Jenkins/Gutteridge** lost another minute to the class leader and still needing more of a downpour to challenge the rest of the 2ltr field but continued to stay 2<sup>nd</sup> in class as long as they finish now up to 47<sup>th</sup>.

Stage 6 and **Morgan/Bevan** lose some pace/time being “only” 5<sup>th</sup> fastest, Cole/Spooner being of similar fate as Kelly/Evans still dominates and Fraser/Jones improves to be 2<sup>nd</sup> fastest taking 9 seconds out of the leading 2WD Darrian of **Morgan/Bevan**. Pritchard/Clarke taking advantage of the poor conditions at this point setting 3<sup>rd</sup> fastest in his Historic to take the Historic lead.

**Stepney/Davies** took to the conditions well now being 4<sup>th</sup> fastest in class taking 19 seconds out of Ian Godney/Stewart Powell in the Suzuki Swift Maxi ahead, only 47 seconds ahead overall in front of the Clio crew. Merriman/Curzon still headed the class but only 12 seconds in front of the rest.

**Jenkins/Gutteridge** had put on the Turbospeeds and using them to close the gap to those ahead, as Smith/Phelps encountered issues they beat the 205 by 4 seconds on this stage remaining just 4 minutes behind, and beats a couple of the other 2ltr runners this puts them up to 43<sup>rd</sup> overall now.

Final stage and **Morgan/Bevan** suffer woes as the rear right hand corner of the Darrian became loose altering the tracking of the car whilst in 6<sup>th</sup> gear causing some very nasty moments indeed, as it wobbled its way to the end of the stage losing 30+ seconds at least. This combined with a shock stage win for Fraser/Jones (an unlikely time....) meant a drop from 3<sup>rd</sup> to 4<sup>th</sup> for the Darrian pair as Fraser/Jones took the podium spot, Kelly/Evans took the win in the Skoda Fabia R5 some 1m 47s ahead of Cole/Spooner and the V6 powered Darrian 28s behind them. **Morgan/Bevan** still had a 36s gap to the next car in class and in the modern section, that of the Escort G3 of Edwards/Pugh. 4<sup>th</sup> Overall is Anthony's best result on this event so not a bad start at all.

**Stepney/Davies** also finished their best ever result in 24<sup>th</sup> Overall, 16<sup>th</sup> Modern and 4<sup>th</sup> in Class 3m 33s off the class win, this was despite the also slowing of pace losing 30 seconds but with Merriman/Curzon retiring and another retirement they gained a couple of class positions. **Jenkins/Gutteridge** made it a trio of Epynt cars out and returning, as the others improved in the rain they set an almost identical time to their previous run, therefore losing time to those around but thanks to a few retirements they did finish 39<sup>th</sup> Overall, 29<sup>th</sup> Modern and 2<sup>nd</sup> in Class just shy of 5 minutes off the class win.

Also out on this event were the following crews

Malcolm Jones\* / Rhys Jones - 2 - Darrian T90 GTR - Retired  
Philip Lloyd\* / Dean Wiltshire - 18 - Ford Escort Mk2 - 16th / 2nd

# Jordan Road Surfacing Stages Rally 06/08

The inaugural running of this event which was held at Fulbeck airfield in Lincolnshire attracted 69 entries to tackle 8 stages with just over 43 miles of stages offered. Part of 3 regional championships, of which the AWMMC was one of them.



*Connor Powell & Gary Powell in the Citroen Saxo VTS*

Therefore **Connor & Gary Powell** made the long trek over to the event to gain more championship points in their Citroen Saxo VTS. They started at 46 and had 10 other competitors in their 1600cc class.

After the first 2 stages and **Powell/Powell** were up to 30<sup>th</sup> overall, helped on the 2<sup>nd</sup> stage by setting 30<sup>th</sup> fastest time and massively improving their stage time to the first run of the layout. Evidently once the course is known more speed comes! Not only improving on overall position but they also enjoyed sitting joint 4<sup>th</sup> in class with Lyndon

Barton/Simon Hunter in their Ford Escort Mk2 and both in front and behind there were 11 second gaps both to Citroen C2's. The class lead being held by Daniel Petrie & Jack Bowen in the Peugeot 106 GTI.

After 4 stages in it was a drop to 33<sup>rd</sup> overall for **Powell** pairing in the Saxo VTS, As despite learning the stage a little quicker than they did on the first loop dropping less time to the class leaders but sadly without much improvement in time on the latter of the 2 stages, Barton/Hunter now lay 15 seconds in front with Harry Pinchin/Colin Jenkins just 9 seconds behind the Saxo crew in their Citroen C2.

Another 2 stages complete and they had made one position up overall but it should have been more, a slight pace improvement but sadly others in the class had improved more. Pichin/Jenkins took over 5<sup>th</sup> in class and held a 2 second advantage too, Petrie/Bowen led the class with a 31 second margin and a 1m 28s margin to our Epynt crew.

Final loop/pair of stages and **Powell/Powell** came back strong finding another 1.5 seconds a mile in pace overall, Immediatly taking back the 5th in class from Pinchin/Jenkins and pulling a gap of 6 seconds over them. Last stage and the gap to class leading times was closer again by matching Barton/Hunter, sadly not making more inroads than that with not a massive retirement list helping the high number of class finishers. Petrie/Bowen won the class by 40 seconds in the end and 1m 46s ahead of **Powell/Powell** in 5<sup>th</sup>. Overall the Saxo VTS crew had climbed up to 25<sup>th</sup>.

Overall the rally was won by David McMullan & Marc Melhuish in the Mitsubishi Lancer Evo VI who took a slim 3s ahead of David Welch & Andy Smith in the Subaru Impreza with the Ford Fiesta Rally2 of Darrell Taylor & Steve McNulty taking 3<sup>rd</sup> another 40s further back. Top 2WD was Martin Hodgson/Tony Jones in the 2.5 ltr Ford Escort Mk2 in 6<sup>th</sup> just 1m 10s off the win.

Also out on this event were the following crews

Daniel Petrie\* / Jack Bowen - 19 - Peugeot 106 GTI - 14th / 1st  
Mark Lennox\* / Claire Lennox - 22 - Ford Escort Mk2 - 12th / 3rd

# Gareth Hall Memorial Stages 20/08

For its 15<sup>th</sup> running over the Trawsfynydd Ranges the Gareth Hall Stages was back once again. Part of regional championships including the Mini Challenge. 12 stages however only 9 of which ran totalling just under 15 miles over the day. An unusual format as the stages are turned around to have loops of 2 or 3 over the same section of road.



*Lucie Gutteridge co-driving in the Mini*

49 Entries started the event and 14 of which were Mini Coopers post 2000. Representing the motor club was **Lucie Gutteridge** who was sat next to Clive Thomas who was making his recent rallying debut in a hired Mini Cooper One 1600cc. They started at car 46 and ran in the 1600cc class rather than the Mini class but will compare both in this report.

After the first stage and Thomas/**Gutteridge** were taking an easy start at joint 46<sup>th</sup> overall and 9<sup>th</sup> in the 1600cc class, a little way off the pace of those in front of them a gap of 14 seconds to Lauren Groves/Greg Williams ahead in their Citroen C2. 18 seconds was the gap to the closest Mini crew ahead. The class leader was the Peugeot 106 of Chris Phillips & Sarah Hughes who were 25 seconds per mile faster than the Mini crew

and in the top 5 overall. The event was on hold for 3 stages after this as a Nissan Micra had a massive accident after the flying finish on SS1, thankfully they made a full recovery.

Stage 5 and Thomas/**Gutteridge** lost around a minute on the short stage but Stage 6 was a big jump in pace finding around 8 seconds per mile in speed setting 7 fastest in class and beating one of the other Mini's out. Although down to 48<sup>th</sup> overall and unlikely to gain many places over the rest of the day given the short mileages. So testing and finding some speed is the goal from here.

Next 3 stages up to stage 9 and Thomas/**Gutteridge** in class had gained 26 seconds back on Groves/Williams ahead, being 40<sup>th</sup> fastest on each stage and setting times amongst the minis in the 1600cc class and nipping on the heels of those in the Mini class too, given the lack of experience is a great result for the day.

Last 3 stages and the pace amongst the 4 Minis in the 1600 class was good for Thomas/**Gutteridge**, on SS11 being the fastest Mini in the class and almost on the pace of those in the Mini class too and up to 33<sup>rd</sup> fastest overall. In the end it was 44<sup>th</sup> overall and 9<sup>th</sup> in class, very few retirements on such an event with such short mileage meaning every second lost is difficult to regain.

Overall the rally was won by Aled Wyn Morgans/James Martin in a 2.5ltr Ford Escort Mk2 followed by Gary Thomas/Chris Walton in another 2.5ltr Escort Mk2 11 seconds back, another 14 seconds back to the smaller 2ltr engined Ford Escort Mk2 of Len Jones/Don James rounded out the podium

# Old Forge Garage Mewla Rally - 28/08



*Anthony Morgan & Jonathan Hawkins - Photo by Black Mountains Media*

Epynt Motor Club's home event the Old Forge Garage Mewla Rally was on its 42<sup>nd</sup> running, using the western end of the ranges having a compact event route as per last year. An extremely competitive field arrived with 71 cars starting the rally which was part of the Welsh Tarmac Championship. 10 Stages over 5 loops totalling 44 miles of rallying.

Taking part on the home rally was **Anthony Morgan/Jonathan Hawkins** in the 2.5ltr Darrian T90 GTR+ with Anthony getting more used to the car event by event and Jonathan returning to competing on the Mewla after several years of doing the results on the event. They started at car 6.



*Ryan Jones co-driving for Gareth James – Photo by Gez Wyn*

**Ryan Jones** was out co-driving for Gareth James in a Peugeot 205 GTI starting at 51 with Gareth having not been out since 2019. They were in the 2ltr 8v class.

**Bill Cook** & Robert Thompson were also out competing making their 2<sup>nd</sup> Epynt event start in the Talbot Sunbeam Lotus that he has been using for 20 years now! A very different event to the Belgian events he has competed on for so many



years, they started in the over 2ltr class at 61.

**Connor & Gary Powell** also were out in the Citroen Saxo VTS, making his 2<sup>nd</sup> Epynt event of the year and hopefully improving on pace since the Dixies as he gets mileage under his belt.

**Cain Bromwich** was out with Alex Knight in their 3<sup>rd</sup> ever event and first time over the intimidating ranges in their BMW E36 Compact again in the over 2ltr class they started at 77.

**Lucie Gutteridge** bringing Clive Thomas up to the Epynt in his hired Mini Cooper One to compete in the 1600cc class and started at car 80.



*Bill Cook in his Talbot Sunbeam Lotus around Llandeilo r'Fan – Photo by Black Mountains Media*

First loop consisted of stage 1 running from Piccadilly corner to the hairpin onto route 60 after the Black Hut jump. Stage 2 from the Airstrip hairpin to the top of the Steps. Over 8.5 miles of tarmac and in damp conditions, the weather being light drizzle rain all day keeping the surface slippery.

Stage 1 was very close at the top, **Morgan/Hawkins** stopped the clock at 3m 45s setting 3<sup>rd</sup> fastest time overall! Just 1 second behind the slighter older Darrian T90 GTR of Wayne & Rhys Jones and themselves being just 1 second off MSUK Asphalt top competitor Callum Black & last minute nav Ian Davis in the Ford Fiesta Rally2. The WRC Mini of Daniel Harper/John Cressey who last came over the ranges 5 years ago in the pouring rain and used to the wet difficult conditions of Mull rally where they dominate at times, they lay 3 seconds off the top 3 with Epynt maestro Damian Cole & daughter Charly Cole in the Citroen C3 Rally2 being a further 2 seconds back. Stage 2 was a much faster stage and **Morgan/Hawkins** improved to 2<sup>nd</sup> fastest overall as Harper/Cressey Mini WRC took a 4 second stage win leaping to take the lead with **Morgan/Hawkins** just 1 second behind! For the lead....in the wet!



