

# Spotlamp

## Christmas 2023



Waiting For the Off. Le Jog, Werrington 2023



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<b>Webmaster</b>	Mr James Ellison webmaster@plymouthmotorclub.co.uk
<b>Club Safeguarding Officer</b>	Adele Sellley/Dr S Hateley CSO@plymouthmotorclub.co.uk
<b>General Committee</b>	Linda Tuppen, Peter Locke, John Sluman. Darren Stevens, Matthew Sivewright, Sean Harris



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# Presidential Ramblings.

Looking back over the last 12 months, Rob Selley stood down as Club Chairman after a very difficult period for everyone. James Ellison took on the role and has been using his organisational skills to good effect. Simon Heywood is our new Vice Chairman and being a keen rallying competitor has been enthusiastic in reviving our twelve-car series.

Very pleased to see another three members join the General Committee this year. They are Darren Stevens and Sean Harris, who have served on the committee before, and Matthew Sivewright who is completely new and is not afraid to express fresh ideas. All three are enthusiastic and are a welcome addition to the running of club events.

As always, we owe a great deal to the Locke family for organising the club's main event, Werrington Hillclimb, every year and the commitment they put into our two other co-promoted speed events, Watergate and Five Clubs.

We are still on the lookout for new venues where we could hold Autotests, both grass or hard surfaced, and somewhere to hold Production Car Trials and even Autocrosses. In the past we used to hold many such events which were cheap to enter and a great family day out. We are willing to hire or even buy a suitable venue, so if I could ask every member to be on the lookout please, we may get lucky, it will make such a difference to the future of our club.

We are also on the lookout for new people to help with the running of the club, either on General Committee or there are vacant posts - Secretary, Social Secretary and Editor - that we would love to fill. Don't be shy or afraid you will be dropped in the deep end; we are a friendly bunch and will give you all the help and support you might need.

Finally, I hope we may see some of you at our forthcoming Annual Dinner and Awards evening, being held at Yelverton Golf Club on Saturday 27<sup>th</sup> January. Look for details on our web page. Yes, we are presenting awards this time!

Take care everyone and I wish you all a great Christmas and New Year.

**Brian Benson**

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# **Chairman's Chat.**

Hello and Season Greetings to you all and welcome to the Christmas edition of Spotlamp and a round up of the news from the year of Plymouth Motor Club.

It has been an interesting year for the Club which has seen some changes, some good, some not so good, and some unwelcome, but sadly, mostly because of the world we now live in.

Looking back over the year while trying to complete the results tables I was surprised by the number of events that we did manage to run. In total we ran 11 events including the 2 co-promoted events of 5 Clubs Hillclimb and Watergate Bay Sprint.

So, what can we tell from the events that we ran?

Well, the speed events at Werrington and Wiscombe proved very popular with entries filling up in hours. Watergate Bay took a bit longer to fill but it ran with a good entry.

The 12 Car Rally's started off being well supported but suffered towards the end of year with a lack of entries due to date clashes with other events causing a drop in entry's so it was not viable to run them.

The change in Navigation format to Pre-plot seems to have been a popular move with the Crews who came out.

On the down side I did get 2 complaints from members of the Public after one event complaining about us disturbing them and the cost to the Environment of our Hobby- A sign of things to come? I hope not.

The 12 Cars also suffered from the lack of a dedicated Co-ordinator this year to make sure that all the paperwork is organised ready for the event. Hopefully a volunteer will be found for coming year.

On the communication side, Facebook and the website are still running and being updated and are doing their job.

On the downside it has been very difficult to obtain enough copy to publish a printed Spotlamp Newsletter every month and with the cost of postage going up we set up and tried an email newsletter so that we can communicate with you every month. This appears to be working well and the feedback I have had has been positive and so it appears to be the way forward as it allows much faster (and cheaper) communications between members. This also means that we have simplified the Membership fees to just two types now, single & Family.

I hope that we will continue to publish a printed Magazine on a twice-yearly basis to record the Club history going forward. But that may mean an increase in Membership fees next year.

Looking forward to 2024 year.

