



SUMMER 2026



ORANGE ARMY

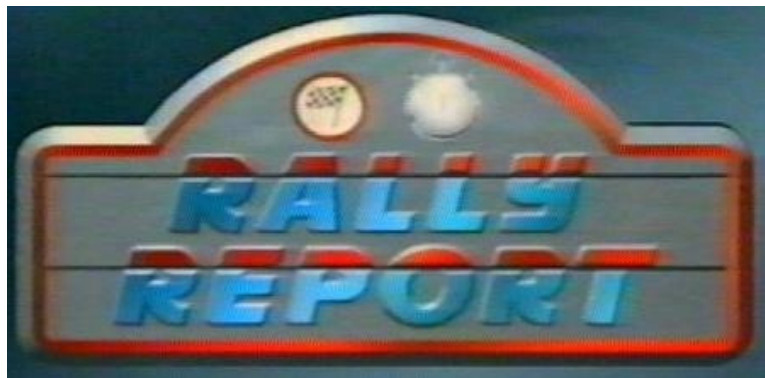
Brecon Motor Club members have been kept busy supporting rallies, tours, targa events and hillclimbs.

Teams have been out on:

- Kath Curzon Memorial Rally**
 - Severn Valley Stages**
 - Dixie's Historic Challenge**
 - Rali Anglesey**
 - Plains Rally**
 - Nicky Grist Stages**
- Brawdy Stages – Pembroke**
- Merlin Stages – Pembrey**
 - Tour of Epynt**
- Cliff Mainwaring Memorial Targa**
 - Loton Park Hillclimb**
 - Shelsley Walsh**

A huge thank you to every Brecon Motor Club volunteer for giving up their time.





Brecon Motor Club members have enjoyed another busy spell of rallying, with some excellent results.

TOUR OF EPYNT

There was an outright victory for Jason Pritchard and Phil Clarke, who set the fastest time on every stage to claim their first win in the Toyota Yaris.

Sam Weller was on the notes for Mark Gamble, helping to set an impressive pace throughout the day. The pair finished 17th Overall and 2nd in Class.

Colin Evans completed his fourth rally in a row in the ultra-reliable BMW 3 Series, bringing the car home 61st Overall and 5th in Class.

MERLIN STAGES

Continuing his excellent run of form, Colin Evans finished 19th Overall and 3rd in Class.

Joseph Palmer unfortunately retired after a Gearbox mount braking

NICKY GRIST STAGES

A warm and dusty event provided challenging conditions for competitors. Colin Evans finished 93rd Overall and 2nd in Class, while Mike Simpson secured 40th Overall and 9th in Class.

BRAWDY BOB SHAW MEMORIAL STAGES

Colin Evans looked set for a top-20 finish before a puncture on Stage 7 dropped him back to 27th Overall.



ARGYLL STAGES

Sam Weller made the long journey north to co-drive for Jonathan Young in Scotland, with the pair producing an excellent performance to finish 29th Overall and 2nd in Class.

PENDRAGON STAGES

Alfie Element was back on the maps alongside Sven Grube at the Pendragon Stages, where the pair claimed victory in the R53 Mini Rally Challenge by an impressive 56 seconds. A strong and consistent performance also saw them finish 29th Overall.





Gwasanaeth Tân ac Achub
Canolbarth a Gorllewin Cymru

Mid and West Wales
Fire and Rescue Service

A big thank you to Chris Phillips for organising Brecon Motor Club's visit to Brecon Fire Station. It was a fantastic evening, with a great turnout from our members.

We'd also like to say a huge thank you to everyone at Brecon Fire Station for welcoming us and taking the time to show us around. We really appreciate your hospitality and the valuable insight into the incredible work you do. It was an enjoyable and informative evening for everyone involved.





The Club That Goes Historic Rallying

By Martin Leonard

Our season in the HRCR Clubman's Road Rally Championship has hit various highs and lows this year. Along with Jason Murphy we have travelled the country to enjoy the much and varied countryside. Well, I have enjoyed it, Jason has had his head buried in a map making sure that we are going the right way!

The year didn't get off to the start that we planned, the 'new' red Golf was supposed to be ready but when it went to Toby Adam at T2 Motorsport for a cage, sump guard, suspension, trip meters and a limited slip differential we discovered that all the water had made a bid for freedom. The car was running well but closer inspection revealed that the head gasket had failed. It was a week before the Dansport Rally in Derbyshire and the timeframe was too tight to get it repaired in time. So the faithful Jetta was pressed into service once again and it didn't disappoint, taking us to another great finish and good championship points.



