



BRECON Motor Club

WINTER 2026 EDITION
NEWSLETTER

BRECON Motor Club
CMJ Motorsports For All Your Vehicle Needs
J&P ENGINEERING

EPYNT & LOCAL LEGENDS

Market Hall, Brecon Saturday 24th January 2026 10.30am-4.30pm



TEAM BRECON
MC
RETURN FROM
SAFARI

DAI BLOK
AND GLYN
PRICE
RETIRE
AFTER 112
RALLIES



MARSHALLING

Brecon Motor Club helped run a stage on the Albert Clarke Rally in Cefn Llwydlo, with club members covering arrival, start and in-stage duties. Members were out for up to 14 hours in freezing conditions – a huge well done and thank you to everyone who braved the cold and supported the event



Club members have also been busy helping with finish duties and marshalling in-stage at the Pembrey Christmas Stages, as well as supporting on the Wydean Stages and showground stages. Great effort all round!



Interested in Marshalling? Events are always on the lookout for more marshals – it's a great way to be part of the action, enjoy a good social day out,

**✉ Get in touch with our Chief Marshal:
griffithsic@aol.com**



Brecon Motor Club members were out competing on the Wyedean Rally with some great results:

- **Colin Evans with Megan Wyn Williams finished 44th overall**
 - **David Jones and Glyn Price finished 32nd overall**
 - **Jeffrey Jones with Graham Issac finished 66th overall**
- **Christopher Skinner with Mark Williams finished 67th overall**

Pembrey Stages Rally results:

Sam Weller navigating for Sean Crowley – 11th overall

Harri Evans with John Evans – 28th overall

Liam Griffiths with Gethin Phillips – 46th overall

Matt Lloyd with Rhys Edwards – DNF

Showground Stages – Builth Wells

Some great results from the event:

Joseph Palmer and Steve McPhee

A fantastic drive in the Micra to finish 3rd overall

Sam Weller and Jonathan Young

Finished 12th overall

Jeff Jones and Graham Issac

Finished 40th overall

Unfortunately Robert Davies and Nicola Davies had mechanical problems and were forced to retire

Well done to all crews who took part



Congratulations to Jason Pritchard on finishing eighth overall on the Roger Albert Clark Rally – a fantastic achievement just to make it to the finish.

Alongside Phil Clarke, the pair endured five days of rain, ice, snow and fog in some of the toughest conditions imaginable. A remarkable effort and a result to be proud of

**The Yellow BMW E30 of Dai “Block” Jones and Glyn Price, Reg D1 8LOK.
December 2025 : The end of an era!**

112 stage rallies from 2007 to 2025. Same car, same crew, (+ 4 road rallies before 6-cylinder engines were banned from the lanes, by the MSA.)

86 Forest Rallies, including the 2019 Roger Albert Clark, 26 Tarmac Rallies, including 6 visits to the Isle of Man Manx Rally.

Incredibly, 98 finishes out of the 112 starts, with only 6 DNFs, (Did Not Finish), due to mechanical problems, a testament to Dai’s attention to detail between events, (with another 8 DNFs due to human error!!), a record many crews would be envious of.

Dai built the car in 2006 for a total cost of £4500, initially built to the BMW Challenge Series Spec of the time, sporting a standard 2.5cc engine. In 2012, in a quest for a bit more power, we fitted the standard but more powerful and torquey BMW 2.8 engine, straight out of a scrap road car, bought complete on eBay for £600! A new head gasket was fitted at the time, the only time we’ve been inside the engine.

This engine has done 80 events since, never been out of the car and apart from the odd oil and filter change and “bits and bobs” hasn’t really been touched.

The car is mostly standard, except for the compulsory safety items, standard clutch, gearbox, diff, petrol tank and fuel pump, brakes (just up-rated pads) together with home-made sump and underbelly guards. Suspension is the BMW Challenge series spec, which was designed as an affordable “middle of the road” upgrade for both gravel and tarmac surfaces. Never had a Trip Meter fitted, (I wouldn’t know how to use one anyway, always got by on maps alone!)

All in all, a “cheap and cheerful” clubman’s rally car, which has won us dozens of class awards and given us 18 years of fun!

Finally, a BIG THANK YOU to all the marshals, volunteers, officials, recovery and ambulance crews, speccies and helpers along the way, with a special “Thank You” to Will Bratton, our longest serving support act “groupie and media man”.