*Connor & Gary Powell going over Black Hut Jump – Photo by Black Mountains Media*

Cole/Cole in the Citroen C3 Rally2 took 3<sup>rd</sup> overall 7 seconds behind the Darrian pair after the second stage, Black/Davis dropping to 4<sup>th</sup> losing almost 30 seconds with a spin. Jones/Jones in the Darrian T90 GTR had a scary end to their rally as they misjudged where the chicane in the Quarry was and arrived flat out 130mph to the bales destroying the front end of the car.

**Morgan/Hawkins** had a moment here but managed to squeeze between the large straw obstacles. Their class lead was 48 seconds at this point ahead of Dai Dot Davies/Rhys Edwards in their Darrian T90 GTR+ taking 25 seconds out of them on the 2<sup>nd</sup> stage alone!

James/**Jones** in the Peugeot 205 started off at a flying pace, coming from a start number of 51 finished the first loop in 15<sup>th</sup> overall! A time that would put them 4<sup>th</sup> in the 16v class and meant they took a 17 second lead in the 8v class over the similar car of Leighton Smith & Karen Phelps with the rest of the class being over a minute behind already! What a welcome return to rallying!

**Cook/Thompson** was always going to struggle in the 'big banger' class being under a large power and weight disadvantage to most of the rest of the class. Losing a chunk of time on stage 1 with a cautious start and the long climb up hills but making up for it with 7<sup>th</sup> fastest in class on the 2<sup>nd</sup> stage as they dealt with the mucky roads that greeted them, much more like some of the Belgian events they were used too. This moved them up to 8<sup>th</sup> in class just behind Peter & James Hedges' Ford Escort Mk2 and ahead of the BMW M3 E36 of Andrew Brinkley & Helena Mayall. Up to 48<sup>th</sup> overall.

**Powell/Powell** were in a well supported 1600 class with some very fast machinery about, although they would be praying for much more rain than would arrive to try and level the playing field through the class, likely to be beaten by Power/Weight advantages. A consistent steady first loop for the Saxo pair meaning they lay in joint 10<sup>th</sup> in class matched with Dylan & Chloe Thomas in the Citroen C2 but having a reasonable gap behind them of 24 seconds. The Class was led by Graham Muter/Steve Hallmark in the BDA powered Ford Escort MK2 who were in a close fight with 4x4 man Justin Brooks/Mark Ammonds in the quick Vauxhall Nova, this fight was just over a minute ahead of the Epynt crew. The Saxo was in 54<sup>th</sup> place now.

Also in the 1600 class Thomas/**Gutteridge**, a little down on power to the Saxo mentioned above and slightly more weight meant more of a challenge again to keep on pace, returning to service in 63<sup>rd</sup> overall, Epynt is a difficult place to get right on the pace and it would be a day of trying to get on the pace of the rest of the class. 13<sup>th</sup> in class was their position with a 59s gap to the Civic ahead of Simon Heywood/Shawn Layland



*Cain Bromwich co-driving in the now slightly mis-shaped BMW Compact – Photo by Gez Wyn*



*Lucie Gutteridge guiding her driver over Epynt on self made notes*

Knight/**Bromwich** made an almost famous Epynt debut but perhaps for the wrong reasons, on SS1 they landed badly after the notorious Black Hut jump, hitting the ditch and rolling a long way down the road! Thankfully both crew members were ok after the spectacular off. End of play for the pair.

Stage 3 was a great success for the motor club as **Morgan/Hawkins** took the overall lead of the event! Epynt crew leading an Epynt MC event over the Epynt ranges! Black/Davis set fastest time with **Morgan/Hawkins** second fastest 3 seconds back but crucially they were 2 seconds faster than Harper/Cressey in 3<sup>rd</sup> with Cole/Cole being another 2 seconds slower but rounding out the top 3 overall now. Stage 4 was a disaster though for **Morgan/Hawkins** with a time costly spin on the Airstrip arriving backwards at a chicane after some ambitious braking but thankfully no damage done, just the loss of 25 seconds but still in the fight with the best in the country. This drops them to 4<sup>th</sup> overall now 1 second back from Black/Davis and 26 seconds behind Harper/Cressey who took the lead. The gap behind was 27 seconds to Philip Hopkins & Aled Edwards in the Mitsubishi Lancer Evo VI, In the over 2 litre class standings **Morgan/Hawkins** now led the class by 1m 6s still from Davies/Edwards Darrian and despite the spin still set fastest class time.

**Cook/Thompson** in the Talbot again lost time on the first of the pair of stages, with Brinkley & Hedges ahead taking time out of the pair dropping slightly overall but clawing back a little more time on the Airstrip stage despite it cleaning up slightly, meaning after 4 stages they were 46<sup>th</sup> Overall and 8<sup>th</sup> in Class with a 26 second gap to Hedges/Hedges in front and 13 seconds to Brinkley/Mayall behind.

James/**Jones** also extended their lead over this pair of stages despite only bettering their time on the Piccadilly stage and it was still enough speed and pace to retain their position relative to those around, although with issues happening to others as well, they moved up to 14<sup>th</sup> overall and with a class lead over Smith/Phelps of 35 seconds. They were quick enough to be 3<sup>rd</sup> 2ltr overall! Quite the achievement.

**Powell/Powell** held the same pace almost exactly as they had on the first loop, averaging around 10<sup>th</sup> fastest across the pair of stages and around 8 seconds a mile off the class lead, held by Brooks/Ammonds Nova. A little climb overall in position to 52<sup>nd</sup> and remaining 10<sup>th</sup> in class although this was no longer joint as Thomas/Thomas in the C2 had pulled a 13 second advantage and Heywood/Layland in the Civic behind closing in on them to be just 13 seconds behind the Saxo with 3 loops to go. Thomas/**Gutteridge** continued their day of learning getting faster and faster stage by stage being almost 10 seconds a mile faster than what they were at the start of the day. Up to 61<sup>st</sup> overall now and still 13<sup>th</sup> in class, closest competitor for now was Muter/Hallmark who took a stage maximum on SS4 and still 1m 33s ahead of the Mini crew, that gap likely to grow as they recover.

Stages 5 & 6, slight changes on finish as Burma road was used for its only appearance of the day and also the run up to the middle triangle on the centre road from Gardiner's Path (or Tank Road). On SS5 **Morgan/Hawkins** could only manage 5<sup>th</sup> fastest, with Black/Davis charging back to take the stage win by 3 seconds from Harper/Cressey, Hopkins/Edwards making a surprise time just 2 seconds slower than the Mini WRC in the big Evo VI and Cole/Cole in the C3 Rally2 another 2 seconds back and finally the Epynt Darrian pairing being 1 second back from the French WRC type machine.

Stage 6 was more suiting to the pair and back to 4<sup>th</sup> fastest overall, this time Cole's taking the stage win, their first since the accident over the same piece of tarmac a few months earlier. Black/Davis being 1 second slower, Harper/Cressey another second back and **Morgan/Hawkins** a further 3 behind. The Mini WRC car having a 19 second lead with 4 stages to go, Cole being the closest challenger with Black/Davis fighting to be within 2 seconds of Cole and **Morgan/Hawkins** the only crew to hang onto the illustrious line up 13 seconds back from the Rally2 cars. The class lead being just over a minute and a half from Davies/Edwards now, also top 2WD by over a minute!

As the Hedges' retire **Cook/Thompson** were left to chase Gary Parker & Tony Bassett in the Peugeot 306 and taking 40 seconds out of them over Burma was a good start, also increasing the

gap over Brinkley/Mayall to 25 seconds. Power disadvantage not coming into play over Burma so much. On stage 6 they lost a little time to the 306 whilst still taking some time out of the BMW behind. Now they were up to 40<sup>th</sup> overall and 7<sup>th</sup> in class.

James/**Jones** retained their pace but were beaten in class over Burma road by Smith/Phelps in their 205 battle by 4 seconds, still 21<sup>st</sup> fastest and moved up to 13<sup>th</sup> overall. On the next stage it was back to business as usual with James/**Jones** taking 3 seconds back from Smith/Phelps to still retain a 34 second class lead they drop to 16<sup>th</sup> overall as the times are so close around them.

**Powell/Powell** didn't enjoy the Burma road quite so much losing around 10 seconds to those in class ahead, Whilst Thomas/**Gutteridge** were improving their pace and over Burma lost only 7 seconds to **Powell/Powell** ahead. Stage 6 and the Saxo was back up to pace again but as other recovered and pace changed around the class they dropped to 11<sup>th</sup> in class as Heywood/Layland jumped them by 3 seconds. The closest challenger behind was Thomas/**Gutteridge** as they again improved on pace but the gap between the Mini and the Saxo was 2m 24s.

Stages 7 & 8 were reversed from the morning, it seemed fairly standard at the top if you didn't look at the gaps, Cole won both stages, Black/Davis were 2<sup>nd</sup> fastest, Harper/Cressey were 3<sup>rd</sup> and **Morgan/Hawkins** were 4<sup>th</sup> fastest on both stages. The gaps had barely changed from stage 6 either the margins being so close. Although now the class lead was over 2 minutes for the Darrian pairing.

**Cook/Thompson** had started to make good gains on chasing down Parker/Bassett in the 306 taking the gap down from 57 seconds to 39 seconds, although more pace advantage would have to be found if they were going to move ahead in the class ranking by the end of the day. Although matching the times of Darrian GTR's and being 24<sup>th</sup> fastest through SS8 would be a good showing! Up to 35<sup>th</sup> O/A and still 7<sup>th</sup> in Class

James/**Jones** were by now consolidating their class lead and were the fastest they'd been all day overall on SS8 at 17<sup>th</sup> fastest only but just 6.2 seconds a mile off Damian Cole! Not bad for an 8v Peugeot 205! Up to 14<sup>th</sup> O/A now.

**Powell/Powell** made great gains on this loop of stages, back up to 10<sup>th</sup> in class and up to 45<sup>th</sup> Overall and on SS7 were starting to find their pace amongst the other class runners, matching the midfield for the class. SS8 however shows them 17<sup>th</sup> fastest overall and taking 13 seconds out of the class leader, a few (more than a couple!) of flier times especially for 1600 cars on this stage skewing the results slightly. This put them within 5 seconds of Paul & Richard Tappin in the Talbot Sunbeam Ti in the class rankings and only 8 of Garry Mannion/Emma Cooper in the Ford Fiesta.

Thomas/**Gutteridge** lost some pace on this loop and weren't as fortunate to get a flier on SS8 to help them either, they remained 12<sup>th</sup> in class and up to 52<sup>nd</sup> overall.

Onto the last pair of stages and Thomas/**Gutteridge** were once again on the coat tails of the cars ahead, not quite beating them on times but close enough. They ended the day 50<sup>th</sup> Overall and 12<sup>th</sup> in Class, 8m 28s off the class lead. **Powell/Powell** had an excellent last pair of stages and were within 5 seconds a mile of the class leader on stage times, their pace coming at the right time to leapfrog both crews ahead to finish 41<sup>st</sup> Overall and 8<sup>th</sup> in Class 4m 6s off Brooks/Ammonds Nova heading the 1600 field.

**Cook/Thompson** were like the Mini crew mentioned above that they lost a little pace over the last 2 stages taking it home for a finish. They still gained a couple of places overall and brought the Talbot Sunbeam Lotus back in 33<sup>rd</sup> overall and 6<sup>th</sup> in Class the last minute class jumped aided by the retirement of Davies/Edwards Darrian which blew up on the finish line of SS9.