Meanwhile back at T2 the Tour of Cheshire had become the new target for the Golf's debut. Valve springs were a real problem with none available in this country but Golf buddy Tony Barber came up trumps for me once again and Mike Harris at Lyon's Engineering in Brynmawr was able to put the head together again. Toby did a great job of putting the whole thing back on the road and with a day to go I drove the car home before the trip to Nantwich. A cautious outing revealed one annoying issue, we did the first special test gently before turning up the wick for the second. As we approached the halfway mark steam started billowing from the heater vents and we thought our rally was run. Fortunately there wasn't a huge leak which was in the heater matrix and we were able to continue to 11th overall with a constantly misting screen.



More work for Toby before our next outing and with the heater matrix changed we made the long drag over to Bury St. Edmunds for the East Anglian Classic. With the misting issue cured we had a strong run which resulted in a fine 7th overall which we were delighted with. Fast forward and next was the Cotswold Historic Rally, this was our first event in the Jetta four years ago and we were hopeful of another good result. At coffee we were lying 10th which was good in the company around us but it all went downhill from there and for a change it wasn't our fault! A catalogue of misfortune meant we finished in 20th place, two marshal timing errors, one car met on a narrow section just before a control and finally getting stuck in a traffic jam was the final nail in the coffin! But that's the nature of the game and we will bounce back. Next up for us is the West Hoek Rally in Belgium in October and if that goes well we will travel north for the Ilkley in Yorkshire.



Hello, I am Alfie Element and I'm a 21 year old co-driver from Pontypridd. I have been competing for just over 4 years in a range of cars from Vauxhall Nova's to Historic Porsche 911's. I am a new member to Brecon Motor Club and I'm looking forward to meeting you all at future events.

My father, Martyn, was a co-driver in the early 2000's and he was the person who got me into rallying. We'd travel to more or less every forestry event in Wales and just over the border. One of my earliest memories of rallying is being sat in Walter's Arena in 2008 watching Sebastian Loeb come past sideways at full chat. From here, I was hooked on rallying.

Fast forward to 2023 aged 17, it was my turn to have a go at co-driving. After buying all my equipment from Nicky Grist and borrowing my dad's 20 year old Sparco overalls that hung off me like a plastic bag from a tree, I was ready!



My first event was the TSH stages in Cornwall. I was co-driving alongside my best mate Joel John in his Renault Clio 197. This was a Group N spec car with a standard engine and gearbox. But it was still capable, around the fast and flowing stages of RAF Portreath.

We finished the event 19th overall, 5th in the 2 Litre class and 1st FWD car. Not a bad effort for two 17 year olds on their first event.

Fast forward to 2025 and after a year and a half of single venue events and the odd multi-venue gravel event , I came in contact with Sven Grube, a young lad from North Wales with a Mini Cooper R50. He had a plan very early on and that was to win the Mini Rally Challenge (MRC).

Our first event was the SMC stages held at Trac-Mon, Anglesey. We quickly realised that the Mini was not ideal on tarmac with heaps of understeer. We finished the event 3rd overall in the Mini Rally but chose to focus on the gravel events of the championship from here on.

We then went on to our next event, the Greystoke stages. A single venue gravel event held at M-Sports testing facility. We went on to set some great stages times and we were mixing in with the supercharged R53 Mini's. We finished the event 22nd overall, 2nd in the 1600 class and 1st R50 Mini by 35 seconds.



We were very happy with our pace on gravel and needed to carry that forward on our next event, the Phil Price Memorial Woodpecker Rally. Some great gravel stages and another win in the books for us without any issues with the car.

Our next event was the Trackrod Rally in Yorkshire, arguably the best event in the calendar for us. Amazing stages that were fast and flowing but the support from the spectators on Dalby in the dark was the icing on the cake. All we saw on SS1 in the woodyard was hundreds of camera flashes and waves from spectators. We went on to win another round of the MRC.