Our first event is the **Awards / Social meal** on **January 27<sup>th</sup>** at **Yelverton Golf Club**. It is nice to be in the position where we feel that we can present some awards this year and it will be good to have an official get together. The menu is printed in this magazine and the booking form can be found on the Club website or via link in Spotlamp Lite.

Our first competitive event should be the **Valentine Rally** on **February 16th**  
The next event is due to be the Austin Cup at the end of March but we may have to delete it due to Easter and date clashes, not least of which is the opportunity to run a longer 12 car style **2020 Rally** on the **6th April**, as part of the SW Motor club championship.

It has been a long time since we have tried to run a bigger road rally type event. Alf Chanter has offered to take the lead and is working on a route at present ready for approval from the authorities as we have a tight time frame to organise it. To run the event successfully we will need a fair bit of manpower both on the night and beforehand. So, if you would like to help, please make yourself known.

Not long after that we are back to **Werrington Hillclimb, May 4th & 5th**, I am sure that our Mr Werrington, Peter Locke, is already planning improvements especially to the Spectator parking after this years enforced move of carpark to the top paddock. This did mean that Spectators where able to see the cars at the end of the run and return to their cars unhindered by having to cross the track and which seemed to have be well received.

Looking further forward we arrive at **Watergate Bay Sprint** in September. This event has run for several years now and several members of the organising team have decided to stand down this year so the event is looking for new people to help organise it. The Organising Clubs have indicated a desire to keep the event going, but are under no illusion as to the amount of effort required to keep the event running with several public meetings with local residents and the council about the road closures.  
If anyone is interested in helping out, please get in touch.

Talking about needing help we have several positions on the Club Committee that need filling to ease the workload on the rest of us. Again, please let me know if you can help.

We are also still looking for suitable venues for Autotests, grass or tarmac, so if you know of any suitable plots we can use please let us know.

Well once more I seem to have runout of space so I will wish you all a Merry Christmas and a Happy New Year.

**James Ellison.**

**[chairman@plymouthmotorclub.co.uk](mailto:chairman@plymouthmotorclub.co.uk)**



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# Werrington Wiscombe Watergate

## The PMC 2023 speed event summary.

Four dry days out of six probably is a pretty good run rate for the Westcountry in the summer, so we can consider ourselves lucky with the weather for our speed events this year. Mind you, the two wet days more than made up for the lack of rain on the other four. One day was so wet that we had to suspend racing for a couple of hours as the track was waterlogged!

Werrington this year was a bit different to preceding years as we couldn't use the farmyard as a car park as the farmyard has been taken over by the Werrington Equestrian Centre – horse stables to you and me! We found a field near the top paddock that we could use for car parking which meant for spectators that they (a) didn't have to cross the track, (b) walked down across a field straight to the paddock, and (c) had a very steep climb (too steep for some!) back to their cars. We did have to send James out in Thunderbird 1 on a rescue mission to give one elderly gentleman a lift back to the car park but apart from that it all seemed to work well. We are working on a more permanent parking arrangement but that might be a year or two before it comes to fruition. Apart from that, we had a good weekend with lots of smiling faces at the awards ceremony – the first time in just over 40 years of hillclimbs that a current "Mr Williams" has presented the awards (as far as we can tell). Thanks Tom!

Wiscombe Five Clubs at the beginning of September saw some changes too. Perhaps a bit more subtle and nuanced than at Werrington, but little things can help improve an already good event and make it great! So great in fact that competitors voted us the best event of the year at Wiscombe despite the rain on Saturday and the late finish that was caused by the multiple accidents we had to deal with. Many thanks to the whole team who stuck to the task in hand and kept the event moving when others would have given up. Special mention to our Chief Marshal, Rich Brooks, who had managed to recruit so many marshals that he was able to run "taster sessions" for five or six first time marshals.

