



# Southsea Motor Club

*The Southsea segment,*

*July/August 26*



Southsea MC members, international poster boys!

# Introduction

Welcome all to the first edition of the club's new newsletter. We are blessed with having a really active club, in a wide range of motorsport events, so I volunteered to put this together to keep everyone up to date on all the action members have been enjoying, and to keep you posted on what the club has planned for the future months. I hope you all enjoy reading, and if you would like to contribute to the next issue, with updates on what you have been up to, or what you have planned, just drop me a 'postcard', just a picture if possible, and a couple of sentences, so we can share the news.

We aim to not only keep you posted and what has been happening the last few weeks, and what is coming up in the next few weeks, but also wanted to dive into the club's past, and revisit reports of past times.

We know you all like a challenge, so we will include some navigation from a 12 car event, so you can test your skills, but also if you are like me, and have never used expert nav, you can use it to increase your exposure to the next level of navigation. Also we added in some quiz questions, just to keep you in the groove for when the next club quiz night comes round!

So over to you now, I know I am no computer wizzkid, so this may reflect me, being a bit cosmetically challenged, but functional!! But please enjoy.....

Contribution request for next edition to [rbarney3@btinternet.com](mailto:rbarney3@btinternet.com) by 24th August, thanks

# Your Committee

|                          |                 |
|--------------------------|-----------------|
| Chairman                 | Roger Davidson  |
| Vice Chairman            | John Taylor     |
| Secretary                | Shane Dennis    |
| Treasurer                | Carolyn Usher   |
| Competition Secretary    | Eddie Gale      |
| Championship Secretary   | Mark Collings   |
| Chief Marshal            | Rhys Williams   |
| Membership Secretary     | Mark Collings   |
| Safeguarding Officers    | Kieth Shepherd  |
| Rhys Williams            |                 |
| Communications Secretary | Rowen Corney    |
| Equipment Officer        | Richard Arnold  |
| GDPR Data Controller     | Roger Davidson  |
| General Committee        | Andy Hollingham |
|                          | Kyrun Spraggs   |
|                          | Colin Woodhouse |
|                          | Rob Barney      |
|                          | John Upham      |

## **Road Section Insurance Update**

As you're probably aware most standard motor insurance policies specifically exclude cover for racing, pacemaking, speed testing, rallies, trials or competitions, or some similar wording.

For years you have had the option to purchase per event third party cover for rallying from a variety of insurance companies.

Many of you will have seen how the cost of this Road Section Insurance for rallies shot up last year. At the end of our 12 Car 'season' in April 2025 it was £24 per car and when we started again in September it jumped to £65 per car!! That applied to any club, not just us. It's not very encouraging for those starting out, who want to try out our events, but don't have rally cover as part of their regular road policy.

The situation wasn't helped by some largish claims apparently and the fact Kingfisher were the only game in town for insurance.

Thankfully Motorsport UK have now reached an agreement with Kingfisher which was announced last month, effective from 1st May 2026.

Simply put, if you require Road Section Insurance for one of our 12 Car rallies and meet Kingfisher's Eligibility Criteria, which are here: <https://motorsportuk.org/road-rally-hub/>, you'll pay £35 per event.

Our club is looking at potentially offering an attractive combined fee for rally entry including insurance. Look out for announcements before our 12 Car season starts on 11<sup>th</sup> September.

## **South Downs Stages Summer Help**

Our South Downs Stages rally is happening at Goodwood on Saturday 5th December 2026. Over the next few weeks of summer, we'd like to get some helpers along to the club store in Cosham to repair, make up or paint signage for the rally. A couple of hours on a sunny evening what could be better? We'll quickly get things done with maybe a pint afterwards. Suggested dates are July 14th, 16th, 21st, 23rd. Please put your hand up to help the club and let us know by calling, WhatsApp or SMS me on 07802213937 or emailing [info@southdownsstages.co.uk](mailto:info@southdownsstages.co.uk).



