

## Historic Motorsport South West Exmouth Memorial Rally 2021

This years Exmouth Memorial Rally opened its entries a couple months ago and had a great response with 82 entries in the first 24 hours for just 60 places! A total of 87 entries were received in the end which is the events best number of entries since it started back in 2002. As usual there were a handful of people pull out due to various reasons, but in the two weeks before the event the withdrawal rate was huge! After 87 entries the event was finally down to just 51 when the Noise Test opened on the night.

The night started early with the Noise Test and Scrutineering held at Trucksmith's production facility. I think all competitors can agree with us that it was the perfect venue with plenty of inside space and light for the cars to be checked over before heading into the lanes. As usual there were a couple of latecomers, but everyone was through, and all headed off to Diggerland for the start.

There was a great atmosphere at the start venue with all 51 cars parked up in place alongside Historic Motorsport SW's display of information and the little treat of Tony Ponds Metro 6R4! Burgers were being cooked (and eaten!), cars were being checked over for any final little things and maps were being prepared, ready for the night ahead!

The event was originally meant to have two tests around the gravel tracks around the Diggerland park but unfortunately due to the ground being severely cut up both tests were cancelled halfway through the running of the first test. It was a new venue and idea that we tried and unfortunately it didn't work, we tried! Live and learn and all that!

Anyway, at 00:00 the first few cars were lined up at the exit of the car park, ready to start the night.



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://mandhphotography.co.uk)

Regularity 1: The Bridge over the River Exe

Distance: 16.5 miles

Best Time: 33 minutes 16 seconds

The event headed quietly through the middle of Cullompton to the start of the first section at the top of Padbrook Hill on the way to Bradninch.

A quick start along the main road before slotting into the lanes and up to Trinity, picking up the first codeboard of the night. Up the steep hill to the top of Trinity Common and then competitors

turned hairpin left to head south across the top of the hill to TC1A. Unfortunately, due to a large number of Marshals not turning up and not letting us know, even some who booked controls, this control was unmanned. A real shame as this caused confusion to competitors through the night and caused a big headache to the organisers and results crews at the end of the night! After the huge support on the event had last year for it was a bit of a kick in the teeth when some who booked controls were even spotted out watching...

Crews headed south down to the triangle and headed short way round towards the Rode Moors to the first Not As Map (NAM) diagram of the night to pick up the second codeboard. Around the Millener Mud NAM for the next codeboard and a quick snap from event photographer, M&H Photography before heading back down to the first triangle again to go short way round into PC1D.

Down the valley to Stokehouse and back up the other side through the muddy farm and back down to Bunneford Cross, passing the missing TC1B. The roads then opened up along Knowle Lane to Ponsford Triangle for another codeboard, back up the hill to Halsewood Gate and back down to Birchen Oak and Hillersdon Wood. Top seeds and last year's winners George Williams & Cadog Davies (Mk2 Escort) fell foul here to the deceptively slippery lanes and slid into the ditch in the woods. They were pulled out by fellow competitors Kevin Wills & Den Wiltshire in their four-wheel drive Impreza, but had dropped three minutes by this time and were on the back foot early on.

Another codeboard was picked up at the triangle crossing the main road at the top of Forges Hill before heading along Beacon Lane to the first manned control of the section, TC1C. A whole 16 crews were clean to this point including novices Lucas Redwood & Zak Linham in the brightly coloured Ford Sierra.

Onto what is now the first dropper of the night and to the hairpin left down to Sutton Barton. As usual the bridges here surprised a few people even though they were cautioned, with a few overshoots for the 90 right and some heavy landings, Iwan Davies & Dylan Jenkins (Mk2 Escort) being one of these who bottomed out with a bit of a heavy hit.

The twisty loop then took crews back down to the main Cullompton/Tiverton road where they headed straight across and over the yump at Way Mill and up to the next control, TC1D. The best crew to here were Nigel Hughes & Gary Thomas (MG ZR) dropping just 12 seconds but after dropping a minute at the previous control they were currently sat at 14th overall. Even after the heavy hit, Davies/Jenkins dropped just 16 seconds here which had them sat in the lead early on, just 11 seconds ahead of Matt Barker & Jordan Dziadulewicz (206 GTi) who were in second.



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://mandhphotography.co.uk)

The father and son pairing of Phillip & Oliver Luxton dropped just 39 seconds to here which had them leading the Semi-Expert class with the second highest seeded Semi-Expert crew of Nigel Davies & Russell Williams (Focus) sat just 10 seconds behind. Ashley Rice & Trevor Disney were using their local knowledge to good use bringing their Mini into the control just 52 seconds late which had them sitting third in class and 10th overall at this point.