Finally, Watergate Bay. After having to run a lot more public information meetings and consultations this year to satisfy the local councils the event went ahead on a weekend of mixed weather. Saturday was dry and chilly (after record breaking temperatures the previous weekend!) and Sunday was very wet for large parts of the day. And, of course, after competition finished the sun came out! Watergate is a huge event to put on, many people spend many hours working before the event – a closed road event has a huge organising time overhead – so if you think that you could help out (especially on the Thursday or Friday before) please let me know and I'll pass your details onto the team. Also, if you can spare some time to marshal at the weekend please let me know as we could do with some more marshals too.

That's about it for 2023, here's to 2024! Cheers

**Peter Locke**



4th & 5th May

# WERRINGTON 2024

PL15 8TP

[www.plymouthmotorclub.co.uk](http://www.plymouthmotorclub.co.uk)

## **Membership Renewal**

A gentle reminder that your Club membership runs from the 1st of January to the 31st December.

So your membership are nearly due now.

Due to the reduction of a printed Magazine we have 2 membership levels now.

Single at £12, and Family at £19.00.

You can renew online via the Club website: [plymouthmotorclub.co.uk](http://plymouthmotorclub.co.uk)

**WANTED** Pair of good condition Mazda MX5 Mk I/II seats (separate head rest **NOT** tombstone), together with guide rails. Contact David Sharp 330702.

**FREE TO A GOOD HOME** Near complete set of PMC Spotlight magazines (1981-2023) now surplus to Club Archive requirements. This collection, from Malcolm Tuppen, has been used to improve the range and quality of the Club collection and it seems a shame to send the remainder to recycling! Contact David Sharp 330702.



Peter Locke booking in a LeJog competitor at Werrington Park, 2nd December.

**PMC Awards Evening 27<sup>th</sup> January 2024**  
**Yelverton Golf Club.**  
**Menu**

**Starters**

Tomato and Basil Soup with Garlic Bread Croutons  
Traditional and Classic Prawn Cocktail  
Dorset Coarse Pate with a Red Onion Chutney  
Creamy Garlic Mushrooms on Toasted Ciabatta Bread

**Main Course**

Locally sourced Roast Beef and Yorkshire Pudding  
Greek Stuffed Chicken with Mozzarella and Feta  
Herb Crusted Cod with Hollandaise Sauce  
Roasted Butternut Squash Wellington

**Desserts**

Homemade Lemon Posset with Shortbread Biscuit  
Chocolate Brownie with Vanilla Ice Cream and Salted Caramel  
Sauce

Peach Crumble with Crème Anglaise

Selection of Luxury Ice Cream

3 courses with coffee - £33.50

2 courses with coffee - £25.50

Booking via PMC Website: [Booking Form](#)

**Plymouth Motor Club Mercury 2023**

**Werring-**

**Watergate**

**ton**

**5 Clubs**

**Bay**

	Val- entin e Rally	Ba- rto- n Cu- p	Sat- urda- y	Sun- day	For- d Cup	Hill- ma- n Cup	Vau- xhal- l Cup	Sat- ur- day	Sun- day	Sat- urda- y	Sun- day	To- tal
Ian Ingleheart			20	20				20	20			80
Jack Ellis			20	20				20	20			80
Ben Wheeler			20	20				18	18			76
Chris Slade			18	18						20	20	76
Peter Crewes			18	18						18	16	70
Nick Ellis			14	14				18	18			64
Philip Pearn			14	16				16	16			62
Ian Harrison			10	10				10	10	18		58
Adrian Clem- ents			16							20	20	56
Simon Ambler			14	16				12	14			56
Alan Frame		20			20	14						54
Andrew Axford		20			20	14						54
Richard Sanders			16	16				10	10			52
Peter Bowden			12	14						16		42
Alan Cookson										20	20	40
Dean Gammon										20	20	40
John White			20	20								40
Steve Furzeland			20	20								40
Martin Ellis			20	18								38
Dan Lockwood		14			12	12						38
Andy Slade										18	18	36
Michael Butler			10	10						16		36
Robert Selley			18	18								36
Steve Snell								18	18			36
Dan Wills		16				18						34
Nigel Swan		16				18						34
Bella Murray								16	16			32