*Anthony Morgan & Jonathan Hawkins taking home the honours - Photo by Black Mountains Media*

James/**Jones** lost quite a bit of time on the last 2 stages meaning the class win wasn't quite as comfortable as their pace during the day showed, What should have been a win by a minute was just 14 seconds ahead of Smith/Phelps in the end. With times being quite close they also lost 5 places overall, just remaining in the top 20 overall in 19<sup>th</sup>.

Coming home as top Epynt crew, Top Darrian, Top 2WD and class winner were **Morgan/Hawkins**, they were determined to still fight the top 3 ahead with 3<sup>rd</sup> fastest on SS9 just 5 seconds slower than Cole/Cole and taking 1 second out of the eventually winner! The pace gap to those behind being almost 2.5 seconds a mile! In the end it was 4<sup>th</sup> overall 28 seconds off the podium (oh what could have been without the spin) with the top 3 separated by just 9 seconds in total and for sure **Morgan/Hawkins** were right up there matching that. Fastest 2WD by 2 minutes and won the class by almost 3 minutes! A truly excellent result for the pair and showing 2WD can still match R5's in the wet over Epynt!

In the end the rally was won by Daniel Harper/Martin Cressey in the Mini WRC by just 2 seconds from Damian & Charly Cole in the Citroen C3 Rally2 and a further 7 seconds back Callum Black & Ian Davis in the Ford Fiesta Rally2

Also out on this event were the following crews

Jay Stanley* / Daniel Petrie*	- 14 - Ford Escort Mk2 - Retired
Philip Lloyd* / Dean Wiltshire	- 17 - Ford Escort Mk2 - 18th / 5th
Daid Dot Davies / Rhys Edwards*	- 20 - Darrian T90 GTR+- Retired
Ben Wilkinson* / Andrew Wilkinson*	- 32 - Peugeot 106 Maxi - 23rd / 2nd
Michael Jowers* / Benjamin Jowers*	- 36 - Ford Escort Mk2 - 34th / 7th
Gary Parker / Tony Bassett*	- 62 - Peugeot 306 GTI - 31st / 5th

# JDS Machinery Rali Ceredigion - 02-03/09



*Jonathan Stepney & Aled Davies in Aberystwyth – Photo by Black Mountains Media*

Rali Ceredigion was again growing event and this year not only being another 10 miles more of stages but also under review for being part of the European Rally Championship for which it was successful for 2024. Whilst under review and part of the British Rally Championship it was also part of the Tour European Rally and European Rally Trophy series & MSUK Asphalt Championship & Welsh Tarmac Championship.

14 stages over 2 days laid out for the 107 starters most of whom were British with a few Irish crews entered too all the way to the Army Land Rovers at the back of the field.

Being part of the MSUK Asphalt Championship meant that **Jonathan Stepney & Aled Davies** brought the Renault Clio out for one of the premier UK asphalt events. Class structures still being quite random with a large chunk of entries bundled into 1 class, the Clio luckily being in the class below there was still 15 other competitors to challenge for class results.



*Paul 'Nobby' Jenkins & Lucie Gutteridge - Photo by Black Mountains Media*

Also out for the motor club on this quite local event was **Paul 'Nobby' Jenkins** and **Lucie Gutteridge**, entering the Ford Escort Mk2 into Road Rally class with a total of 9 cars in the class most of which were Escorts!

The event began with a loop of 3 stages, starting with the 5.3 mile stage at Borth, a 4.3 mile stage at Cwmerfryn and a monster 17 mile stage over Cwm Ystwyth and Elan

Valley!

**Stepney/Davies** made a decent start as FWD cars led the 2ltr multi cam class, Stopping the clock at 5m 50s they were just under 26 seconds off the class lead held by James Nicholls/David Allman in their Peugeot 205 GTI who themselves were just under a second ahead of the Manx crew of Rory & Paul McCann in their Honda Civic EG6. Their pace improved on SS2 as Michael Harbour/Ian MacDougall in the Ford Escort Mk2 took the class lead. On the Elan Valley stage which the top cars were averaging at 80mph! It was 205 then Civic topping the class times with **Stepney/Davies** being 5<sup>th</sup> fastest through just 0.2 seconds off 4<sup>th</sup> fastest crew that of Harbour/MacDougall who were 41 seconds off McCann/McCann's time. That left **Stepney/Davies** Clio crew 5<sup>th</sup> in class some 40 seconds off the aforementioned Escort Mk2 crew ahead and almost 11 seconds in front of Mei Davies/Dylan Thomas in their Ford Escort Mk2. Overall it was 49<sup>th</sup> as they headed back to Aberystwyth for service.



*Jonathan Stepney & Aled Davies in the Renault Clio - Photo by Black Mountains Media*

**Jenkins/Gutteridge** had a slower start than hoped as they lost 1m 21s to class leader Liam Kelliher/Moi Williams in their Honda Civic Type-R, closest in front was John Rossiter and Iestyn Pynn in their Ford Escort Mk2 who were just under 7 seconds ahead. Cwmefryn meant that **Jenkins/Gutteridge** overhauled the leading Civic as it fell into superrally after going off. Lennox/Lennox took the class lead in the Honda S2000 powered Ford Escort Mk2, taking 55 seconds out of the Epynt crew, who lost 15 seconds to Rossiter/Pynn. Their redemption in pace came over Elan Valley as they took 2 seconds out of the Escort Mk2 in front and only losing 1m 50s to the class leader over the 17 miles!

**Jenkins/Gutteridge** up to 7<sup>th</sup> in class as another competitor fell into early issues. Overall they were 89<sup>th</sup>.

The 2<sup>nd</sup> loop was a repeat of the first and for **Stepney/Davies** their position in pace remained much the same losing maybe 10 seconds on SS5 but otherwise those ahead were pulling away slightly whilst extending the gap to Davies/Thomas behind to 43 seconds. End of the loop and McCann/McCann led in the Civic with the Escort & 205 chasing with **Stepney/Davies** fourth in the class and up to 45<sup>th</sup> overall. Mainly helped by their good runs over Elan Valley.

For **Jenkins/Gutteridge** their class positions, in fact most of the positions in the road rally class remained the same, no real dramas over the loop. The gap to Rossiter/Pynn ahead had however grown to over a minute and a half and over 6 minutes to the next nearest class competitor.

Final 2 stages of the day were 'show' stages across Aberystwyth promenade, display by Matthew Wilson in a Ford Puma Rally1 warming the crowds up, a few tricky 'donut' sections causing issues for a few.

**Stepney/Davies** didn't lose any real time here overall and remained 4<sup>th</sup> in class after being 6<sup>th</sup> and 5<sup>th</sup> fastest in the 2ltr 16v field on each run with the class pacesetter being Davies/Thomas in the Escort Mk2 who closed the gap on the Epynt Clio crew by 13 seconds in the 1 mile of stages offered.

**Jenkins/Gutteridge** lost a little time on the first run through the town only a few seconds but meant no gains were made, however on their 2<sup>nd</sup> run with a spectacular bit of drifting off the startline they set 5<sup>th</sup> fastest time in class, only a couple of seconds than those who lay above them overall but shows the

standard of the road rally crews as it was 45<sup>th</sup> fastest overall with Lennox/Lennox being fastest 22<sup>nd</sup> overall!

Starting the 2<sup>nd</sup> day was a similar format to the first, a loop of 3 stages, 5.3 miles of Llanafan, 8 miles of Llyn Clywedog and 9.1 miles of Nant-y-moch.

Breathing space in the class for **Stepney/Davies** was offered when Davies/Thomas picked up a 2 minute penalty for arriving 12 minutes late at a control, now meaning it was just over 2 minutes to the leading 3 cars and likewise back to the Escort Mk2 behind. Consistently they were 4<sup>th</sup> fastest in class over the loop and kept that position too, Overall as others ran into trouble too they moved up to 37<sup>th</sup>.



*Howard Davies holds aloft the 'Throttle Cable' of Paul 'Nobby' Jenkins & Lucie Gutteridge' Ford Escort Mk2*

For **Jenkins/Gutteridge** they lose out on running SS10 as it is cancelled following a few offs, but over the loop stayed 7<sup>th</sup> in class now almost 2m 30s behind Rossiter/Pynn as they drop a bit of time on the other 2 stages but almost no chance of being caught with a 50 minute gap behind.

Final loop was a repeat of the first 3 in the morning and all stages ran for all competitors.

**Jenkins/Gutteridge** keeping their pace as they headed into the final stage where a last minute disaster/drama occurred for the pair as a throttle cable broke and a quick roadside repair had to be put into action, this did get them back to the finish and get vital points. Losing 20 minutes on the Nant-y-moch stage dropping from 63<sup>rd</sup> to 71<sup>st</sup> overall and 6<sup>th</sup> in class.

**Stepney/Davies** really seemed to push on the last loop, their pace was much closer to those in front in the class and although not as fast overall pace wise on the final stage in the class they flew to 2<sup>nd</sup> fastest time over the tricky Nant-y-moch stage, whilst McCann's Civic comfortably took the class win by over 2 minutes from Nicholls/Allman with **Stepney/Davies** Clio taking 3<sup>rd</sup> in class a further 2m 35s behind the 205, this is due to Harbour/MacDougall going off on the last stage. Behind the Epynt Clio it was over 6 minutes to the next in class!

Overall the rally was won by Osian Pryce & Stephane Prevot in a VW Polo R5 with the almost identical Polo R5 of Meirion Evans/Jonathan Jackson taking 2<sup>nd</sup> some 22.9 seconds back with just 8.6 seconds back to 3<sup>rd</sup> placed Hyundai i20 Rally2 of James Williams/Dai Roberts. Top 2WD was John Dalton/Gwynfor Jones in the Darrian T90 GTR+ in 10<sup>th</sup> overall and just under seven & a half minutes off the win.

Also out on this event were the following crews

Ben Crump / Ian Beamond\* - 33 - Ford Escort Mk2 - Retired  
Mark Lennox\* / Claire Lennox - 47 - Ford Escort Mk2 - 32nd / 1st  
Aled Wyn Morgans / Daniel Petrie\* - 53 - Ford Escort Mk2 - 34th / 17th  
Richard Williams\* / Alan James\* - 59 - Ford Escort Mk2 - 40th / 3rd  
Owen Llwyd Edwards / Daniel Rees\* - 87 - Citroen Saxo Kit Car - 54th / 4th  
Robert Morris / Dilwyn John\* - 100 - Ford Escort RS 1600 Mk1 - 63rd / 10th



# Phil Price Memorial Woodpecker Rally - 09/09

The 35<sup>th</sup> running of the Woodpecker stages took place at the start of September with 8 stages covering just under 44 miles of forestry. The stages being Cwmysgawen, Ceri, Hopton & Haye Park as a loop, then repeated in the afternoon.



*Lucie Gutteridge enjoying more RWD forest action – Photo by Paul Mitchell Photography*

It was a round of British Historic, BTRDA & Welsh Forest Championships meaning a good entry of 112 cars leaving Ludlow racecourse in the morning.

4 members across 3 cars were out on this event, the highest of which was **Lucie Gutteridge** on her 2<sup>nd</sup> Gravel rally this year, this time with Kevin Metcalfe in the BMW E30 in the over 2-litre 2WD class a total of 9 in the class and 88 modern cars.

**Callum Griffiths & William Lewis** with **Liam Griffiths**/Daniel Petrie took their Ford Fiesta ST's to their 5<sup>th</sup> events of the year and on near local ground hoped for good results with 10 cars in the class

and another Fiesta ST of experienced driver Max Utting giving them a decent benchmark.

After the first 2 stages in Wales Metcalfe/**Gutteridge** had set themselves into 3<sup>rd</sup> in the B12 class, proving to be top of the E30 BMW's out competing and whilst the gap to the top 2 cars of Andrew Davison/Tom Murphy (Talbot Sunbeam) and Mike Brown Jr/Aled Davies (BMW E36 Compact) grew, unable to match their pace, Metcalfe/**Gutteridge** had pulled a 21 second lead on Andrew & Jamie-Lee Fox in their similar BMW E30. Overall they were 51<sup>st</sup> Overall.