**Cheers All,
Dai and Glyn.**



**Thank you to
BRITISH RALLY
MEDIA for the
image**



Rally report - East African Safari Classic Rally 2025

After an overnight flight from Heathrow with Kenya Airways the team, Malcolm Rich, Ron Mounsey, Jez McWhirter, Craig Jones, Ade Cavenagh and Adrian Leonard, arrived in Nairobi at 5am only to miss their connecting flight to Mombasa because the hold luggage including three flight cases containing Jez and Craig's tools were slow being unloaded. Luckily, there was space on the next flight an hour later so it wasn't long before two Land Cruiser service vehicles with roof racks were being collected from a local contact at the airport.

It was a 15 minute drive in heavy traffic to the shipping container yard to unload the rally car and spares. Mombasa is very hot and humid and learning from a previous bad experience when two members of the team suffered heat exhaustion, numerous large bottles of water with electrolytes added were the order of the day for everyone. Apart from a few tyres that become dislodged, everything was ship shape in the container and the rally car fired up first time after being checked over by Jez.



The three vehicles then drove in convoy to the start venue which was an hour to the south in the coastal resort of Diani. There, final preparations were made to the rally car including fitting the organiser's tracking and timing equipment, the same as used by the WRC, before being scrutineered. The service vehicles were repacked, jerry cans were filled with Shell V-Power and octane booster was added. More water bottles and snacks were bought. Fire extinguishers for the service vehicles had been left behind in Brecon, so after the chief scrutineer at the Team Manager's Briefing had made it clear that it would be something he would be checking, the search for extinguishers started with some finally being located in a builders merchant together with a ladder to provide safe access to the roof racks.

Day 1 – After a ceremonial start, the first two stages, 29km and 75km, went without incident apart from a drinks bottle exploding like a champagne bottle soaking the crew, probably quite welcome in the 30 plus centigrade heat. However, on the 71 km third stage a very heavy landing into a large hole split the top rubber bushes on both Proflex rear shocks causing the rubbers to fall out and cracking the top mount on one side. At the end of day service, top bushes were taken from the spare Proflex units being carried and Jez welded the top mounts.

Day 2 – Three long stages today of 108, 100 and 69 km and despite using the tracker to inform the car in front of their presence, Mal and Ron were baulked for 60 km. A left rear mudflap was left hanging off after a wrong slot reversing manoeuvre and in the last stage a large pock mark appeared on the windscreen, possibly caused by a stone thrown by children. At the end of stage service the diff and gearbox oil and engine oil filter were changed.

Day 3 – Mal is sick at the end of the first stage, a very hot and dusty 90kms. He comes into service looking like death warmed up. Both Mal and Ron take cover from the heat in the air conditioned Landcruisers. Cold towels are applied to Mal's head and neck and he is encouraged to rehydrate. He doesn't look good but after 30 minutes he forces himself back into the car having drunk plenty and had a banana and energy gel. Arriving into the next service he looks a lot better. A rear wheel which has a slight buckle is changed. The next stage goes without incident and at the end of day service the left hand tension strut is shortened by 6mm to bring the wheel forward and a tyre with a cut in it is changed.

Day 4 – New tyres are fitted at the start of the day and apart from some navigational challenges which cost some time it's a trouble free day going into the so called Rest Day.

Day 5 – Up to 5 hours of service time are permitted ending at 1pm so it's still a relatively early start for the service crew given that their accommodation is the best part of an hour away from the service park. There's a precautionary clutch change, all oils and filters are changed, spanner check, faulty switch changed, loose dash screws tightened, roll cage padding added to Ron's door bar and the peeling sun strip replaced with gaffer tape.

Day 6 – Just 4 days to go to the finish and on the first 85 km stage the talcum powder like dirt known as Fesh Fesh bogs the car down, the car has to be towed out by a 4x4 and at service it's found that the right hand rear shock absorber flexi pipe has been ripped off. Jez and Craig leap into action and install a complete new shock in less than 6 minutes – amazing team work. The next two stages are trouble free and at the end of day service there is no drama until Jez notices that both track control arms are cracked. There is then a mad panic to replace them within the time limit which is complicated by a hard to fit rubber bush which is only eased into place with the help of Dansport's vice. The event is beginning to take its toll on the car.