Mike & Jamie Raymond (Mk2 Escort) were quickest novices to here dropping just 30 seconds but after dropping a minute at the previous control they were currently sitting second in class. Redwood/Linham were leading the class dropping 34 seconds to here and sitting an impressive 6th

overall at this early stage. The first-time pairing and first-time visitors to the area, Gerwyn James & Sophie Hughes were third quickest between these two points dropping 55 seconds, unfortunately being four minutes late at the previous control after having a small engine fire early on had them sat back at 11th in class.

The route then headed up East Butterleigh White, which is smoother than most of the yellows in Devon! and up to Burrow Corner. Then crews headed up and down across the top of the hills above the Exe Valley to the finish of the first regularity at Major Cross above Bickleigh.

Davies/Jenkins were clean into the final control, keeping their early lead with Barker/Dziadulewicz still 11 seconds back and both Andy Brown & Brian Cammack (Fiesta ST150) and Simon Heywood & Shaun Layland (Civic) joint third on 31 seconds at the end of the first competitive section.

Luxton/Luxton were leading the Semi-Expert class on 39 seconds and sitting 6th overall with Davies/Williams on 49 seconds and Rice/Disney just 3 seconds behind, all sitting within the overall top 10.

Novices Redwood/Linham were sat at an impressive 5th overall and leading the class on 34 seconds with Raymond/Raymond dropping another minute but still second in class on 2:30. Third novices were Lewis Ayris & James Dempster (MG ZR) who were on 3:07 and currently sitting at 25th overall.

We lost a handful of competitors early on including Wills/Wiltshire and Elliott Dale & Charlotte Ryall (Mk1 Escort) due to Mal de Nav and Mark Thorburn & James Graham (Satria) unfortunately snapping a shaft.



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://M&H Photography (mandhphotography.co.uk))

Regularity 2: Over the Map

Distance: 15.5 miles

Best Time: 31 minutes 33 seconds

A short neutral took crews through Bickleigh, over Bickleigh Bridge and down along the opposite side of the valley past Bickleigh Castle to the start of Regularity 2. Unfortunately, after their trip into a ditch on the first regularity Williams/Davies pulled out of the event here with clutch issues.

Crews followed the Exe Valley Way along the bottom of the valley

before slotting hairpin right onto Hallshot White, the first real white of the night being just over a kilometer long. At the end of the white would have been the first codeboard of the section but it seems like the locals around this part of the route didn't like the codeboards being put out a few hours before and decided to remove it... Crews then headed up past Chilton to the first time control of the section just before the A3072.

Barker/Dziadulewicz were quickest through this first park of regularity arriving just 8 seconds late, showing the 206 GTi is built to withstand a good white and simply just brushes it off! Just 4 seconds behind were Andrew Hankey & Nathan Coles (318Ti) and a further 8 seconds back were Heywood/Layland on 20 seconds. In the Semi-Expert class and fourth overall Rice/Disney dropped just 26 seconds here and fifth overall were fellow semi-experts Lyle Merchant & Jamie 'Butch' Wilson

(318Ti). Rounding off the top three in class were the Luxton's dropping just 31 seconds. Gethin James & Dafydd Owens (205 GTi) were quickest novices dropping just 41 seconds with David Comley & Craig James (Mk2 Astra) dropping 50 and the Raymonds dropping 56 seconds.

Crews then headed straight across the A3072 and slotted left just before Burn Bridge and back up Cadbury hill. Past yet another missing codeboard the open roads took crews to Fox's Cross and down the hill towards Hayne to yet another missing codeboard at the NAM junction (Have the locals worked out the whole route?!). The route then skirted around the north of Cheriton Fitzpaine and onto map 191 for a short section. Down to Cheriton Mill Ford and through the twisty roads to Stockleigh English before finding the next time control on the wide yellow heading down to East Village.

Hankey/Coles arrived on time which also moved them up to third overall. The Semi-Expert crew of Dave Webb & Jacob Williams in the little Daihatsu Sirion put in a great section dropping just 4 seconds with Mark Weller & Byron Jones (Impreza RS) and Hughes/Thomas both close behind dropping just 6 seconds. Semi-Expert class leaders the Luxton weren't far behind dropping 8 seconds with Merchant/Wilson a little further behind dropping 43 seconds to here. Ayris/Dempster were the best novices dropping 42 seconds with Redwood/Linham, Anton Shaw & Ryan Harris (BMW Compact) and Richard Webber & Robert Davies (Impreza) all dropping 1:57 seconds.