**Griffiths/Lewis** had a storming start, taking the fight on stage times to the regular challengers Boyd Kershaw/Keegan Rees in their Ford Escort Mk2 & Iwan Roberts Jr/Daniel Jones in their Ford Escort G3 who were swapping times. On SS2 **Griffiths/Lewis** were 24<sup>th</sup> fastest overall and 2<sup>nd</sup> fastest in class! This left them 6 seconds off the Escorts in front and in the mix, this is whilst showing the heels to Max Utting/Matthew Baddeley who lay 9 seconds behind the leading Epynt crew, who by this point were up to 27<sup>th</sup> Overall.



*Liam Griffiths enjoying his rally - Photo by JCCB*



*Griffiths Brothers Rallying*

Less luck however for **Griffiths/Petrie** in their Fiesta ST, after splitting the identical cars above 2 seconds behind the other Presteigne Tyre Services Ford, Stage 2 didn't go so well, losing over a minute as they broke a driveshaft and retiring after the stage.

Up to stage 4 and it would be the turn of the 2<sup>nd</sup> Epynt Fiesta ST to receive the bad luck, after keeping the class leaders honest on SS3 **Griffiths/Lewis** had their Driveshaft woes on SS4 losing well over a minute and likewise they retired after the stage.

For Epynt this left the B12 competition for the afternoon with Metcalfe/**Gutteridge**, Coming into service they were 45<sup>th</sup> overall and still 3<sup>rd</sup> in class. Sometimes coming close to the leading pair but ultimately was 1m 1s behind with almost 22 miles more rallying. Fox/Fox were 39s behind with similar gaps to the other BMW E30's behind them.

Coming back out of Wales again after SS6 they were up to 38<sup>th</sup> Overall, and pretty much still in the same place in class, gaps growing both in front and behind, At the finish and the last stage they perhaps rued not pushing that little harder through Hays Park as Davison/Murphy lost 2 minutes and dropped from the class win which went to Brown/Davies to 2<sup>nd</sup> just 3 seconds in front of

Metcalfe/**Gutteridge**, themselves having almost 2 minutes behind were dominant in their performance in the older car. Finishing 34<sup>th</sup> Overall, 26<sup>th</sup> Modern and 3<sup>rd</sup> in Class.

Overall the rally was won by Aaron Newby/Jamie Edwards in a Skoda Fabia R5 just 3 seconds from Elliot Payne & Tom Woodburn in their Ford Fiesta Rally2 with the larger, heavier Mitsubishi Lancer Evo VII of Robert Wilson & Richard Crozier taking 3<sup>rd</sup> just 18 seconds back from the much more advanced R5 cars ahead. Top 2WD was Joe Price & Chris Brooks in a historic Ford Escort Mk2 in 7<sup>th</sup> overall just over 2 minutes off the win.

Also out on this event were the following crews

Lewis Hooper / Rhys Edwards\* - 150 - Nissan Micra - 53rd / 3rd

# Hills Ford 3 Shires Stages - 16/09

For its 3<sup>rd</sup> running it was a slightly reduced stage mileage, part of small regional championships but 12 stages in the heart of England were laid out for the 108 crews starting. 3 loops of 4 stages which were essentially last years stages reversed. Called 'Petty France' – 'Bromesberrow' – 'Okle Green' & 'Shaw Common'



*Ben Wilkinson causing a splash in his Peugeot 106 Maxi - Photo by Paul Mitchell Photography*

2 members were out representing the club on this event first of whom was **Ben Wilkinson** & Andrew Wilkinson in their Peugeot 106 Maxi who had been out on a number of events this year but the first under Epynt MC, they started in the 1600cc class at car 72 with a total of 12 in the class.

Also out was **Lucie Gutteridge** navigating for Henrik Minderman in his Subaru Impreza GC8 they were at car 98 in a class of 15 in the 4WD non R5/WRC class.

First loop of stages and it would be a short event for Minderman/**Gutteridge** as

they left the road at high speed on SS1 and despite getting back on the road losing around 3 minutes had too much accident damage to continue in the event.

So it would be **Wilkinson/Wilkinson** remaining to fly the flag for Epynt. First stage was a relatively cautious start, catching the car in front who was much slower quite early on. 71<sup>st</sup> overall and 9<sup>th</sup> in class would be the starting point for the day. Starting around 7 seconds a mile behind the class leading Vauxhall Nova of Kevin Dunn/Sean Douglas who made a charging start. The 106 Maxi of **Wilkinson/Wilkinson** lost a little time on SS2 as they fell to joint 10<sup>th</sup> fastest in class and now their nearest class challenger was Darren Pool & Christopher Beer in the Vauxhall Corsa Kit Car who now lay 4 seconds in front. Stage 3 and closer on pace to those ahead in class and the gap to Pool/Beer down to 2 seconds. Ending the loop and the 106 Maxi jumps the Corsa in the class positions although the gap to the next in class is nigh on a minute with just 2 seconds back to Pool/Beer. Dunn/Douglas still led the class. **Wilkinson/Wilkinson** were now 66<sup>th</sup> Overall and 8<sup>th</sup> in Class.

Mid-Loop of the rally and it started not so well, despite being on pace with those ahead the times being close it was Pool/Beer who took back their place ahead of the Epynt 106 Maxi, they lost more time on SS6, around 30 seconds worth but they were up to 7<sup>th</sup> in class as we lost 2 higher placed class runners. Stages 7&8 less eventful for the pair as they almost match Pool/Beer on each stage whilst Dunn/Douglas still hadn't lost a stage win yet. Now up to 54<sup>th</sup> overall **Wilkinson/Wilkinson** had over 3 minute gap to the car behind in class and 33 seconds to the Pool/Beer Corsa ahead.

Final loop and **Wilkinson/Wilkinson** began by taking 12 seconds out of the Corsa ahead and closer on pace to the class leader despite the rain arriving by this point. SS10 and the gap grew a little in front but not through lack of trying, the gaps in the class being closer than they had at any point earlier in the day. Dunn/Douglas didn't take the stage win it was instead Jason Harris/Stuart Powell in a Peugeot 106 GTI taking that honour for this stage.



*Lucie Gutteridge 'mid off' Dukes of Hazzard style ending their event*

SS11 and due to some retirements the 106 Maxi of **Wilkinson/Wilkinson** had moved up to 5<sup>th</sup> in Class and here they set 3<sup>rd</sup> fastest time in class albeit still needing to find 23 seconds in 5 miles to match the Pool/Beer Vauxhall. Final stage and it didn't quite happen, only 3 seconds found.

In the end they finished 42<sup>nd</sup> Overall and 5<sup>th</sup> in Class.

The rally was won by Mark Kelly & Dai Roberts in a Skoda Fabia R5 with Steve Wood/Paul Morris taking second in a Citroen C3 Rally2 32 seconds back and in third was Roger Duckworth/Alun Cook moving to a modern Ford Fiesta R5 another 48 seconds in arrears. Top 2WD was Brad Cole/Neil Colman in a Ford Escort Mk2 in 11<sup>th</sup> at 3m 42s off the win.

Also out on this event were the following crews

Roger Moran / Daniel Petrie\* - 10 - Skoda Fabia R5 - 10th / 8th  
Nathan Evans / Rhys Edwards\* - 41 - Renault Clio - Retired  
Layton Waters / Paul Bevan\* - 55 - Proton Satria Evo - 35th / 7th  
Bill Cook\* / Robert Thompson - 95 - Talbot Sunbeam Lotus - 43rd / 8th

# Beatson's Building Supplies Mull Rally - 13-15/10

For its 51<sup>st</sup> Running of the Mull rally it slightly changed format and how it ran stages. Still 135 competitive miles were set out for the 117 cars competing on the world famous rallying island. A round of the Scottish Tarmac Championship.



*Jonathan Hawkins tackling the night stages co-driving for Hardiman - Photo by Colin Smith*

2 days of rallying over 3 legs and 17 stages. From the north to the south around most of the coast roads and Hill Roads.

Making the long journey up to the Island was **Jonathan Hawkins** co-driving for Andy Hardiman in their Peugeot 205 GTI, they competing in the largest class on the event, those for 2ltr cars with 32 competitors leaving the startline for that class. It being 49 years since his father Malcolm Hawkins did the same event.

The event started on Friday with a short leg, 2 stages either side of Griburn rocks then service then over the Hill Road and down Glen Aros. It was a steady and consistent start in the damp

conditions for Hardiman/**Hawkins** who were 24<sup>th</sup> & 23<sup>rd</sup> fastest in class on the first two stages and 21<sup>st</sup> fastest at the night stage over the hill road. This left them 23<sup>rd</sup> in class and 83<sup>rd</sup> overall. No real issues on the stages mechanically, despite damp and tricky conditions, only problem being interference noise coming through the intercom as the tracker caused issues.

Saturday stages began with a loop from Tobermory round to Salen crossroads around the north of the island split into 3 stages, service then in Tobermory before repeating them again.

Their times over the first loop were consistent in position, around 20<sup>th</sup> in class and just outside the top 80 overall, Their pace being very similar to that of the evening before. Leading the class was Stewart Morrison & Jonny Baird in a Ford Escort Mk2 having a fair lead of just over a minute by this point.

Hardiman/**Hawkins** who were lying 20<sup>th</sup> in class and 76<sup>th</sup> overall were just shy of 8 minutes back from the local Escort pair.

For Hardiman/**Hawkins** their nearest challengers even after an hour of rallying were 8 seconds in front and almost 8 seconds behind, proving the gaps were still close even after almost an hour of rallying. Although the people they wanted to compare against were the other Peugeot's competing, due to their Lions Cup involvement, so the other 205's especially of Harrison Malin/Anna-Marie Haskayne and Tom & Sue Hynd.

At this point Malin/Haskayne had dropped back from being 1 second in front of Hardiman/**Hawkins** back to 96<sup>th</sup> overall around 10 minutes behind due to issues forcing them to miss a stage, meanwhile Hynd/Hynd had started a little quicker, up to 72<sup>nd</sup> at the start of the day moving up to 66<sup>th</sup> by this point and headed the Epynt 205 by over a minute.

At the end of the 2<sup>nd</sup> leg Hardiman/**Hawkins** up to 68<sup>th</sup> overall and 19<sup>th</sup> in class, the interference coming through the intercom stopping as the tracker failed, meaning a clear and peaceful delivery of the notes once again. Over the 3 stages they took almost another minute out of Malin/Haskayne and with Hynd/Hynd taking a stage maximum on SS7 Mishnish after a small off this left them just over 2 minutes behind Hardiman/**Hawkins** going into the final leg that night.

Final leg consisted of 2x loops of 4 stages, starting with runs around the Gribun Peninsula on the 2 short stages followed by 2 longer stages around the north of the island, finishing in Tobermory including the night time running of Calgary Bay on a 16+ mile stage.

For Hardiman/**Hawkins** it was a challenge once again, the conditions were tricky, not raining but not dry. Struggling on the first stage losing 10-15 seconds, before being on the pace on the 2<sup>nd</sup>, Over the long stage confidence was struggling a little, the interference was back sounding like a 1990's modem on full volume and full whack meaning notes were more of a struggle. They lost a minute to the other 205's over Calgary Bay and 10-20 seconds on the run down past the lochs to Tobermory. But by now a finish was aimed for too.

The final loop was much the same conditions, by then approaching midnight the temperatures falling a lot!

However by then **Jonathan Hawkins** was feeling quite ill, the horrendous noise through the intercom causing a migraine that didn't help concentration and losing his sense of balance, bit of an issue over the bumps and twists of the island stages. As the others lost a little time so did Hardiman/**Hawkins**, again losing 10-15 seconds to the other 205's and as the stages progressed their pace started to fall more, just aiming for a finish and not to miss any notes, falling off the road now would be a kick in the teeth after not a moment all rally thus far.