Our fourth and final gravel event of the year was the Cambrian Rally, it was also Sven's local event. This event was not as smooth sailing as we'd hoped with stages being cancelled due to accidents and our road position. So, we were running at the back of the field and the stages were incredibly rough. We spent most of our time on the sump-guard surfing over the gravel through the ruts which caused our exhaust to fall off. Nevertheless, we continued our streak of podiums and brought it home 2nd R50 Mini and we were crowned Mini Rally Challenge R50 Gravel Champions. We were delighted.

After being crowned champions, we moved up into the R53 class with the supercharged engine. This was a great idea as we want to progress through the ranks.



Our first event of the new championship was the Riponian stages held in North Yorkshire. We were looking forward to the fast and committed stages, but all didn't go to plan. On stage one we went fastest by 11 seconds over 5.3km's and our spirits were high. Sadly, on stage two, we lost all power due to the auxiliary belt coming off which caused us to overheat so we had to retire. This was a real kick in the teeth for us as we both felt very confident going into the event .

Our second event of the season was the Bovington Stages.

Sven put in a lot of hard work in prepping the car and we were ready to go. However, about a mile into the first stage the auxiliary belt came off again. We were extremely frustrated. After taking a stage maximum on the first stage, we came back fastest on the remaining 11 stages and finish 3rd overall in the Mini Rally Challenge. This was bittersweet as we showed we had the pace, but mechanical difficulties let us down.

There were a lot of positives to take away from Bovington - especially as we were both told that we had been selected for the Motorsport UK Rally Academy. I was delighted and couldn't wait to learn from the best co-drivers in the business. The skills I have learnt from the academy have been very valuable and beneficial.

The third event of the season for us was the SMC Stages held at Anglesey. This was a familiar event for us, and we knew what to expect with the stages. We went into things a bit sceptical due to the issues we've face previously with the car. On the first stage we came joint first place but throughout the day we improved our pace and extended our lead to 56 seconds after 8 stages. We were both thrilled with our result and it was great to get back to the top step of the podium again.

The last event we competed on was the Plains Rally. I was really looking forward to competing on this event as they use some fantastic and iconic stages. We were seeded first car on the road which we struggled with due to no lines to follow and the stages being very loose. On the first stage we were second fastest Mini by 1 second. As the Mini's only do half a day's rallying, every single stage mattered as we had limited milage. We then went on to win the remaining four stages by 28 seconds which we were thrilled by. We had some tough competition, but we dealt with it well.

As things stand, I'm currently 2nd overall co-driver in the Mini Rally Challenge. I'm looking to extend this on my next event, the Greystoke stages on the 5th of July. We are currently 3rd reserve, so fingers crossed we get a run.

We are currently only halfway through the year and doing well in the MRC, hopefully the MSUK Academy and being a member of BMC will open the door to interesting and varied opportunities in the future. Please say hello at any event or motor club event!



The 1938 AC 16/80 March of Paul McGeehan and Alan Greene

The original Flying Scotsman was a steam locomotive that once held the speed record for a passenger train from London to Edinburgh but in rallying terms it's the name adopted by HERO-ERA for a competitive rally for vintage (pre-war) cars.

Last April I was lucky enough to get involved in the 16th running of the rally driving the closing car for the event that attracted seventy vehicles from across the UK and continental Europe.....not in a vintage car but a Toyota Hilux complete with roof and heater!



**Pre-event Scrutineering on a 1935 Standard Swallow
SS90 - Prototype**

The rally started on an extremely sunny Friday morning from the sublimely luxurious Glen Eagles Hotel and Golf Club after Thursday scrutineering, documentation and Prologue.....I'll explain.

Vehicles on HERO-ERA rallies are generally seeded in age order but for logistical and competitive reasons this event runs an afternoon Regularity and Special Test on private ground from which the starting order is produced.

Starting from Glen Eagles on Friday morning the crews tackled seven Regularity sections and three Special Tests based on private land from the grand Strathallen Castle Estate to the humbler kart track and farm lanes ending their day some 180 miles later on the outskirts of Aberdeen.



The 1923 3 litre Bentley of Philip Hess and Stanley Schlesinger Heads off from Glen Eagles

Day 2 covers an almost identical mileage taking in a further six Regularities and four Tests starting with a blast around gravel tracks on the Deelan estate just outside the city to the Grampian Transport Museum and the Crimond Stock Car Raceway close to the fishing town of Peterhead before heading south back to Aberdeen.