**Plymouth Motor Club Golden Jubilee 2023  
For Marshalls All Club Events.**

**W-  
tergate  
Bay**

**Werrington**

**5 Clubs**

	Val- enti- ne Ral- ly	Bar- ton Cu- p	Set- up	Sat- urda- y	Sun- day	Fo- rd Cu- p	Hill ma- n Cu- p	Sat- urda- y	Sun- day	Sat- urda- y	Sun- day	Le- Jog	Total
John Sluman			5	5	5			5	5	5	5	5	40
Linda Locke				5	5			5	5	5	5	5	35
Stuart Hateley				5	5			5	5	5	5	5	35
Lynn Palmer				5	5			5	5	5	5		30
Richard Brooks			5	5	5			5	5			5	30
Jennie Brooks			5	5	5				5			5	25
Keith Selley			5	5	5							5	20
Peter Benson				5	5					5	5		20
Robert Selley			5	5	5							5	20
Adam Ingleheart			5	5	5								15
James Ellison			5	5	5								15
Brian Benson				5	5								10
Martin Ellis			5		5								10
Peter Locke										5	5		10
Jack Ellis			5										5
Nick Ellis			5										5
Steve Ellis			5										5
Alf Chanter												5	5
Sam Richards												5	5
Matt Sivewright												5	5
David Sharp												5	5
Eva Sharp												5	5
Ian Harrison												5	5
Peter Barker												5	5
Alan Tomes												5	5
Adam Hughes		5											5
Andy Flanagan		5											5

**Plymouth Motor Club Mrs Chipman 2023  
For Marshalls Excluding Rally's.**

**Watergate**

**Werrington**

**5 Clubs**

**Bay**

	Set up	Satur- day	Sun- day	Satur- day	Sun- day	Satur- day	Sun- day	Le Jog	Total
John Sluman	5	5	5	5	5	5	5	5	40
Linda Locke		5	5	5	5	5	5	5	35
Stuart Hateley		5	5	5	5	5	5	5	35
Lynn Palmer		5	5	5	5	5	5		30
Richard Brooks	5	5	5	5	5			5	30
Jennie Brooks	5	5	5		5			5	25
Keith Selley	5	5	5					5	20
Peter Benson		5	5			5	5		20
Robert Selley	5	5	5					5	20
Adam Ingleheart	5	5	5						15
James Ellison	5	5	5						15
Brian Benson		5	5						10
Martin Ellis	5		5						10
Peter Locke						5	5		10
Jack Ellis	5								5
Nick Ellis	5								5
Steve Ellis	5								5
Alf Chanter								5	5
Sam Richards								5	5
Matt Sivewright								5	5
David Sharp								5	5
Eva Sharp								5	5
Ian Harrison								5	5
Peter Barker								5	5
Alan Tomes								5	5

## Plymouth Motor Club Grimshaw Trophy 2023

**Werrington      5 Clubs      Watergate Bay**

	Satur- day	Sun- day	Sat- urday	Sun- day	Satur- day	Sunday	Total
Ian Ingleheart	20	20	20	20			80
Jack Ellis	20	20	20	20			80
Ben Wheeler	20	20	18	18			76
Chris Slade	18	18			20	20	76
Peter Crewes	18	18			18	16	70
Nick Ellis	14	14	18	18			64
Philip Pearn	14	16	16	16			62
Ian Harrison	10	10	10	10	18		58
Adrian Clements	16				20	20	56
Simon Ambler	14	16	12	14			56
Richard Sanders	16	16	10	10			52
Peter Bowden	12	14			16		42
Alan Cookson					20	20	40
Dean Gammon					20	20	40
John White	20	20					40
Steve Furzeland	20	20					40
Martin Ellis	20	18					38
Andy Slade					18	18	36
Michael Butler	10	10			16		36
Robert Selley	18	18					36
Steve Snell			18	18			36
Bella Murray			16	16			32
Mark Duncan					18	14	32
William Arscott					16	16	32
Alan Hawkins			16	14			30
James Rushworth	14	12					26
Alexander de Vries	12	12					24
Alf Chanter	10	14					24
Michael Perkin	14	10					24
Graham Seear	10	10					20