On the long stage yet more time was lost as Hynd/Hynd had a storming time through the stage and Malin/Haskayne was beating them elsewhere. The final stage however was to be a non-event of sorts, being the 2<sup>nd</sup> car on the scene to a Civic that had gone off blocking the road, once it was cleared and the stage cancelled they had an altercation with an impatient Mitsubishi driver who believed the stage was still 'live' not quite the ending they had hoped. However they did get inside the top 60, finishing 59<sup>th</sup> Overall and 17<sup>th</sup> in Class, almost 30 minutes down on the class winner of Morrison/Baird who won the class by just shy of 7 minutes and inside the top 10! Importantly they beat Malin/Haskayne by 7m 30s and ended up just over a minute down on Hynd/Hynd who fought back well.



*Hardiman jumping with Jonathan Hawkins in the co-driver seat*

Safe to say Mull will have an Epynt crew again next year.

The rally was won by islander crew of Fergus & Craig Barlow in a hired Ford Fiesta Rally2, the gap of a minute back to James Ford & Neil Shanks in a Citroen C3 Rally2 and a further 2m 37s back to the Ford Fiesta Rally2 of Neil Roskell & Andrew Roughead, Top 2WD was Stephen Thompson & Larry Higton in a Ford Escort Mk2 just over 7 minutes off the win.

Also out on this event were the following crews

Mark Bothwick / Rhys Edwards\* - 46 - Ford Escort Mk2 - Retired

# Harlech Stages - 15/10

Harlech stages this year enjoyed a record entry of 75 cars, an event that usually struggles for entries sometimes as little as 26 cars starting perhaps boosted by the regional championships, Mini challenge & Welsh Tarmac championship having the event as a round. 6 stages at Llanbedr airfield were put on for the crews but the final stage was cancelled for everyone.



*Lucie Gutteridge co-driving in the Nova*

**Lucie Gutteridge** was out aiming for more Welsh points, this time sitting with Andrew Owen in his Vauxhall Nova in the 1600cc class which enjoyed a strong entry of 19 cars. Joining them in this class was **Connor & Gary Powell** in the Citroen Saxo VTS again part of their AWMCC campaign.

Stage 1 was a short stage to kick off Owen/**Gutteridge** started off well, taking 3<sup>rd</sup> fastest time in class, a mere 4 seconds off the class lead jointly held by Andrew Evans/Neville Boulds in a Peugeot 205 GTI and Christian Howells & Dan Evans in a Vauxhall Nova. The gaps at this point being fairly close. For **Powell/Powell** it was also a good start being joint 8<sup>th</sup> fastest in class with the Citroen C2 R2 Max of Mark Walker & Sam Weller some 17 seconds off the class lead after just over 9 minutes of rallying.

Stage 2 would be a disaster for **Powell/Powell** as they took a stage maximum 7 minutes slower than the fastest time set by Howells/Evans dropping them to almost last in class and a 4m 34s gap to the nearest competitor ahead. For Owen/**Gutteridge** it would again be 3<sup>rd</sup> fastest in class just 4 seconds behind overall now from Evans/Boulds as the leading Vauxhall Nova ran away to a 23 second advantage over the Owen/**Gutteridge** machine.

Stage 3 and Owen/**Gutteridge** drop another 4 seconds to Evans/Boulds as Howells/Evans extended their lead, the gap behind these 3 was over 30 seconds by this point, the Vauxhall Nova crew was up to 24<sup>th</sup> Overall, around 30 places back Overall was **Powell/Powell** who were trying to make a comeback setting 6<sup>th</sup> fastest time in class taking almost a minute off the car ahead in class in the process.

Stage 4 Owen/**Gutteridge** continued their string of 3<sup>rd</sup> fastest times in class and the gap behind had grown to over a minute but also the gap to the leading pair also grew slightly, now 15 seconds off 2<sup>nd</sup> in class and 45 seconds off the lead.

**Powell/Powell** had taken 7<sup>th</sup> fastest in class and 28<sup>th</sup> fastest overall, not bad given the power venue that Llanbedr seemed to be.

Final stage a Owen/**Gutteridge** took the class podium, backing off slightly to consolidate the position yet still extended the gap to 4<sup>th</sup> in class, meanwhile **Powell/Powell** had improved their pace to be matching far more well specced cars and although not quite gaining another class placing on merit did close the gap to just over a minute. For Owen/**Gutteridge** it was 21<sup>st</sup> overall and 3<sup>rd</sup> in class and for **Powell/Powell** it is 46<sup>th</sup> overall and 15<sup>th</sup> in class.

Winning the rally was Darrell Taylor & Cat Lund in a Ford Fiesta Rally2 by 27 seconds from Rob Tout & Terry Martin in an older Ford Fiesta R5 and top 2WD competitor Oliver Davies & Jack Bowen rounding out the podium just over a minute further back.

Also out on this event were the following crews

John Petrie\* / Michele Petrie - 26 - Peugeot 106 - 24th / 4th



*Connor & Gary Powell*

# Visit Conwy Cambrian Rally (Interclub) 28/10

Going from an event that had a record entry to the 68<sup>th</sup> Cambrian rally which probably had one of its lowest entries for a long time, with the non-BRC section receiving just 67 entries despite being part of both the BTRDA and Welsh Forest championships.



*Callum Griffiths & William Lewis - Photo by Chicane Media*

5 Stages of North Wales forestry covering 45 miles were laid on but 5 miles of which were cancelled leaving just 4 stages to fight on. The Presteigne Tyres brothers were once again out to duel it for family honours as well as Welsh Forestry points. **Liam Griffiths & Daniel James** starting at 38 in their Ford Fiesta ST with **Callum Griffiths & William Lewis** just 1 behind at 39 in their identical car.

First stage through Elsi and with it being both a BTRDA & Welsh round it would be the usual competitors of Iwan Roberts Jr/Daniel Jones in the Ford Escort G3 and New Zealand driver Boyd Kershaw with Keegan Rees in their Ford Escort Mk2 to fight against. Whilst the G3 took the early lead it was **Griffiths/Lewis** who did the chasing just 4.5 seconds behind taking over 10 seconds out of the Kiwi Escort Mk2 who themselves were closely followed just 0.9 seconds behind by **Griffiths/James**. No-one else in the class holding a light to these 4 cars. Overall they were 13<sup>th</sup> & 17<sup>th</sup> which proved their seeding massively wrong.

Stage 2 through Craig and the Escort G3 of Roberts Jr/Jones took more of a command with their lead on their home event, the family being multiple winners of the event. Kershaw/Rees were closest on time 10 seconds back as **Griffiths/Lewis** were 3 seconds behind again and **Griffiths/James** a further 1 behind, their class positions remained the same but overall they both dropped a place.



*Liam Griffiths - Photo by Paul Mitchell Photography*



Brenig was next as short stage less than 5 miles as Roberts Jr/Jones continued to dominate the timesheets just outside the top 10 overall! Here **Griffiths/Lewis** headed Kershaw/Rees even if by a slender margin of 2 tenths of a second, **Griffiths**/James another 2 seconds back. Heading to service they were 7.7 seconds in front and 6.9 seconds behind the Kiwi driver respectively. Although **Griffiths**/James were up to 17<sup>th</sup> overall now.

The final running stage was Hiraethog Trail, a 13 mile blast being the longest on the rally. It seemed to be Escort territory as Roberts Jr/Jones took the class win, 36.5 seconds in front of Kershaw/Rees who overhauled the Fiesta ST of **Griffiths/Lewis** who could only manage 5<sup>th</sup> fastest in class and thus dropped to 3<sup>rd</sup> in class 3.2 seconds back. **Griffiths**/James took 4<sup>th</sup> in class another 10 seconds back and was fastest FWD on the last stage.

Overall they managed 12<sup>th</sup> and 13<sup>th</sup> too beating many 4WD cars and big names in 2WD machinery. Got to be one of their stand out performances of the year!

Overall winner was Russ Thompson & Stephen Link in a Mitsubishi Lancer Evo IX with local man Luke Francis/John Roberts in a hired Ford Fiesta R5 making his rallying return in 2<sup>nd</sup> some 44s back and another 18 seconds to Irishman Andrew Purcell/Andy Hayes in a VW Polo R5. Top 2WD was Cathan McCourt & Liam Moynihan in a Historic Ford Escort Mk2 some 2m 33s off the win.

Also out on this event were the following crews

Arwel Parry / Lucie Gutteridge\* - 64 - Subaru Impreza - 42nd / 6th  
Gareth Bevan / Daniel Petrie\* - 76 - Ford Escort RS 1800 MkII - 25th / 2nd  
Lewis Hooper / Rhys Edwards\* - 207 - Nissan Micra - 37th / 1st

# Neil Howard Stages - 04/11

Round 1 of the 2023/2024 Circuit rally championship started off at the Oulton Park rally of Neil Howard Stages, a very slippery start to the rally.

98 cars started the event with 8 stages (4 stages repeated consecutively) being the format for the day just over 50 miles of competition. Representing the motor club was **Lucie Gutteridge** who was with Stephen Johansen in a Subaru Impreza starting at car 63 with 11 in the class of 4WD non R5/WRC cars.



*Lucie Gutteridge enjoying the spin in the Subaru Impreza driven by Johansen*

Starting the event they (Johansen/**Gutteridge**) took the class lead and up to 25<sup>th</sup> overall after 2 stages. As others fell by the wayside to a certain degree and they were pounding round quickly enough. SS1 saw the expected class dominators of Adrian Spencer/Mark Hewitt in their Subaru Impreza S11 WRC Replica lose almost 3 minutes to Johansen/**Gutteridge** who set fastest time, soon coming back to beat them on SS2 by 38 seconds

but still a deficit of over 2 minutes to find in the remaining 6 stages! Greg Williams/Fiona Crump in another Subaru Impreza were only 2 seconds back after SS1 but took a maximum on SS2 leaving them 5 minutes behind now. So the closest challenger was Cristian Davies/Ethan Zdrodowski in another Subaru Impreza some 24 seconds back.

Stage 3 saw Johansen/**Gutteridge** manage their gap to Davies/Zdrodowski down to 18 seconds as Spencer/Hewitt continued to charge back up the field, but sadly on SS4 a notional time due to their road position losing them around a minute sent Johansen/**Gutteridge** tumbling down to 3<sup>rd</sup> in class some 20 seconds behind 2<sup>nd</sup>. Still they were 28<sup>th</sup> overall.

Stages 5 & 6 saw Spencer/Hewitt dominant enough to retake the class lead by 6 seconds from Davies/Zdrodowski as Johansen/**Gutteridge** swapped times with those behind the flying WRC replica although down to 4<sup>th</sup> in class it would only be 26 seconds to take them back up to 2<sup>nd</sup> in class and despite falling a place in class positions they were up to 26<sup>th</sup> overall.

Sadly on SS7 though Mechanical failure put them out of the event.

The eventual winners were Mark Kelly/Richard Scarborough in a Skoda Fabia R5 with the Ford Fiesta Rally2 of Stephen Simpson/Chris Williams 1m 6s back in 2<sup>nd</sup> and taking the final podium spot just 2 seconds back although having a 10 second penalty was Irish circuit driver Michael Igoe & Will Atkins in an identical car. Top 2WD was Jason & Lee Wilson in a Darrian T90 GTR in 7<sup>th</sup> 3m 31s off the win.

Also out on this event were the following crews  
Alex Stubbs / Rhys Edwards\* - 61 - Ford Escort Mk2

- 31<sup>st</sup> / 6<sup>th</sup>

# Wyedean Stages – 18/11



*Liam Griffiths splashing his way through the Forest of Dean - Photo by Motion Media*

The 45<sup>th</sup> Wyedean Stages ran in the Forest of Dean once again and ran as the final round of the Welsh Forest Rally Championship. 7 Stages with lengths of between 3 and 9 miles were put on for the 74 cars who started the rally.