Day 2 Start, The Ardoe Hotel, Aberdeen

The final day started on the turn of 08:00 and returned to Glen Eagles via a slightly shorter 140-mile route after a challenging five Regularities and a further four Tests with the final MTC located at what is probably the finest private collection of steam engines, lorries and general classic vehicles in the country.

One of which being a showman's steam engine bearing a Breconshire registration plate that the current owner bought from the Brynmawr fairground family of A. Deakin and Sons and spending many years and, I guess a not inconsiderable sum of money on its restoration.



**A Breconshire Registered Showman's Steamer from
Brynmawr.....in Aberdeen!!!!**

Thankfully the rally was graced with unseasonal sunshine and warm, dry weather which the competitors were extremely grateful for being that many cars don't have the luxury of a roof!!

The Flying Scotsman Vintage Rally is unique in that it's the only UK mainland event specifically for pre-war cars and it was a pleasure to be involved and to witness how things used to be.

And a testimony to those owners who are prepared to commit such machines to competitive motorsport.



**Test Start for the Aston Martin Speed Model 2L of
Simon Arscott and Emily Anderson**

Chris. Phillips

WHAT'S ON



BRECON Motor Club

RALLY NAVIGATION FOR BEGINNERS

WEDNESDAY 2nd SEPTEMBER 2026
19.30hrs

hands on training, advice and tips on what's required to successfully start navigating on road rallies (night events), club navigation events and an insight as to what skills are needed to move on to competing at a higher level as a co-driver and likewise to become a more competitive driver through improve team work and understanding.



Brecon Workman's Club
Watergate, Brecon LD3 9AN

What3words-///cleans.parked.vouch - further details available from Mark Weller

SUMMER BBQ

★ SUNDAY 23RD AUGUST ★

 FROM 2:00PM



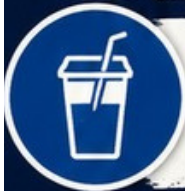
PENPENTRE, TREFEITHA,
BRECON, POWYS, WALES,
LD3 0RN



£5 PER PERSON
CHILDREN UNDER 10
FREE



SALADS
ALL PROVIDED



**BRING YOUR
OWN DRINKS**



TO HELP WITH CATERING, PLEASE LET DARREN
KNOW IF YOU ARE ATTENDING BY EMAILING:
DARREN.BMC@YAHOO.COM



★ LOOKING FORWARD TO SEEING YOU THERE! ★ 22





GREMLIN RALLY FULL ENTRY

A huge well done to the Gremlin organisers! The event has now reached a full entry, with a reserve list also in place, highlighting its continued popularity. The event takes place on 15th August, and we're incredibly honoured that the Gremlin was awarded Best Event in the 2025 Championship. For more information about the event, please visit our website.

BLACK MOUNTAIN TOUR 2026

Black Mountain Tour – Entries Now Open

Preparations are well underway for this year's Black Mountain Tour, with entries now officially open for the event on Sunday 13th September. Dave Mac and Mark Weller have been hard at work behind the scenes planning another enjoyable route through some of the finest scenery Mid Wales has to offer. This year's tour will head north from Llangors, with a comfort stop in Builth Wells before continuing to a lunch halt near Newtown. From there, crews will make their way south to the finish at The Old Railway Line Garden Centre in Three Cocks.

The entry fee includes a bacon bap with tea or coffee at the start, tea or coffee and biscuits at the comfort stop, tea or coffee and cake at the lunch halt, and a delicious two-course meal at the finish.

why not join us? Visit breconmotorclub.co.uk for full details and to enter.



CAR SHOW TO RETURN

23rd JANUARY 2027



We are once again looking forward to our annual indoor Car Show at the Market Hall in Brecon.

The theme for 2027 will be Classic and Prestigious Cars, promising an impressive display of vehicles for enthusiasts of all ages.

For organiser Malcolm Rich, it brings back fond memories of the very first Brecon Motor Club show in 1970, when a first-generation Range Rover and the iconic GT40 were on display. As a young lad growing up in Brecon, it was an unforgettable experience and a chance to see cars that he would never otherwise have had the opportunity to admire.

To make it a true family occasion, we are hoping to have a remote-controlled car track on the stage, where children can challenge the adults to see who comes out on top.

And, of course, there will be the aroma of freshly cooked bacon baps and hot coffee to enjoy throughout the day. We look forward to welcoming everyone for another fantastic day celebrating classic motoring.