## ***The Old Forge Mewla Rally 2023***

For years I have wanted to drive the ranges over Mynydd Epynt on the northern borders of the Brecon Beacons in mid Wales. Better known to us mortals generically as Epynt, it's a 6000 acre Ministry of Defence training area named SENTA (Sennybridge Training Area) and its normal role in life is to train the troops in the art of stuff that can only be done in areas away from the hustle and bustle of life. Things perhaps we aren't allowed to see, or perhaps even don't want to see. No sheep involved despite it being Wales. Its basically the Welsh equivalent of Dartmoor but bigger and with one massive advantage. More sheep. No, wait, I meant the roads are closed to the public and a handful of times each year motoring enthusiasts are allowed to drive over the ranges at pace on rallies and hillclimbs. For rallyists, its hallowed ground, people talk about Epynt with a hushed tone. The events there are pretty much a closed road stage rally that has existed for years.

I had tried to make it happen last year, but it wasn't to be, so I was determined to get there this year, so in late March a group of us started to think about making it happen. The target was going to be the Old Forge Garage Mewla Rally held over Epynt on the last weekend of August and traditionally a round of a few of the major tarmac championships, so interest was going to be high. Plans were put in place with 3 cars from Plymouth looking to go up to compete being myself and John Dowd in the Honda Civic Type R (Ive navigated a couple of times there, Johns driven and navigated many times), Simon Heywood and Shaun Leyland in his Civic Vti, Simons an old hand at Epynt (he's done it twice in 13 years) with Shaun being a regular competitor over the last few years up there, and Gary Parker in his very red Peugeot 306 rejoined after nearly 8 years away by Tony Basset, the long lost left hand map holder, the prodigal son so to speak is back, Gary knows where the sheep are but that's about it as he's never been before and Tony has competed but not finished there in nearly 20 years. No sheep involved. Gary however has a nose for a woolly jumper. Something like that anyways. We were also joined on the long trek up from darkest Cornwall by Roger Henderson sitting with Tommi in their Rally 2 (R5) Fiesta. Roger had the most recent experience of Epynt having competed on the Tour of Epynt the previous month.

I mention our various experiences at Epynt as actually its quite important, there truly is no experience like actual experience at Epynt, those who have a good knowledge of Epynt can either push on as a driver or give strong commitment as a navigator. Like all things, the locals, the regulars, they go well up there as they know the venue, the rest of us, we just have to blag it.

Mid-year the much anticipated regs went live and entries were taken, as keen as we were, Plymouth crews filled 3 of the first 4 entries, and all 4 crews got a run with no issues, all we needed to do now was to keep the cars in one piece. Both Simon and I competed at Smeatharpe in early June in our respective Hondas, unfortunately I poked a concrete barrier with my Type R so had to repair some quite bad inner wing damage and get yet another bumper, and Simon had been playing with brakes etc so we both had a frantic run up to the event preparing to get the cars to the starting line, for me I was actually done 2 weeks early and just did a few cosmetic things, but as the weekend of Epynt

approached we were all as ready as we would be. Emotionally not perhaps but mechanically we were sorted.

Some of us travelled up in convoy, with the most notorious timekeepers of Team Parker and Team Perkin actually being ready on time, and 8.30 saw us setting off with a target of a relaxed journey and a lunch halt in Wales getting us to scrutineering in good time at 2pm where the cars were checked and parked in the service area for the night. Sadly, with the weather that had been kicking around, large areas of the service area were a quagmire of slippery wet moorland ground, and the choices were limited to where we could service, but it is what it is and you make the best of it. The cars and service vans were dropped off and it was away to the accommodation we went.

14 of us were staying in a "bunkhouse" just down the road with a meal at the local pub and then a few beers, for Sam and myself this is a very important part of rallies, the social side of things makes a good weekend a great weekend and we always enjoy chilling with the team while were away. Its one of the reasons why we do it.