**Callum Griffiths & William Lewis** once again are out in the Ford Fiesta ST and started at car 15 with **Liam Griffiths** & Daniel James the car behind in their identical Fiesta ST, together they were in a class of 15 cars! The largest class on the event.

It would be **Griffiths**/James who took the early lead ahead of **Griffiths**/Lewis by just 2 seconds! They were 9<sup>th</sup> and 11<sup>th</sup> overall respectively, a great start to the event, They also were 2<sup>nd</sup> and 3<sup>rd</sup> in class too, Leading the class was once again the flying Ford Escort G3 of Iwan Roberts Jr/Daniel Jones who took a 10 second advantage over the Presteigne brothers. Ricky Crone/Ifan Devine in a Ford Escort Mk2 were closest class challengers just 3 seconds behind the pair.

Stage 2 spelled the end for **Griffiths**/James, losing over 2m 30s on this 3 mile stage and yet more on the following stage, driveshaft issues forcing them out. This left **Griffiths**/Lewis as sole remaining Epynt hope and they held onto 2<sup>nd</sup> in class well, losing another 5s to the G3 but pulling a second out of Crone/Devine.

This was undone on SS3 though as Crone/Devine jumped **Griffiths**/Lewis to take a 2 second gap in front of the Fiesta crew as once again Roberts Jr/Jones was fastest. Going into first service it was still 3<sup>rd</sup> in class and 11<sup>th</sup> overall.

Stage 4 and they lost another second to Crone/Devine but on SS5 the fight back began, reclaiming 2<sup>nd</sup> in class once again by being 2<sup>nd</sup> fastest in class and taking 7 seconds out of the Ford Escort Mk2 to lead them by 4 seconds. The Rest of the class behind unable to touch them and Roberts Jr/Jones taking a 47 second lead by this point which was extended to 1m 11s after SS6.

Final stage and times for the top 2WD runners were notional, meaning that in the end Roberts Jr/Jones took the class win 1m 11s ahead of **Griffiths/Lewis** who also finished 8<sup>th</sup> Overall!! They had a 15 second advantage over Crone/Devine at the finish line.

Overall it was Matthew Hirst/Declan Dear who won by 17 seconds in their Ford Fiesta R5 ahead of Robert Wilson/Martin Haggett in a Mitsubishi Lancer Evo VII with Nik Elsmore/Pauline Nash taking the final podium step another 1m 28s behind. Top 2WD was Tom Llewellyn/Sion Williams in a Historic Ford Escort Mk2 just 2m 14s off the win.

Also out on this event were the following crews

Ashley Francis-Adams / Rhys Edwards\* - Nissan Micra - 54<sup>th</sup> / 4<sup>th</sup>



*Callum Griffiths & William Lewis on their way to the Welsh Forest awards!*

# Glyn Memorial Stages – 25-26/11



*Lucie Gutteridge with 8-Time Autotest Champion Alistair Moffatt on her way to the Welsh Tarmac title.*

This 2 day event held at the Anglesey race circuit 'Trac Mon' was the last round of the Welsh Tarmac Championship amongst other regional championships. 14 stages across 7 layouts were put on for the 56 competitors lining up at the stage start of SS1, ready to tackle almost 75 miles of stages.

Representing the club was **Lucie Gutteridge** who this time was sat next to 8-time British Autotest Champion and stunt driver Alistair Moffatt in Roger Moran's Ford Escort Mk2 2.5ltr. Starting back at car 52 as it had been many years since Moffatt had done a rally.

After the first 2 stages and it was a cautious start to learn each other for Moffatt/**Gutteridge** and to build pace and learn the car. Much more powerful than the Mini's he was used to! Going from 26<sup>th</sup> fastest on the first stage to 17<sup>th</sup> on the second proving the rapid learning curve. This left them after the first layout in 20<sup>th</sup> Overall and 12<sup>th</sup> in Class (The class having not only the 'big' 2WD cars but also all the 4WD cars and R5's). The gap to the leader was 1m 45s that being Robert Hughes & Sion Cunniff in a Ford Fiesta R5 with top 2WD being Jason & Lee Wilson being 1m 25s in front of the Escort Mk2 pair in a Darrian T90 GTR (2ltr!)

Stage 3 saw another increase in pace whilst the times on SS4 seems strange so refraining from commenting on that. However they were now up to 14<sup>th</sup> overall and 9<sup>th</sup> in class. Hughes/Cunniff retiring on SS3 and the lead now belonging to Thomas Cooper/Paul Williams in his uncles new Ford Fiesta R5. They were just shy of 3 minutes ahead of the Escort Mk2, who now were 2m 30s off the 2ltr Darrian GTR of Wilson/Wilson, better comparing with the big engined Ford Escort Mk2 of local man Wil Owen & Chloe Thomas who were leading 'big' 2WD just 1m 54s in front.

After 6 stages and Moffatt/**Gutteridge** remained 9<sup>th</sup> in class although moving up a place overall to 13<sup>th</sup> with the pace being found on the re-run of the stages, slowly they were moving up the field. Paul Murro/Callum Cross in their Ford Fiesta R5 took the lead from Cooper/Williams by 2 seconds now as Owen/Thomas led the Epynt escort by just over 3 minutes now.

Final 2 stages of the day (well night by now) and the pace was finally consistent and they moved up to 7<sup>th</sup> in class as others had issues, overnight lead was still Murro/Cross with top 2WD as Josh Payton/Jamie Vaughan in a Ford Escort Mk2 but in 2ltr form and the top 'big' 2WD was still Owen/Thomas as Moffatt/**Gutteridge** were 5m 41s off the lead.

Start of the 2<sup>nd</sup> day and Moffatt/**Gutteridge** really came out of the blocks swinging! A massive pace increase again saw them setting top 10 times overall as they began to chase down the 4WD machinery in front. Now 5<sup>th</sup> in class and 7<sup>th</sup> overall. Now to the point of almost being on the pace of Owen/Thomas!

Stages 11 & 12 saw much the same, times just outside the top 5 overall, although with shorter stages on the 2<sup>nd</sup> day it was unlikely to catch 6<sup>th</sup> overall despite taking many seconds per mile out of them. The final pair of stages saw a top 5 time set and consolidating with a 7<sup>th</sup> fastest on the final stage to take 7<sup>th</sup> overall and 5<sup>th</sup> in class. Enough to give Lucie **Gutteridge** the overall Welsh Tarmac Championship title!!

Overall the rally was won by Paul Murro & Callum Cross in the Ford Fiesta R5, 1m 5s being the gap back to the 2ltr Ford Escort Mk2 of Josh Payton/Jamie Vaughan with the bigger engined Ford Escort Mk2 of Wil Owen & Chloe Thomas rounding out the podium another 48 seconds back.

Also out on this event were the following crews  
Cai Evans / Llinos Davies\* - Toyota Aygo - 31<sup>st</sup> / 3<sup>rd</sup>

## Grizedale Stages – 01/12/23



*Lucie Gutteridge's rally shortened by this off in the snow*

Going to be a fairly short review of this event, the Coppermines Grizedale Stages held in the north of England promised 40 competitive miles of rallying as a finale to the forest rallying year. However it turned into a test of extreme endurance of weather for the 58 crews willing to start the event.

A night stage just shy of 5 miles the day before the main action kicked things off before another 6 stages in daylight being the brunt of the rally. Following on from her tarmac success **Lucie Gutteridge** was out for Epynt MC with Arwel Parry in his Subaru Impreza with 14 in their class they started at car 43.

SS1 and it was hard packed icy cold conditions for the competitors to tackle in the dark, for Parry/**Gutteridge** they lost a little more time than hoped in 48<sup>th</sup> fastest through the stage and 12<sup>th</sup> in class just over a minute and a half down on the Ford Fiesta S2000 Turbo of Phil & Simon Pickard. Much to go on the second day.....or so they thought.

Overnight it had begun snowing and this was to get heavier as the morning progress, turning into a severe blizzard to the point the event was cancelled after SS3 with many crews off, results declared but it was a lottery of times. The risk to life was too great with many crews stuck in the snow for many hours.

Parry/**Gutteridge** went off on the opening stage and wasn't one of the lucky ones in that regard.

Overall the rally winner was declared as Ollie Mellors/Ian Windress in the Proton Iriz R5 with a joint 2<sup>nd</sup> between Elliot Payne/Patrick Walsh & Neil Roskell/Jack Morton both in Ford Fiesta Rally2 cars. Top 2WD was the little Vauxhall Nova of Pete Gorst/Mark Twiname in 10<sup>th</sup> overall.

# Donington Park Stages – 3/12

Snow was the key to this weekend, it even migrated down to Donington Park where it caused chaos on the opening stages for many crews. Round 3 of the Circuit Rally Championship and the final round of the AWMCC championship too.

89 cars started the 'tarmac' event with 6 stages over 3 layouts used. Representing the club here was **Connor & Gary Powell** in the Citroen Saxo VTS part of a 19 strong class and starting at car 60.



*Connor & Gary Powell*

First 2 stages in the Snow and Ice mainly and whilst treacherous for the early crews began to create a 'line' for the later crews.

**Powell/Powell** using their lack of power compared to some in the class to their advantage as they set 8<sup>th</sup> in class on the first stage before dropping to 13<sup>th</sup> fastest on the 2<sup>nd</sup> stage. Paul Sheard/Colin Stephens in the Mazda MX-5 and Joseph & Daniel Duffy in the Lotus Elise being those dominating the class in their own battle.

**Powell/Powell** sat 9<sup>th</sup> in class 1m 45s down on the class lead and 51<sup>st</sup> overall.

2<sup>nd</sup> Pair of stages and conditions were improving markedly as Duffy/Duffy took a dominant class lead of 50 seconds now with

**Powell/Powell** losing a little time

on the first of the 2 stages and back on pace on the second. This put them 10<sup>th</sup> in class now as other more powerful machinery were recovering from their early mistakes. Despite this a small jump up to 48<sup>th</sup> overall was good.

Final loop and Duffy/Duffy lost some time but still retained the class lead, for **Powell/Powell** this meant an improvement in pace relative to the fastest time in class and 7<sup>th</sup> fastest 1600cc on both stages. With the retirement of a couple of cars in class ahead it was 8<sup>th</sup> in class, falling just 17 seconds shy of 7<sup>th</sup> and a comfortable gap of a couple of minutes behind. Overall it was also a good increase up the leaderboard as they finished in 39<sup>th</sup> place too.

Overall the rally was won by Irishman Michael Igoe & Will Atkins in a Citroen C3 Rally2, followed by fellow countryman Ollie O'Donovan & Jack Morton in a Hyundai i20 R5 just 12 seconds back and Circuit champions John Griffiths/Emma Morrison in a Ford Fiesta R5 taking 3<sup>rd</sup> another 14 seconds back. Top 2WD was Philip House/Nick Beaumont in a Ford Escort Mk2 in 7<sup>th</sup> overall 3m 38s off the win.

Also out on this event were the following crews

Alex Stubbs / Rhys Edwards\* - Ford Escort Mk2 - 15rd / 4<sup>th</sup>

# WWRS Jaffa Stages – 30/12

The Christmas event at Pembrey has become a staple event to round out the year mainly under tricky conditions, usually ice....however this year it was water, flooding shortened a lot of the stages to around 5 mile stages with 6 of them over the day through 3 layouts. 66 cars started the event with **Lucie Gutteridge** sitting in with Bruce Lindsay in his 1400cc Ford Fiesta Mk4 being part of them in a class of 6 and starting at car 30.