The route then headed through the 90 corners down through Preston and back down to the A3072. A short section along the A3072 through the twisty corners to the next slot right which is difficult to spot at the best of times. Through Shobrooke Ford and through the 90's at Coombe Barton to Exeter Hill Cross to pick up another codeboard (which was actually there this time!) and around the small and bumpy Uppincott loop. Crews then headed along the bottom of the Raddon Hills picking up another codeboard and into the finish of the Regularity at the Old Lynch just before Thorverton.

A handful of crews were clean to this final control including semi-experts Webb/Williams, Chris Hedley & Carwyn Roberts (Fiesta ST150) and unsurprisingly Adrian & Adam Beer (ZR) seeing as Adrian uses this road every day to get to work! Best novices were the Raymonds in the Mk2 Escort dropping 21 seconds with Shaw/Harris on the ball again dropping 27 as well as Webber/Davies who dropped 40 seconds at this final control.



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://mandhphotography.co.uk)

Heywood/Layland were the best through the regularity which also moved them up to the overall lead as Davies/Jenkins retaining bolt for their sump guard had come lose and was now causing some issues. Webb/Williams were second best through the regularity dropping 1:10 which moved them up to fourth in the Semi-Expert class after a slow start with Weller/Jones dropping the same amount of time which moved them up to 12th overall. Davies/Jenkins were still within the quickest three in class dropping 1:14 but dropping down to second overall.

The Luxton's were still holding onto the Semi-Expert class lead with the second-best time in the class through this section dropping 1:17 while Rice/Disney's great times moved them up to second in class after dropping 1:36 and also moved them up to an impressive 5th overall.

Shaw/Harris were the best novices through dropping 4:01 and moving up to 3rd in class with Webber/Davies second best dropping 5:08 and the Raymond's dropping 7:21 which kept them 2nd in class. Despite all of these guys efforts it was still not enough to catch Redwood/Linham who were still leading the class despite picking up a 5-minute penalty for missing a codeboard.

Crews then headed through Thorverton on a neutral section to the start of Regularity 3 "National Trust Double" which started just the other side of the A396.

Regularity 3: National Trust Double

Distance: 15 miles

Best Time: 30 minutes 45 seconds



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://mandhphotography.co.uk)

Regularity 3 started just off the A396 south of Silverton. Crews initially headed north east, well... most crews, to then tackle the tight hairpin right below Silverton to head back to Stumpy Cross from the north to pick up the first codeboard. The straight road south then took crews back to the A396 where they headed north to the first time control behind the Keywise Cars garage. As expected with the straight wide roads most crews were on time to this control and headed south again down to Netherexe. The route then headed

along the bumpy and wet Netherexe whites to collect the next codeboard and splash M&H Photography for a good photo opportunity before meeting the next time control at Burrow Cross.

Hankey/Coles, Luxton/Luxton and Tim Hodgson & Sam Spencer in the Escort RS2000 were all clean to this timing point, taking the whites in their stride. Winners of The Preston in 2019 Keith & Martin Lane were showing that white's were no problem for them as well in their little Ford Ka dropping just 8 seconds. Hedley/Roberts were second quickest in class dropping 5 seconds with Simon Ayris & Kim Bannister (ZR) third quickest in class dropping 16 seconds. It was close in the Novice class with Redwood/Linham, Ayris/Dempster and Gareth David & Chris Yeomans (Fiesta ST150) all within 7 seconds dropping 45, 51 and 52 seconds respectively.

Crews then headed through a quiet zone at Rewe and alongside the River Culm at Paddleford Bridge which was surprisingly dry, and then past Killerton House to the B3181 and to Beare to pick up the next time control. Another fairly straight forward section which had most crews on time.

The route headed through Frogmore Farm and Ashclyst Forest to the next time control at the bottom of the hill, the twisty and slippery forest roads slowed a lot of crews down with everyone dropping time at the time control, with some even approaching the time control from the wrong direction!

The local crew of Pete Stimson & Mark Butler were quickest through the forest in their Sierra XR4x4i dropping just 19 seconds, a very impressive time which moved them up to 5th overall. The Semi-Expert crew of Merchant/Wilson were second quickest dropping 1:16 and the Novice pairing of Ayris/Dempster were third quickest dropping 1:24, this section really seems to have shaken the field around! Second quickest expert crew were Davies/Jenkins dropping 1:47 which moved them up to 1st overall again with the Beer's dropping 2:23. Rice/Disney were the second quickest Semi crew dropping 1:34 with Hedley/Roberts not too far behind dropping 1:57. The Raymond's dropped an impressive 1:30 which moved them up to the class lead with Redwood/Linham dropping 2:26 and dropping back to second in class by just 4 seconds. Unfortunately, on this section the little Micra of Pete & Martin Fowle dropped out of the event with fuel supply issues.