As with all highly trained athletes and physically demanding sports, we didn't drink to much beer as we had a job to do the next morning, and it was one we had to keep our minds clear for. This wasn't just a rally we were here to do; it was over Epynt, nothing could cloud the mind going over Epynt. That having been said, every rally deserves a level of respect but this one was different, it was one that we didn't now well, with lots or corners and blind crests many of which looked alike, it was a place that one mistake could be the difference between a finish and a non-finish, a car and a ball of scrap.

The morning of the rally and we were all up early, excited, apprehensive, and the bunkhouse was a serene place. Full of thinkers. And a few stinkers. We set off on the 20-minute drive to the stages and the central service, and as we



reached the top of the long climb from the main road to the ranges the view from the top of the hill was disturbed by the rain clouds that hid the rest of the 6000 acres from us, it was rainy, misty and damp, the 7 miles through the transit section of the ranges saw a bit of everything thereafter so it was clear the weather could be a factor and the starting tyres were the first thing to think about.

Arriving at the service area all we had to do was pop the awning up and prep ourselves for the day, on spanners between the two Hondas and the French Pug were Ben Parker, Mike Perkin and Key Moyses, with us all starting on wets we were ready to go. With all of us starting between 56<sup>th</sup> and 62<sup>nd</sup>, we were all pretty much joining the queue for stage one at 9am. John had settled in to his left hand seat in the Honda, despite knowing John for years he had never had

the privilege of navigating for me as yet so it was sure to be an honour for him, yet he showed no nerves and was as calm as a cucumber.

You go to rallies with a plan sometimes, how you're going to drive, when you're going to attack, where you're going to be fast or where you're going to be technical, more so if you know the venues, I tend to have less of a plan than some and make it up as I go, sitting on the stage start for SS1 on the Old Forge Garage Mewla Rally 2023 I still didn't have a plan other than to be driving over the finishing line some 10 stages later at the end of the day, what I did between the start of stage 1 and the end of stage 10 was a complete unknown at that time.

If I'm honest I was very nervous, it had been a long build up to the rally, I had stripped and rebuilt the car front and back and it was better than it had ever been before with some new and uprated components, it felt good, we had decent tyres, an experienced navigator, everything was right for the start of the event, all I had to do was to drive it.

Simon and Shaun started just in front of us and we watched them go in to the stage, then it was our turn as the clock counted down and we were away, first instruction was 2 left keep in, in to 2 left and 3 left over crest narrows, it was a pace note event so 2L(in) 60 2L & 3L/C>. This was it, we were doing Epynt, John was reading the notes and I was driving steady to settle in to the event but overall the first stage went well, we were smooth, it was very greasy but no real rain, a bit of Welsh mist and drizzle and large areas of sheep shit covered road mid stage, but we were away. The stage was excellent, I remembered some of it from navigating there in the past and had watched some in car footage of the other Epynt based events and as we settled in I started to enjoy the stage, the nerves were there constantly, not wanting to let myself down, not John or the guys back in the service area, and keeping my fingers crossed that the car would behave itself. A steady approach to the first 7k stage saw us finish in 63<sup>d</sup> place, a couple of places up on Simon but 32 seconds down on Gary and Tony after the first stage. Frankly I was delighted as we had got the first one out of the way and there had been no issues. Stage 1 saw us post a time of 4.56, which I was happy with, to bring it in to context the top crews were running over a minute ahead of us at 3.43.

Stage 2 was much the same, a fraction longer at 8Km and equally as much fun with stages 3 and 4 being a repeat of stages 1 and 2. For the rest of the day the stages flowed well, stage 5 took us along the infamous Burma Road which is a stage feared/respected by many so we treated it with respect, although I had thoroughly enjoyed it, towards the end of the stage there had been a big off for the Ford Escort of car 14 who had got it wrong on one of the many tricky crests and the car was on its side and heavily damaged up against a tree looking like it had rolled a few times before hitting the tree, these are the reasons people respect Epynt, to go well, you really do need to know the place and once you start to go well the slightest of error sees no room for said error, and when you go off, your generally staying off and its game over. There were a few cars littering both the service area and the stages that had

had accidents that meant they were going nowhere for the rest of the day after the first couple of stages.