*Lucie Gutteridge co-driving in a Ford Fiesta 1.4*

First pair of stages and it would be consistently 3<sup>rd</sup> fastest in class on both stages for Lindsay/**Gutteridge** as the giant killing Vauxhall Novas ran away with the class ahead. After 10 miles they were a minute down on the class lead of William Mains/Thomos Whittle who were battling Mydrian Harries/Geraint Evans 5 seconds behind. For Lindsay/**Gutteridge** they were battling the Nissan Micra of couple Keegan Rees/Tamsin Boothby just 10 seconds behind them. 39<sup>th</sup> overall thus far.

Stages 3 & 4 saw the class down to 4 now as Harries/Evans retires too, for Lindsay/**Gutteridge** further challenges for them as they lose 1<sup>st</sup> gear and have issues with a broken heated windscreen. This lost them their fight to 2<sup>nd</sup> in class to Rees/Boothby by just 1 second with 2 stages to go. Mains/Whittle running away just over 2 minutes ahead now. Down to 41<sup>st</sup> overall now.

Final pair of stages and certainly their issues were worsening as they lose 27 seconds to Rees/Boothby and barely ahead on SS5 of the Austin Mini of Stuart & Nigel Hart who on the overall sheet were 3 minutes behind them. Despite this thought they gained a place to 40<sup>th</sup>

overall, The final stage was a challenge for all, many of whom much slower than the first run. Lindsay/**Gutteridge** were amongst them as they aimed for a finish, Mains/Whittle all dominant taking the class win by just shy of 4 minutes ahead of Rees/Boothby and Lindsay/**Gutteridge** were a further 38 seconds back.

Overall the rally was won by Phil Turner/Paul Williams in his Ford Fiesta R5, with Harri Reynolds/Patrick Walsh in a hired Ford Escort Mk2 just 2 seconds shy of the win, with Ian & Oliver Hucklebridge in their 2.5 Ford Escort Mk2 being in 3<sup>rd</sup> another 4 seconds back.



# At the end of the year as some members were in championships there were the following results

**Lucie Gutteridge** became Welsh Tarmac Champion Co-Driver Overall & also the Ladies Champion

**Callum Griffiths** was the Under 25 Welsh Forest Rally Champion Driver & Also 1<sup>st</sup> Front Wheel Drive driver

**William Lewis** was the 1<sup>st</sup> Front Wheel Driver co-driver in the Welsh Forest Championship

**Connor Powell** became the top Junior & Novice driver in the Heart of England Rally Championship by the AWMMC as well as winning class B

**Gary Powell** also won class B in the Heart of England Rally Championship

**Jonathan Hawkins** won class 5 co-driver in the King of Epynt series

**Liam Griffiths** was 3<sup>rd</sup> in the W11 class in the Welsh Forest Championship

Club Members also competed on these events but not under the Epynt MC name.

## **Lee Holland Memorial Stages - 05/03**

Rhydian Evans / Llyr Davies\* - 44 - Darrian T90 - 29th / 8th

## **Malcolm Wilson Rally - Interclub - 11/03**

Lewis Hooper / Rhys Edwards\* - 71 - Nissan Micra - 25th / 1<sup>st</sup>

## **Mike Sones Memorial AGBO Stages**

Roger Moran / Daniel Petrie\* - 3 - Ford Escort Mk2 - 5th / 5th

Mark Lennox\* / Claire Lennox - 26 - Ford Escort Mk2 - 14th / 5<sup>th</sup>

## **TJS Self Drive Alan Healy Memorial Rally - 02/04**

Bridge Carey\* / Royston Carey\* - 27 - Renault Clio - RETIRED

## **Altratech SMC Stages - 16/04**

Chris Simmons / Lucie Gutteridge\* - 14 - Darrian T9 - 12th / 5th

## **Corbeau Seats Rally Tendring & Clacton - 23/04**

Bridge Carey\* / Royston Carey\* - 41 - Renault Clio - 59th / 12th

Bill Cook\* / Robert Thompson - 60 - Talbot Sunbeam Lotus - Retired

Matt Wood / Daniel Petrie\* - 62 - Vauxhall Astra - 61st / 13th

## **Rainworth Stages - 30/04**

Ben Wilkinson\* / Andrew Wilkinson\* - 14 - Peugeot 106 Maxi - 12th / 1<sup>st</sup>

## **Brick & Steel Border Counties Rally - 06/05**

Lewis Hooper / Rhys Edwards\* - 57 - Nissan Micra - Retired

## **Beatsons Building Supplies Jim Clark Reivers Rally**

Ben Wilkinson\* / Andrew Wilkinson\* - 78 - Peugeot 106 Maxi - 49th / 8th

## **Wildlife Smeatharpe Stages - 04/06**

Rhys Wyn Davies / Daniel Petrie\* - 12 - Darrian T90 GTR+ - Retired

Malcolm Horn / Tony Bassett\* - 38 - Peugeot 206 XSI - 33rd / 7<sup>th</sup>

### **Lucas Oil Rali Menai Stages - 11/06**

Malcolm Jones\* / Rhys Jones - 3 - Darrian T90 GTR - 1st / 1st

David Ginn / Lucie Gutteridge\* - 73 - Nissan Micra - 36th / 7th

### **Wilton Donegal International Rally - 16-18/06**

Ben Crump / Ian Beamond\* - 125 - Ford Escort Mk2 - Retired

### **Kielder Forest Rally 17/06**

Lewis Hooper / Rhys Edwards\* - 108 - Nissan Micra - 32nd / 3rd

### **RSAC Scottish Rally 22/07**

Lewis Hooper / Rhys Edwards\* - 64 - Ford Fiesta R2 - 27th / 2nd

### **Bovington Stages 20/8**

Jeremy Straker / Daniel Petrie\* - 5 - Darrian T90 GTR+ - 12th / 5th

### **Vale of York Stages Rally - 10/09**

Trevor Hancock / Paul Bevan\* - 39 - Morris Mini Cooper - Retired

### **Trackrod Historic Cup & Land Rover Challenge**

Gareth James / Daniel Petrie\* - 312 - Ford Escort RS 1800 MkII - 6th / 1st

### **Trackrod Forest Stages - 23/09**

Lewis Hooper / Rhys Edwards\* - 150 - Nissan Micra - 37th / 4th

Bridge Carey\* / Royston Carey\* - 184 - Renault Clio - 33rd / 4<sup>th</sup>

### **Challenger Stages**

Michael Jowers\* / Benjamin Jowers\* - 33 - Ford Escort Mk2 - 20th / 4th

### **Carlisle Stages Rally National Rally and Open**

Gareth James / Daniel Petrie\* - 10 - Ford Escort RS 1800 MkII - 5th / 1st

### **Cadwell Park Stages - 19/11**

Alex Stubbs / Rhys Edwards\* - Ford Escort Mk2 - 23<sup>rd</sup> / 5<sup>th</sup>

### **Roger Albert Clark Rally - 23-27/11**

Gareth James / Daniel Petrie\* - 24 - Ford Escort RS 1800 MkII - Retired

Alun Horn / Ian Beamond\* - 66 - Ford Escort Mk2 - Retired

# 2022

### **Graham Davies\***

AGBO Stages - Gary Powell\* - Talbot Sunbeam - 27th (14th in Class D)

Get it Sideways Stages - Gary Powell\* - Talbot Sunbeam - 16th (6th in Class D)

Corinium Stages - Rhys Edwards - Darrian T9 - 7th (2nd in Class D)

Red Dragon IT Stages - Gary Powell\* - Darrian T9 - 26th (6th in Class D)

Abingdon CAR-nival Stages - Gary Powell\* - Darrian T9 - Retired

### **Sam Davies\***

Mewla Rally - William Lloyd\* - Vauxhall Nova - 13th (1st in Class 2)

### **Ellie Williams\***

Tour of Caerwent - Marcus Pagett - Nissan Micra - Retired

Tour of Epynt - Lloyd Morgan - Citroen C2 R2 Max - Retired

### **Jim Boxall\***

Tour of Epynt - Abdul Waheed Majid - Peugeot 205 GTI - 51st (4th in Class 4)

Mewla Rally - Teresa Butler - Peugeot 205 GTI - Retired

### **Eurwyn 'Wiggy' Davies\***

Tour of Caerwent - Gareth Davies - Darrian T9 - 30th (4th in Class 2)

Tour of Epynt - Gareth Davies - Darrian T9 - Retired

Dixies Challenge Rally - Gareth Davies - Darrian T9 - 41st (4th in Class 2)

Mewla Rally - Gareth Davies - Darrian T9 - 46th (5th in Class 2)

Patriot Stages - Gareth Davies - Darrian T9 - Retired  
Harlech Stages - Gareth Davies - Darrian T9 - 32nd (4th in Class 2)

#### **Tudor Jenkins\***

Dixies Challenge Rally - Steve McPhee - Citroen C1 - 33rd (3rd in Class 2)

#### **Richard Bennett\***

Sweet Lamb Rally Time Trial - John Tomley - Vauxhall Nova - 25th (3rd in Class R1)

#### **Liam Griffiths\***

Rally North Wales - Daniel James - Ford Fiesta ST - 42nd (3rd in Class W11)  
Rallynuts Stages - Daniel James - Ford Fiesta ST - 61st (5th in Class B11)  
Plains Rally - Andrew Sankey - Ford Fiesta ST - 37th (6th in Class W11)  
Nicky Grist Stages - Daniel James - Ford Fiesta ST - 115th (6th in Class B10)  
Woodpecker Rally - Daniel James - Ford Fiesta ST - 53rd (3rd Class B10)  
Wydean Stages - Daniel James - Ford Fiesta ST - 29th (4th in Class W11)  
Cambrian Rally - Daniel James - Ford Fiesta ST - 35th (1st in Class N3)

#### **Geoff Harper\***

AGBO Stages - Neil Murphy - MG ZR - 66th (7th in Class B)  
Dixies Challenge Rally - Neil Murphy - MG ZR - Retired

#### **Callum Griffiths\***

Rally North Wales - William Lewis - Ford Fiesta ST - 53rd (5th in Class W11)  
Rallynuts Stages - William Lewis - Ford Fiesta ST - Retired  
Nicky Grist Stages - William Lewis - Ford Fiesta ST - 96th (4th in Class B10)  
Woodpecker Rally - William Lewis - Ford Fiesta ST - 60th (4th Class B10)  
Wydean Stages - William Lewis - Ford Fiesta ST - Retired  
Cambrian Rally - William Lewis - Ford Fiesta ST - 55th (3rd in Class N3)

#### **William Lewis\***

Rally North Wales - Callum Griffiths - Ford Fiesta ST - 53rd (5th in Class W11)  
Rallynuts Stages - Callum Griffiths - Ford Fiesta ST - Retired  
Nicky Grist Stages - Callum Griffiths - Ford Fiesta ST - 96th (4th in Class B10)  
Woodpecker Rally - Callum Griffiths - Ford Fiesta ST - 60th (4th Class B10)  
Wydean Stages - Callum Griffiths - Ford Fiesta ST - Retired  
Cambrian Rally - Callum Griffiths - Ford Fiesta ST - 55th (3rd in Class N3)

#### **Gary Powell\***

AGBO Stages - Graham Davies\* - Talbot Sunbeam - 27th (14th in Class D)  
Get it Sideways Stages - Graham Davies\* - Talbot Sunbeam - 16th (6th in Class D)  
Red Dragon IT Stages - Graham Davies\* - Darrian T9 - 26th (6th in Class D)  
Abingdon CAR-nival Stages - Graham Davies\* - Darrian T9 - Retired

#### **Jonathan Hawkins**

Tour of Caerwent - Chris Butcher - Nissan Sunny F2 - Retired  
Tour of Epynt - Anthony Morgan - Darrian T90 - 17th (4th in Class 5)  
Dixies Challenge Rally - Anthony Morgan - Darrian T90 - 3rd (1st in Class 5)  
Smeatharpe Stages - Chris Butcher - Nissan Sunny F2 - 8th (4th in Class C)  
Bob Shaw Memorial Stages - Lee James - Vauxhall Astra - Retired