The route then took crews through Burrow and along the side of the River Clyst using the very twisty not as map road south of Westwood. An amendment at the start of the night then brought crews to the new finish of the section at Wards Cross due to the original route through Southbrook being closed that day. Even though the finish was brought back a little, only four crews cleaned the twisty NAM section including Stimson/Butler who were on a charge in this section as well as Semi-Experts Marchant/Wilson, Hedley/Roberts and second car on the road Ethan Davies/Nick Bloxham (Puma). The third best expert crew through were only 4 seconds behind who were Hodgson/Spencer along with the Semi-Expert crew of David Berry & Iestyn Pynn in the orange Escort RS2000. Chris Hellings & Glyn Thomas in the Mk1 Fiesta were the best Novices dropping 12 seconds with Matt Baker & Sukie Read in the classic Mini dropping 25 seconds, showing that maybe the smaller cars were best suited to the tight technical roads.

Regularity 3 saw Stimson/Butler with the best time, understandably really as it went past where Pete used to live, but it's still impressive to pilot that big four-wheel drive V6 Sierra around that well! They dropped just 45 seconds across the entire regularity which moved them into 3rd overall, a whole 1:18 quicker than second best through Hedley/Roberts on 2:03 and topping the Semi-Expert's and moving them up into the top 10 and 4th in class. Davies/Jenkins were still in the mix with the third best time of 2:13 which also brought them back into the overall lead ahead of Heywood/Layland who dropped 3:01, just 1 second slower than Barker/Dziadulewicz.



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://M&H Photography (mandhphotography.co.uk))

The Luxton's were second best in the Semi-Expert class dropping 3:19 just 1 second ahead of Marchant/Wilson in the 318Ti. Quickest novices were Ayris/Dempster who dropped 3:44 which also moved them up to third in class. The battle for the Novice lead changed again with the Raymond's dropping 4:19 and moving up to the class lead ahead of Redwood/Linham who dropped 4:40.

A revised neutral section took crews through Whimble and down to the old A30 to start Regularity 4, "The Back of Beyond" which started near the new A30 underpass.

Regularity 4: The Back of Beyond

Distance: 11 miles

Best Time: 22 minutes (Clean)

Regularity 4 was the first section of the night that was plotted using Tulips at the start of the event, a nice change to the pages and pages of grid references you sometimes find. The route headed through Larkbeare and up to Beacon Cross where the correct route through the double triangle picked up the codeboard and then departed north east to the first timing point soon after crossing the railway bridge. A whole nine crews were on time to here with the best Semi-Expert time just 15 seconds from the Luxtons. Luke Quinnell & Kayleigh Dingle were close behind in the MX-5 dropping just 20 seconds and staying third in class while Berry/Pynn dropped a further 5 seconds. Best novices were again Hellings/Thomas on a late charge in the little Fiesta dropping a minute with the Raymond's and Redwood/Linham just 4 and 5 seconds behind respectively.

Crews then headed up to Crowder's Cross, through Milton and up to the edge of Tale to pick up another codeboard and join the fast-flowing road heading north. A quick dart around Clyst William NAM to collect another board and up to the well-known Dulford Fords. The first one hiding the slot right approaching from this direction and the second being quite a step down and up, take it as quick as you dare! Crews then crossed the A373 and headed north at Priory Wall Cross to pick up another codeboard at the next large NAM diagram. A nice loop then took crews along Broad Road and back to Wind Whistle Cross to pick up a quick signature from the passage check and down to the finish of the regularity just above Causeway End.



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://mandhphotography.co.uk)

A further six crews were clean to this timing point including Semi-Experts Ayris/Bannister, Hedley/Roberts and Marchant/Wilson. Novices Redwood/Linham dropped just 8 seconds which moved them up to 1st in class again with Ayris/Dempster dropping 27 seconds. Third best in class were the father and daughter team of Pat & Poppy Blight (206) dropping 27 seconds as well.

Davies/Jenkins cleaned the regularity which kept them at the top of the overall standings along with Barker/Dziadulewicz who moved up to third overall. Both Hodgson/Spencer and Davies/Bloxham also cleaned the regularity moving them up to 15th and 26th overall respectively.

Berry/Pynn topped the Regularity in the Semi-Expert class dropping 28 seconds in total with the Luxton's another second behind and Marchant/Wilson third quickest in class dropping 41 seconds. Redwood/Linham topped the Novice class dropping 1:13 which moved them up to 1st in class while the Raymond's dropped 2:16 falling back to second. Baker/Read in the classic Mini had the third best novice time dropping 3:10.