In the Honda however John was hot on the pace notes, his experience meant that where there are crests that I'm naturally easing off over as they are blind, he was shouting at me to keep it on, keep it on, meaning don't lift the throttle, which I found frankly quite difficult in some places, especially when your hitting near 100mph and your flat in 5<sup>th</sup> approaching a crest and all you can see is the sky in front of you as the road dips away on the other side of the crest, John's screaming to keep it on and my right foot has a natural tendency to lift at times like that, all you could do was to have faith in your navigator's experience and "keep it on" as best you could, I got it right eventually but it wasn't an easy lesson to learn. There were times in the car which revs to over 9500 rpm that I'm flat in 5<sup>th</sup> and pulling 6<sup>th</sup> and hitting 8000 rpm early on, towards the end of the day and only once did I see it, I managed to hit 9300rpm in 6<sup>th</sup> gear, something I've never seen on a stage before, the roads over Epynt are narrow, they are twisty, they are slippery and they are treacherous, it was an absolute blast I have to say. It was everything I had wanted and more.

As the day continued and positions changed a little, we ended up entering the last loop of two stage just a few seconds behind Simon/Shawn with John and myself on 41.20 and 48<sup>th</sup> overall and Simon on 41.08 and 47<sup>th</sup> after 8 stages. Gary was off with the fairies on 38.43 and having his own rally and in a fine 33<sup>rd</sup> overall after the first 8 stages. Roger Henderson and Tommi were going well in 16<sup>th</sup> overall and on 36.36 in his R2 Fiesta but as we weren't servicing together his tales were his own to tell but he was having a very good run in the gorgeous Fiesta.

We had been trading times all day with Simon/Shawn with myself and John being fastest on the first stage and then we matched each other for a while



before Simon took a few seconds back. Going into the last loop a results glitch had shown us on the results as 30 seconds ahead of them for some reason, but in reality, it was just a few behind them. Simon had bravely swapped to slicks for the 9<sup>th</sup> stage as he felt it had dried out nicely, for me I was happy

going with what I was on being wets all around, I knew how the car went on the wets and wanted consistency as we neared the finish, all along a finish had been my aim and I stuck with that policy, Gary did the same and stuck with what he had used all day.

After stage 9 Simon had felt that the car had gone really well so left the slicks on for stage 10, as it turned out it pushed him back and we managed to take the 12 seconds back over the 2 stages and we both finished on exactly the same time after 10 stages across Epynt. Our time was 51 minutes and 29 seconds. I squeaked the win over Simon by virtue of my fastest time over stage 1 which gave me the advantage. The winning crew were a bit ahead of us on 40 mins 43 seconds. I look on it as I had nearly 11 minutes more fun than the winners, so the real winners were us at the back.

At the end of the event the results were

Roger Henderson/Tommi Henderson 13<sup>th</sup> overall

Gary Parker/Tony "Wayward Son" Basset 31<sup>st</sup> Overall

Alf Chanter/John "Tall boy" Dowd 45<sup>th</sup> overall

Simon Heywood/Shawn "ultimate professional" Layland 46<sup>th</sup> overall.

For me, the event was fantastic, I had loved every minute of it, the stages were brilliant, John Dowd has been awesome on the pace notes and I absolutely couldn't have done it without him and the event was everything I had wanted from it, which is why I go rallying, we had spent some really good social time with the guys and gals, we had laughed together, eaten together, drank together and rallied together. There is very little that matches a decent weekend away with friends. The car itself was flawless all day, Mike Perkin did actually jack it up to look as he felt he should, other than fuel it needed nothing and when I got home to get it ready for the next event there was nothing other than fluid changes that needed doing.

If you're looking for a rally to do, then sort yourselves out and go to Epynt, its completely different than the events down here which are airfield based, Epynt is an absolute thrill to compete over and is one that you should add to your calendar one day. You won't win or even do very well, so set yourself up for that, but what you will do is to enjoy yourself.

### ***Alf Chanter and John Dowd***

Car 59/45<sup>th</sup> overall and The Old Forge Garage Mewla Rally 2023.

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