Day 7 – the day starts with the longest stage of the event, 138 km, followed by a long transport section on Kenya's notorious Mombasa Highway which is best described as being like wacky races with HGVs. A later than normal start to the day, compounded by delays on the transport section caused by a RTA, results in the organisers imposing a cut off time of 17.30 for starting the last stage. Mal and Ron miss it by 2 minutes and are given a nominal time which does not affect their overall time. After a tiring day, perhaps it was a blessing in disguise. End of day service includes changing diff and gearbox oils and a new engine oil filter.

Day 8 – It's the penultimate day and the only thing to report is the loss of a rear left mud flap and a large dent under the dry sump tank. At end of day service the stub axles are checked for cracks and the mudflap is replaced.

Day 9 – The final day and Baldev who is leading overall rolls out of the event on the first stage. Mal and Ron encounter no problems on the first two stages and are on the transport section to the final stage of the event when at one of the frequent speed bumps they are hit at speed from the rear by a 4x4 with a bull bar fitted. The impact pushes the spare tyres into the fuel tank which then breaks through the firewall. Luckily, there is no loss of fluid but the damaged firewall is a safety concern. The driver has a Safari Rally Marshal sticker on his 4x4 so the organisers are contacted to explain the dilemma and they agree to award a nominal time for the last stage.

It was not the end that the team wanted but it did not affect the celebrations as the car went over the finish ramp. To be placed 28th overall out of 57 starters after 9 days was a fantastic result for a private team. The memories will continue to live on.



NAVIGATION SCATTER SERIES

Brecon Motor Club

Navigation Scatter Championship 2025/26

Brecon Motor Club has kicked off the 2025/26 Navigation Scatter Championship with a strong start, seeing three rounds completed so far. The first round of the season was organised by the Brill family and held at The Farmers Arms, Rhymney, on 29th October. With six crews taking part, it was an encouraging opening event. Phil Arnold and Daniel Curtis delivered an impressive performance to take the win.

The second round, organised by Malcolm Rich and David Sinett, took place at Gwernyfed Rugby Club, Talgarth. This event saw eight crews out on the night. Unfortunately, Anton and Sebb De Croq-Slip suffered a DNF after their Mini lost drive. From the remaining seven crews, it was Stanley Cherrington and Alex White who emerged victorious.

The third round, a Table-Top Rally, was organised by Dave McIntyre and Mark Weller. Despite a disappointing turnout of just three crews, the competition was still close, with Michael Plush, Kerry Tudor and Nicholas Tudor taking the win.

With two rounds still to go, the championship remains wide open. Below is how the championship currently stands.

DRIVER. POINTS

Phil Arnold	10
Stanley Cherrington	10
Austin Brill.	10
Dave Sinnett.	8
Andy Vale.	7
Jake Evans.	5
Kriss Bufton.	4
Dylan Brierley	3
Graham Davies	3
Michael Plush.	3
Mark Weller.	3
Seren Songhurst	3
James Ashley	2
Craig Jones.	1
Anton De-Croq-slip	1



NAVIGATOR. POINTS

Richard Brill.	12
Daniel Curtis.	10
Malcome Rich.	8
Sean Vale.	7
Alex White.	7
Reuben Morgan	5
Michelle Bufton	4
Alex Cook.	3
Rhys Edwards.	3
Kerry Tudor.	3
Nicholas Tudor.	3
Conner Ashley.	2
Sam Weller.	1
Sebb De-Croq-Slip	1

WAMC Sprint & Hillclimb Championship 2025/2026 Update Lyndon Evans – Championship Administrative Assistant.

The 2025 championship came to a nail-biting conclusion, only a few events earlier first place could have gone to any one of 5 or 6 competitors, but the top three results were to be being decided on the penultimate event.

The final scores were 1st Billy Baxter-187.14, 2nd Lloyd Bettinson- 187.06 so just 8 hundredths of a second separating first and second place.

Worth noting that the maximum possible score in the championship is 189 so less than two seconds dropped over nine events.

H&S still provides the most cost effective form of motor-sport in which you can start by entering in your daily drive and if you want, progress to running a hill-climb monster.

The help, advice and commemorative is second to none.

Below are the results for the 2025 season.