Crews then had a long neutral section along the A373 to Honiton where competitors could refuel their cars and themselves at the BP Fuel station. To keep noise to a minimum due to a hotel being next door, crews moved on quickly after filling with fuel down to the large layby just outside of Weston on

the Fosse Way for a break before MTC2 and the second part of the night. Positions to here were as follows;

#### Top 10 Overall

- 1st – Iwan Davies & Dylan Jenkins, Ford Escort Mk2 – 3:43
- 2nd – Simon Heywood & Shaun Layland, Honda Civic – 4:08
- 3rd – Matt Barker & Jordan Dziadulewicz, Peugeot 206 GTi180 – 4:54
- 4th – Pete Stimson & Mark Butler, Ford Sierra XR4x4i – 5:11
- 5th – Phillip Luxton & Oliver Luxton, Rover 25 – 5:44
- 6th – Ashley Rice & Trevor Disney, Mini Cooper – 7:25
- 7th – Simon Ayris & Kim Bannister, MG ZR – 9:48
- 8th – Adrian Beer & Adam Beer, MG ZR – 10:01
- 9th – Reian Jones & Roger Hunt Seat Ibiza – 10:31
- 10th – Chris Hedley & Carwyn Roberts, Ford Fiesta ST150 – 10:36
- 10th – Dave Webb & Jacob Williams, Daihatsu Sirion – 10:36

#### Experts

- 1st – Simon Heywood & Shaun Layland, Honda Civic – 4:08
- 2nd – Matt Barker & Jordan Dziadulewicz, Peugeot 206 GTi180 – 4:54
- 3rd – Pete Stimson & Mark Butler, Ford Sierra XR4x4i – 5:11

#### Semi-Experts

- 1st – Phillip Luxton & Oliver Luxton, Rover 25 – 5:44
- 2nd – Ashley Rice & Trevor Disney, Mini Cooper – 7:25
- 3rd – Simon Ayris & Kim Bannister, MG ZR – 9:48

#### Novices

- 1st – Lucas Redwood & Zak Linham, Ford Sierra – 15:24
- 2nd – Mike Raymond & Jamie Raymond, Ford Escort Mk2 – 16:26
- 3rd – Lewis Ayris & James Dempster, MG ZR – 23:55

Unfortunately, at the mid-way break Jones/Hunt dropped out due to Mal de Nav, Hellings/Thomas dropped out due to excessive Exhaust Fumes leaking into the car and Webber/Davies calling it a night after getting lost at various points throughout the night. Davies/Jenkins had also managed to secure their sump guard onto the bottom of the car again using a ratchet strap and hoped to push on in the second half of the night to keep hold of the lead.

#### Regularity 5: Which Way to Wiscombe?

Distance: 23 miles

Best Time: 46 minutes (Clean)

After a bit of a break for fuel the longest section of the night laid ahead of the crews, at 23 miles this would be over 45 minutes of non-stop competitive driving. Starting a little further along the Fosse Way then MTC2, crews slotted underneath the A30 and the Iron railway bridge and up Westgate Hill. The first codeboard was around a NAM diagram which approached quickly, and it was here that Davies/Jenkins came into issues with their sump guard repair. The ratchet strap they had used to hold the sump guard up had caught alight at this point, they soon put it out but were back to square one with the sump guard hitting the floor, so called it a night and headed home to save any potential damage.



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://mandhphotography.co.uk)

The remaining crews headed up through Bellview 90's to pass M&H Photography again for another photo and up onto Crowpits Covert. Along the wide yellow to Putts Corner and then along the A375 to pick up a couple more codeboards and to the first timing point just off the main road above Combe House where only three crews dropped time.

Crews dropped down through the trees to a double triangle to pick up a couple codeboards and then along through the forest to the larger mapped triangle and then back up to the A375 above Honiton. Along the newly tarmacked Roundball Hill white which now much be officially the smoothest white in the UK?! Missing a large pothole, crews then headed around the Lowmans Loop and up to the back of the old Manor House School site where the next time control was located.

Davies/Bloxham were the only crew clean to this point in their Puma, trying to make up some lost time for getting stuck in a ditch in Regularity 2 and their wrong approach in Regularity 3! New leaders Heywood/Layland were next best dropping 40 seconds with Richard Thompson & Roger Evans (Swift Sport) third dropping 59 seconds. The Luxton's were the best Semi-Expert crew dropping 1:15 and moved up to 4th overall. Webb/Williams were next best in class dropping 1:28 and Quinnell/Dingle just behind them on 1:29. Quickest novices were Redwood/Linham dropping 1:25 with the Raymond's and Ayris/Dempster just 1 second apart on 1:59 and 2:00.