#### **Lisa Chappelle**

Dixies Challenge Rally - Dafydd Owens - Citroen Saxo VTS - 48th (7th class 2)

#### **Martin Lasper**

AGBO Stages - Rhys Edwards - Vauxhall Nova GTE - 28th (1st in Class B)  
Get it Sideways Stages - Rhys Edwards - Vauxhall Nova GTE - 18th (3rd in Class B)  
Mewla Rally - Lucy Wilding - Vauxhall Nova GTE - Retired

#### **David Didcock**

Tour Auto Competition - Ben Gill - AC Cobra 289 - 8th (4th in GTS12)  
Modena Ceno Ore Classic - Ben Gill - Ford Escort RS 1600 MkI - 6th (4th in Class H / 1st in Class TC24)  
South Downs Stages - Ben Gill - Ford Escort RS 1800 MkII - 14th (6th in Class C)

#### **Ben Gill**

Tour Auto Competition - David Didcock - AC Cobra 289 - 8th (4th in GTS12)  
Modena Ceno Ore Classic - David Didcock - Ford Escort RS 1600 MkI - 6th (4th in Class H / 1st in Class TC24)  
South Downs Stages - David Didcock - Ford Escort RS 1800 MkII - 14th (6th in Class C)

#### **Jonathan Ford**

Tour of Caerwent - Peter Thomas - Ford Escort RS 2000 MkI - 49th (2nd Class 8)

### **Paul 'Nobby' Jenkins**

Tour of Caerwent - Llinos Davies - Ford Escort Mk2 - 40th (5th in Class 4)

Tour of Epynt - Gareth Price - Ford Escort Mk2 - 50th (3rd in Class 4)

Dixies Challenge Rally - Lewis Griffiths - Ford Escort Mk2 - 35th (3rd in Class 4)

Mewla Rally - Clifly Simmons - Ford Escort Mk2 - 38th (1st in Class 4)

Chris Kelly Manx Stages - Lewis Griffiths - Ford Escort Mk2 - Retired

Harlech Stages - Llinos Davies - Ford Escort Mk2 - 41st (12th in Class D)

Glyn Memorial Stages - Tomi Williams - Ford Escort Mk2 - 35th (10th in Class C)

Jaffa Stages - Llinos Davies - Ford Escort Mk2 - ????

### **Llinos Davies**

Tour of Caerwent - Paul 'Nobby' Jenkins - Ford Escort Mk2 - 40th (5th in Class 4)

Mewla Rally - Christian Prynne - Suzuki Ignis S1600 - Retired

Harlech Stages - Paul 'Nobby' Jenkins - Ford Escort Mk2 - 41st (12th in Class D)

Jaffa Stages - Paul 'Nobby' Jenkins - Ford Escort Mk2 - ????

### **Michael Sawyer**

Rally North Wales - Gareth Price - Datsun 1600 - 57th (8th in C4/C5 / 10th in Cat.2)

Rallynuts Stages - Gareth Price - Datsun 1600 - 62nd (4th in B12)

Plains Rally - Gareth Price - Datsun 1600 - 46th (5th in Class W12)

Kielder Rally - Gareth Price - Datsun 1600 - 31st (4th in Class 3)

Sweet Lamb Rally Time Trial - Gareth Price - Datsun 1600 - 22nd (11th in Class M3)

Nicky Grist Stages - Gareth Price - Datsun 1600 - 78th (7th in B12)

Scottish Rally - Gareth Price - Datsun 1600 - Retired

Woodpecker Rally - Gareth Price - Datsun 1600 - 65th (4th in Class C5 / 6th in Cat.2)

Wyedean Stages - Kenny Owen - Datsun 1600 - Retired

Carlisle Stages - Peter Ward - Subaru Legacy - 42nd (4th in Class 8)

Cambrian Rally - Jamie Atherton - Datsun 1600 - Retired

### **Bleddyn Thomas**

WWRS Jaffa Stages - Sam Weller - Ford Escort Mk2 - ????

### **Bridge Carey**

Brands Hatch Winter Stages - Bradley Ware - Renault Clio - Retired

Tour of Caerwent - Royston Carey - Renault Clio - Retired

Corbeau Seats Rally Tendring & Clacton - Bradley Ware - Renault Clio - 26th (2nd in Class 6)

Mewla Rally - Bradley Ware - Renault Clio - 18th (4th in Class 3)

Rali Ceredigion - Royston Carey - Renault Clio - 25th (3rd in Class M2)

### **Royston Carey**

Tour of Caerwent - Bridge Carey - Renault Clio - Retired

Rali Ceredigion - Bridge Carey - Renault Clio - 25th (3rd in Class M2)

### **Bradley Ware**

Brands Hatch Winter Stages - Bridge Carey - Renault Clio - Retired

Corbeau Seats Rally Tendring & Clacton - Bridge Carey - Renault Clio - 26th (2nd in Class 6)

Mewla Rally - Bridge Carey - Renault Clio - 18th (4th in Class 3)

### **Wayne Lloyd**

Get it Sideways Stages - William Lloyd - Ford Escort Mk2 - 4th (2nd in Class C)

Corinium Stages - William Lloyd - Ford Escort Mk2 - Retired

### **William Lloyd**

Get it Sideways Stages - Wayne Lloyd - Ford Escort Mk2 - 4th (2nd in Class C)

Corinium Stages - Wayne Lloyd - Ford Escort Mk2 - Retired

### **Dan Petrie Driving**

Flying Fortress Stages - Matt Wood - Peugeot 106 GTI - 6th (1st in Class 2)

Bob Shaw Stages Brawdy - Jemma Taylor - Ford Escort Mk2 - 43rd (3rd in Class 5)

### **Dan Petrie Co-Driving**

Riponian Stages - Henri Grehan - Ford Escort RS 1800 MkII - 9th (4th D5 / 4th Cat.3)

AGBO Stages - Steve Harkness - Ford Escort Mk2 - 9th (6th Class D)

Rally North Wales - Henri Grehan - Ford Escort RS 1800 MkII - 12th (4th D5 / 4th Cat.3)

Tour of Caerwent - Stephen Pritchard - Vauxhall Nova SR - 29th (3rd Class 1)

Get it Sideways Stages - Roger Titley - BMW 328i E36 - 15th (5th Class D)

Tour of Epynt - Stephen Pritchard - Vauxhall Nova - Retired

Corinium Stages - Stefan Davies - Ford Escort Mk2 - 4th (1st Class D)

Plains Rally - Henri Grehan - Ford Escort RS 1800 MkII - 7th (3rd D5 / 3rd Cat.3)  
Red Dragon IT Stages - Stefan Davies - Ford Escort Mk2 - Retired  
Sweet Lamb Rally Time Trial - Nigel Jenkins - Vauxhall Nova - 23rd (2nd Class M1)  
Nicky Grist Stages - Nigel Jenkins - Vauxhall Nova - 60th (1st Class 1400)  
Woodpecker Rally - Henri Grehan - Ford Escort RS 1800 MkII - 11th (1st D5 / 1st Cat.3)  
Trackrod Historic Cup - Henri Grehan - Ford Escort RS 1800 MkII - 6th (5th in D5 / 5th Cat.3)  
Patriot Stages - Stephen Pritchard - Vauxhall Nova - 26th (2nd in Class 1)  
Wyedean Stages - Ian Holt - Ford Escort RS 1800 MkII - 23rd (7th in Class W8)  
Carlisle Stages - Henri Grehan - Ford Escort RS 1800 MkII - 6th (1st D5 / 1st Cat.3)

### **Ken Bills**

Donington Rally - Chris Cleghorn - Ford Escort RS 1800 MkII - 53rd (1st Class H)  
Tour of Epynt - Mike Williams - MG ZR - Retired  
Jim Clark Rally - Chris Cleghorn - Ford Escort RS 1800 MkII - 66th (1st Class H4)  
Jim Clark Reivers Rally - Chris Cleghorn - Ford Escort RS 1800 MkII - 67th (2nd Class H4)  
Tyneside Stages - Chris Cleghorn - Ford Escort RS 1800 MkII - 31st (3rd in Class 6)  
Rainworth Skoda Stages - Barry Renwick - Ford Escort Mk2 - 4th (1st Class 4)  
Cheviot Stages - Mick Quinn - Renault Clio RS200 - 29th (5th Class 3)  
Winter Stages Croft - Chris Cleghorn - Ford Escort RS 1800 MkII - 68th (20th Class 3)

### **Mick Quinn**

East Riding Stages - Chris Walker - Renault Clio RS200 - 63rd (11th Class C)  
Corbeau Seats Rally Tendring & Clacton - Alan Ward - Renault Clio RS200 - 61st (10th Class 6)  
Jim Clark Rally - Alan Ward - Renault Clio RS200 - Retired  
Rainworth Skoda Stages- Alan Ward - Renault Clio RS200 - 19th (3rd Class 3)  
Cheviot Stages - Ken Bills - Renault Clio RS200 - 29th (5th Class 3)

### **Sam Weller**

Brands Hatch Winter Stages - Josh Jones - Peugeot 205 GTI - 43rd (13th Class C)  
AGBO Stages - Jonathan Davies - Darrian T9 - 21st (12th Class D)  
Bob Shaw Brawdy Stages - Wyn Lewis - Proton Compact - 49th (4th Class 5)  
Patriot Stages - Neil Harrison - Ford Puma Kit Car - 27th (3rd Class 1)  
WWRS Jaffa Stages - Bleddyn Thomas - Ford Escort Mk2 - ????

### **Jonathan Stepney**

Jim Clark Rally - Aled Davies - Peugeot 205 GTI - 57th (2nd Class NAT4)  
Argyll Rally - Aled Davies - Peugeot 205 GTI - 57th (1st Class 4)  
Down Rally - Aled Davies - Peugeot 205 GTI - 54th (5th Class 5)  
Rali Ceredigion - Aled Davies - Peugeot 205 GTI - Retired

### **Aled Davies**

Jim Clark Rally - Jonathan Stepney - Peugeot 205 GTI - 57th (2nd Class NAT4)  
Argyll Rally - Jonathan Stepney - Peugeot 205 GTI - 57th (1st Class 4)  
Down Rally - Jonathan Stepney - Peugeot 205 GTI - 54th (5th Class 5)  
Rali Ceredigion - Jonathan Stepney - Peugeot 205 GTI - Retired

### **Anthony Morgan**

Tour of Epynt - Jonathan Hawkins - Darrian T90 - 17th (4th in Class 5)  
Dixies Challenge Rally - Jonathan Hawkins - Darrian T90 - 3rd (1st in Class 5)

### **Steve Ellis**

Mewla Rally - Jamie Vaughan - Ford Escort Mk2 - Retired  
Jersey Rally - Jamie Vaughan - Ford Escort Mk2 - Retired

### **Paul Bevan**

Bob Shaw Brawdy Stages - Layton Waters - Proton Compact - Retired  
Mewla Rally - Layton Waters - Proton Compact - 52nd (6th Class 6)  
Rallylegend Classic - Paul Davies - Lancia Delta Integrale 16v - Retired

### **Dilwyn John**

Rallynuts Stages - Robert Morris - Subaru Impreza - 103rd (17th Class B13)  
Tour of Epynt - Robert Morris - Subaru Impreza - 46th (9th Class 6)  
Dixies Challenge Rally - Robert Morris - Subaru Impreza - Retired  
Bob Shaw Brawdy Stages - Robert Morris - Subaru Impreza - 40th (9th Class 4)  
Nicky Grist Stages - Robert Morris - Subaru Impreza - 79th (13th Class B13)  
Grampian Forest Rally - Robert Morris - Subaru Impreza - Retired  
Rali Ceredigion - Robert Morris - Subaru Impreza - 51st (6th Class M4)  
WWRS Jaffa Satges - Robert Morris - Subaru Impreza -