2025 Championship Results

Top Ten Standings

1. Billy Baxter
2. Lloyd Bettinson
3. Paul Davies
4. James Hunt
5. Grahame Harden
6. Andy Layton
7. Dave Mockford
8. Brian Gent
9. Carole Nicholls
10. Rupert Ryhall

OVERALL RESULTS

1st Overall

Billy Baxter – Welsh Champion

2nd Overall

Lloyd Bettinson

3rd Overall

Paul Davies

Alun Morgan Trophy

Grahame Harden

CLASS AWARDS

SC2

1st – Lyndon Evans

1C

1st – James Hunt

2BG

1st – Brian Gent (Gilbern Shield)

2nd – Alex Ward

3B

1st – Andy Layton

2nd – Dave Mockford

3rd – Tony Feakins

3F

1st – Rupert Ryhall

4A

1st – Grahame Harden

2nd – Huw Williams

4B

1st – Morgan Edwards

6B

1st – Ben Bonfield

7

1st – Carole Nicholls

Here is a 2026 season update from the championship coordinator:

“The fast approaching 2026 season promises to be as least as exciting as 2025. With a mixture of both Hillclimbs and Sprints using some of the best venues across the UK. With approximately 25 events in the calendar, comprising 11 sprints and 14 hillclimbs. As usual, points will be scored on the best nine results but any number of events can be entered, with a minimum of seven to qualify for an award.

Many championships focus on only Hillclimbs or Sprints but the WAMC championship is a speed championship and we value each discipline equally, one of the reasons why our championship is so competitive and challenging for competitors whether novice or expert, competing in road going daily commute cars to fire breathing single seaters. Our focus has been on building and maintaining a championship that is more than mere good Clubman motor-sport but creating a community and family atmosphere where competitiveness begins only when the light turns green and not in the paddocks. We follow and advertise our championship using various platforms. We obviously have a page on the WAMC website but also a Facebook page and we use Hillclimb and Sprint YouTube to follow us throughout the season and show case or wonderful motor-sport discipline.

We are driven to encourage new comers whether novice or expert to enjoy our sport and of course their friends and family are just as much part of our community.”

🎄 Christmas Meal & Awards Night 🏆

We had a very successful Christmas meal and awards ceremony. A huge thank you to The Clarence Restaurant, who did a fantastic job hosting us all and looking after everyone so well.

Award Winners:

🚩 Marshal of the Year

- Mike Lises
- Gwyneth Tyler-Llyons

★ Outstanding Club Members

- Glyn Price
 - David Jones
- 🏆 Over 50 Club Member**

- Colin Evans
- 👏 Over 25-50**

- Dale Gibbons
- 🌟 under 25**
- Sam Weller

🏆 Mal Gibbs Award

- Dave Thomas

Congratulations to all the winners and thank you to everyone who continues to support the club throughout the year.



WHAT'S ON

🚩 EPYNT LEGENDS & LOCAL LEGENDS CAR SHOW

📍 Market Hall, Brecon

📅 Saturday 24th January

🕒 10:00 – 16:00

🕒 NAVIGATION SCATTER NEW YEARS REVOLUTION

📍 The Rivers Edge Pub, NP7 8DL

📅 Wednesday 28th January

🕒 Sign-on from 7:00pm

🔧 LYNDON EVANS PRESENTATION

Car Electronics & Drive-by-Wire Systems

📍 Brecon Workmen's Club

📅 Wednesday 4th February

🕒 7:30pm

📅 COMMITTEE MEETING

📍 The Clarence Inn

📅 Wednesday 11th February

🕒 7:30pm

🕒 NAVIGATION SCATTER LOVERS LANE

📍 Venue: To be announced

📅 Wednesday 25th February

🍷 CLUB SOCIAL NIGHT

📍 The Clarence Inn

📅 Wednesday 4th March

🕒 From 7:30pm

📅 COMMITTEE MEETING

📍 The Clarence Inn

📅 Wednesday 11th March

🕒 7:30pm

🕒 NAVIGATION SCATTER MARCH MAP MADNESS

📍 The Farmers Arms, Rhymney

📍 NP22 5EZ

📅 Wednesday 25th March

CLUB CONTACTS

MEMBERSHIP

Josh Jones

Membership is available via our web page simply follow the link. Our membership secretary is always happy to help joshuajones0089@gmail.com

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