The event then looped back to Honiton Golf Course and along the wide Northleigh road before slotting right and dropping down the hill from Bucknole Cross and through the edge of Northleigh on a quiet section. Heading along the bottom of the valley along Suddon's Lane to pick up another codeboard at the NAM diagram and then heading onto Blackacre Road from Stubbing Cross. Keeping in the bottom of the valley along Bonehayne & Purlbridge Road crews then looped up to Southleigh Road from Cottshayne Lane and down to another NAM diagram. Skirting the edge of Colyton crews then headed back up the hill along the New Sidmouth Road down to Gatcombe Ash to collect yet another codeboard.



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://M&H Photography (mandhphotography.co.uk))

A short blast along the A3052 to the NAM diagram at Stafford Cross and then south to loop around Bovey House and back up to Hangman's Stone from the west. Down Bovey Down and back up the hill the other side after the ford took crews around a loop at the top of Southleigh Hills to a nice slippery hairpin left to head over to Blackbury Camp for a couple other NAM diagrams and out to Broad Down. Heading back towards Putts Corner crews soon came to the final time control at the top of Farway Hill.

A great mix of tight and twisty lanes and NAM diagrams made the early part of this section a great dropper but with missing marshals again the following quicker roads across the common meant crews could catch up time again meaning 14 crews arrived on time at the Regularity finish including the little Turbo Diesel Lupo of Simon Harris & David Middleditch. Novices Ayris/Dempster were also up there dropping no time into the final control. Unfortunately, in this first section after the fuel halt Hughes/Thomas struggled with the number of slots and roads in quick succession and started to struggle and got a little lost, so called it a night and headed home.

Davies/Bloxham cleaned the whole 23 mile section which moved them up 6 places on the overall leaderboard. Heywood/Layland dropped just 40 seconds and into the lead after the loss of Davies/Jenkins and semi-experts' Luxton/Luxton dropped just 1:15 which moved them up to 2nd overall after sitting 5th at the fuel halt, a great section for them! The Lane's were the third best expert crew dropping 1:18.

Webb/Williams were on a mission dropping just 1:28 and moving them up to 7th overall and 4th Semi-Expert with Merchant/Wilson not too far behind dropping 1:33. Ayris/Dempster topped the Novice class dropping 2:00 with class leaders Redwood/Linham dropping 4:15 and the Raymond's dropping 4:59, all keeping the top three positions the same in class.

A neutral section took crews down the A375 to Sidbury and out to the back of Sidbury Manor for the start of the short "East Hill Strip Dash" regularity.

Regularity 6: East Hill Strip Dash

Distance: 4 miles

Best Time: 8 minutes (Clean)

This short but busy section was only 4 miles long but had an almighty six NAM diagrams packed into it along the tree's on East Hill Strips. Starting near Sidbury Manor crews climbed up the hill to the main strip to find the first diagram as soon as they arrived up at the top. Heading southwest to White Cross a further five diagram's collected a handful of codeboards before dropping down the other side of the hill. A hidden four by four track between the tree's caused some confusion where some crews thought this was the correct road and ended up a



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row of trees away from the road they were meant to be on, unfortunately being able to see the backs of the codeboards through the trees it became apparent they were on the wrong road!

Skimming along the side of the hill crews came around the side of Beacon Hill and down to the finish of the section at the edge of Harpford Common. Davies/Bloxham cleaned the section again bringing them now up to 16th overall with the Luxton's dropping just 2 seconds. Hodgson/Spencer and Thompson/Evans both dropped 22 seconds here as well moving them up to 10th and 11th overall respectively. Second best Semi-Expert crew were Merchant/Wilson who dropped 1:16 and Harris/Middleditch were third best just two seconds behind. Ayris/Dempster were best Novices again dropping 2:10 with the Raymonds second on 2:33 and the Blights third dropping 3:10. Novice class leaders Redwood/Linham were one of the few crews to find the hidden 4x4 road which dropped them off the class lead and down to 3rd in class after dropping a whopping 14:33!

A neutral section then took crews through Newton Poppleford to the start of "The Carter & Barnard Special"

Regularity 7: The Carter & Barnard Special

Distance: 11.5 miles

Best Time: 24 minutes 2 seconds

This section is aptly named "The Carter & Barnard Special", the two people the event is in remembrance of as the route passed where both lived, so this is real Exmouth MC territory!

Starting on Dotton Lane, just south of Newton Poppleford crews headed south to pick up the first codeboard before heading around the Yonder Hill loop above Colaton Raleigh to the B3178. A short section along the B-road to collect another couple of codeboards at the next two triangles before heading along the 2km Naps Lane White. Heading south crews then looped around Kingston and along the not as map road to Stowford where Barbara Carter used to live. Through the long ford at the farm and around a couple more NAM diagrams, crews then looped around Stowford House and up to a large NAM to collect two codeboards and a passage check signature. Unfortunately, due to some campervans parking up on one side of the road the marshals moved one board to allow crews to collect it, but this caused some crews to get a little confused between the trees and head into a large muddy puddle off route which took a little while getting out of!



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://mandhphotography.co.uk)

Back down along the road and to a short way round triangle at the following crossroads and down to the first time control just before Yettington. The route had to be altered the morning of the event due to Hayes Lane, which is the other side of the village, being completely washed out by the recent heavy rainstorms.

Davies/Bloxham were best again to here dropping just 1 minute and jumping them up a massive nine places overall into 7th. Leaders Heywood/Layland and Tim Owen & Sophie Louise Buckland (206 GTi)

both dropped 2 minutes. Semi-Expert leaders Luxton/Luxton thought they had arrived early at the control so slowed down, but a timing calculation error meant they clocked in 5 minutes late which dropped them back to third overall, this was still the best time in the class though! Second quickest in class were Merchant/Wilson again on 6 minutes which had moved them up to 4th in class and Harris/Middleditch were another minute back to round off the top three in the class.

Novices Redwood/Linham were on a charge trying to catch back some time after their off road trip, dropping 4 minutes at this timing point and moving them back up to second in class. Ayris/Dempster dropped 7 minutes and moved into the class lead after the Raymond's unfortunately missed three codeboards, picking up 15 minutes of penalties! Baker/Read were third best in the novice class dropping 10 minutes.

The route trickled through Yettington quietly where Peter Barnard used to live and then headed up onto Withycombe Raleigh Common via the Tucker's Triangle. A short section of B3179 then took crews to Wright's Lane and onto Lymstone Common and down to the B3180. Some careful plotting was needed here to go long way round the mapped triangle to collect another codeboard before heading along the B road and off onto the small yellow where the next time control was found at the Solar Farm.

Some more open roads on this section but careful plotting was required. Davies/Bloxham and Hankey/Coles both dropped just two seconds here with Weller/Jones dropping 4 seconds but critically missing that mapped triangle and missing the codeboard. Webb/Williams were the quickest Semi-Experts dropping just 16 seconds with class leaders the Luxton's dropping 48 seconds along with Ayris/Bannister. The Raymond's were quickest novices dropping just 13 seconds but were another crew to miss the mapped triangle, dropping them down another position overall. Ayris/Dempster were keeping out of trouble, dropping 1:44 but crucially picking up all the codeboards with Chris Foxley & Graeme Williamson (MX-5) second best in class dropping 1:55 and Redwood/Linham third on 3:56.

Along the yellow and up the tricky to see slot right in the dip to go around the small Stony Lane loop. Down to the main road and over to Venmore Farm and slot left onto the Rydon White. A caution here at the ford to keep right was only really seen why from the photographers' photos which showed the large hole on the left-hand side of the road into the river. At the end of the white crews turned right

and up to the yellow road past Shepherds Park and up to the end of the Regularity just before Woodbury Road.

Even with the white the quicker main roads and straight yellows meant that 20 crews were clean into this final control. Davies/Bloxham had the top time through the whole regularity dropping 1:02 which moved them up to 5th overall at this point. Not bad going after picking up a 15 minute penalty and getting stuck in a ditch for over 2 minutes! Heywood/Layland were second best dropping 1:12 with Hankey/Coles third dropping 3:02. Barker/Dziadulewicz weren't too far behind dropping 3:12 which also moved them up to 2nd overall.

The Luxton's dropped 5:48 which was the best from the class with Webb/Williams dropping 7:16 which moved them up to second in class. Merchant/Wilson dropped 8:57 which was the third best in class which also moved them up into the top 10 and 4th in class.

In the novice class Redwood/Linham dropped 8:56 which topped the class with Ayris/Dempster dropping 9:44 and Foxley/Williamson dropping 17:55 to round off the top three in class.



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://mandhphotography.co.uk)

Crews headed along the Exmouth Road dual carriageway and up through Clyst St Mary to the final regularity of the night, the dreaded plot 'n' bash section!

Regularity 8: Got A Plane to Catch  
Distance: 8 miles  
Best Time: 16 minutes 22 seconds

The final Regularity of the night started just outside of Clyst St Mary on Bishop's Court Lane. Crew's didn't have the route plotted on their maps and they didn't receive the plotting until they received their times at RS8. Into the control, have your time card signed and then you were handed an envelope. By the time you had opened it up you were presented with a page of tulips which took the crews the 8 miles to the finish of the section just before Exeter Airport. Easy!

Along the back of Westpoint Exhibition Centre and over Dymond's Bridge to collect the first codeboard. Slot right at Marlborough Farm and down through Holbrook to the first timing point which was at the junction with the shorter route road, which a few people took! The Luxton's were quickest dropping just 11 seconds with Hodgson/Spencer best Experts dropping 22 seconds. Davies/Bloxham dropped 25 seconds and Heywood/Layland dropped 37 seconds to round off the best three in the Experts. Quinnell/Dingle were second best in the Semi class dropping 54 seconds with Benjamin Griffin & Peter Littlefield (106 Rallye S2) third best in class dropping 1:23. Redwood/Linham topped the Novice class with 1:03 with the Raymonds close behind on 1:23 and the Blights on 1:45.

Passing the back of Hill Barton Industrial Estate crews quickly popped to Europe, passing through Spain and onto the B3184 and the wide yellow towards Aylesbeare. The final triangle to collect a codeboard

then took crews up to Westcott House and over the top of the A30 and round to the final time control of the night. Six crews were clean to this point including the Novice pairing of Ayris/Dempster. Redwood/Linham dropped 3 seconds and fellow novices the Raymonds dropped 49 seconds.

The Semi-Expert pair of Luxton/Luxton were best through the final regularity along with Experts Hodgson/Spencer dropping 22 seconds with Davies/Bloxham just 3 seconds behind. Webb/Williams were second best Semi-Experts dropping 1:38 with Merchant/Wilson third on 2:10. Best novices were Redwood/Linham dropping 1:06 with Ayris/Dempster second dropping 2:08 and Raymond/Raymond third dropping 2:12.



Photo by [M&H Photography \(mandhphotography.co.uk\)](http://mandhphotography.co.uk)

The final Main Time Control was located at the roundabout just off the A30 near the Airport to finish the event before heading back to the Keepers Cottage Inn near Cullompton for a well-deserved breakfast while waiting for the results to be worked out and finalised. Final results were as follows;

#### Top 10 Overall

- 1st – Simon Heywood & Shaun Layland, Honda Civic – 0:08.16 (Barbara Carter Memorial Shield/Peter Barnard Memorial Shield)
- 2nd – Matt Barker & Jordan Dziadulewicz – Peugeot 206 GTi180 – 0:12.58
- 3rd – Phillip Luxton & Oliver Luxton, Rover 25 – 0:13.11
- 4th – Pete Stimson & Mark Butler, Ford Sierra XR4x4i – 0:19.14
- 5th – Ethan Davies & Nick Bloxham, Ford Puma – 0:21.17
- 6th – Dave Webb & Jacob Williams, Daihatsu Sirion – 0:24.14
- 7th – Ashley Rice & Trevor Disney, Mini Cooper – 0:26.01
- 8th – Tim Owen & Sophie Louise Buckland, Peugeot 206 GTi – 0:27.06
- 9th – Lyle Merchant & Jamie 'Butch' Wilson, BMW 318Ti – 0:28.27
- 10th – Keith Lane & Martin Lane, Ford Ka – 0:30.12

#### Class 1 – Experts

- 1st - Matt Barker & Jordan Dziadulewicz – Peugeot 206 GTi180 – 0:12.58
- 2nd – Pete Stimson & Mark Butler, Ford Sierra XR4x4i – 0:19.14
- 3rd – Ethan Davies & Nick Bloxham, Ford Puma – 0:21.17

#### Class 2 – Semi-Experts

- 1st – Phillip Luxton & Oliver Luxton, Rover 25 – 0:13.11
- 2nd – Dave Webb & Jacob Williams, Daihatsu Sirion – 0:24.14
- 3rd – Ashley Rice & Trevor Disney, Mini Cooper – 0:26.01

#### Class 3 – Novices

- 1st – Lewis Ayris & James Dempster, MG ZR – 0:39.57
- 2nd – Lucas Redwood & Zak Linham, Ford Sierra – 0:44.34
- 3rd – Mike Raymond & Jamie Raymond, Ford Escort Mk2 – 1:03.23

#### Historic

1st – David Berry & Iestyn Pynn, Ford Escort RS2000 – 0:37.02

Exmouth MC Driver

1st – Simon Heywood, Honda Civic – 0:08.16

Exmouth MC Navigator

1st – Mark Butler, Ford Sierra XR4x4i – 0:19.14