# Action Antics!

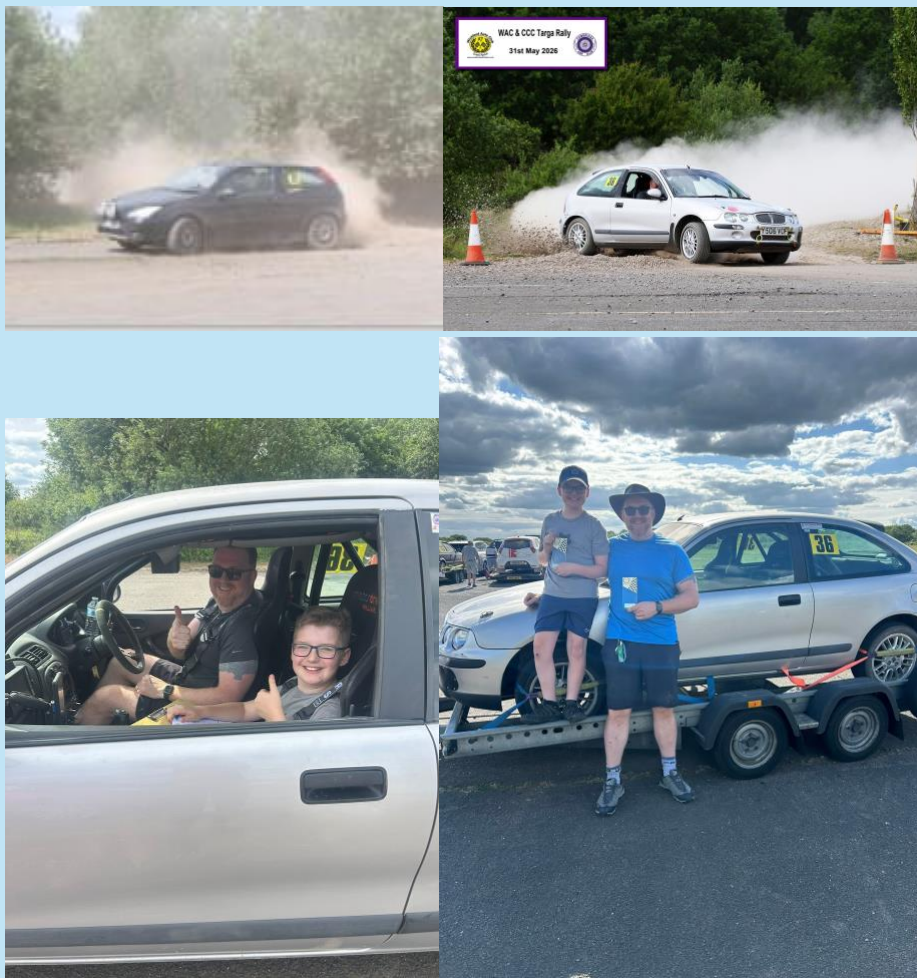
On the 9<sup>th</sup> May, we had 6 crews consisting of Southsea members and friends competing in the Kent Targa, with mixed success! We had trophy winners, with John Taylor, Paul Alderton, Rhys and Edward Williams, and Simon Fuidge. A popped radiator hose put paid to a result for Rob Barney, and Paul Vaughan, and Barry Shurman came home 14<sup>th</sup> clubman.



| Overall     | Total    | Chs | Class | Pos | Driver        | Club             | Navigator       | Club             | Champ | Year | Car      | CC   |
|-------------|----------|-----|-------|-----|---------------|------------------|-----------------|------------------|-------|------|----------|------|
| Trophies    |          |     |       |     |               |                  |                 |                  |       |      |          |      |
| 1           | 01:09:04 | 3   | 3     | 1   | John Taylor   | South Valley RAC | Edward Williams | South Valley RAC | 1999  | 1999 | BMW 318i | 1999 |
| 2           | 01:09:27 | 2   | 3     | 2   | Rhys Williams | South Valley RAC | Edward Williams | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 3           | 01:11:15 | 2   | 3     | 3   | Simon Fudge   | South Valley RAC | Simon Fudge     | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 4           | 01:12:00 | 4   | 3     | 4   | Paul Vaughan  | South Valley RAC | Paul Vaughan    | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 5           | 01:12:32 | 3   | 3     | 5   | Barry Shurman | South Valley RAC | Barry Shurman   | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 6           | 01:14:08 | 3   | 3     | 6   | Rob Barney    | South Valley RAC | Rob Barney      | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 7           | 01:14:27 | 2   | 3     | 7   | Paul Alderton | South Valley RAC | Paul Alderton   | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 8           | 01:15:02 | 3   | 3     | 8   | John Taylor   | South Valley RAC | John Taylor     | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 9           | 01:15:07 | 3   | 3     | 9   | Simon Fudge   | South Valley RAC | Simon Fudge     | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 10          | 01:16:00 | 1   | 4     | 10  | Paul Vaughan  | South Valley RAC | Paul Vaughan    | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 11          | 01:17:00 | 3   | 3     | 11  | Barry Shurman | South Valley RAC | Barry Shurman   | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 12          | 01:17:44 | 3   | 3     | 12  | Paul Alderton | South Valley RAC | Paul Alderton   | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 13          | 01:18:15 | 2   | 3     | 13  | John Taylor   | South Valley RAC | John Taylor     | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 14          | 01:18:36 | 2   | 3     | 14  | Barry Shurman | South Valley RAC | Barry Shurman   | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 15          | 01:19:02 | 10  | 3     | 15  | Rob Barney    | South Valley RAC | Rob Barney      | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 16          | 01:19:08 | 4   | 3     | 16  | Paul Alderton | South Valley RAC | Paul Alderton   | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 17          | 01:20:05 | 1   | 2     | 17  | Simon Fudge   | South Valley RAC | Simon Fudge     | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 18          | 01:20:19 | 2   | 3     | 18  | John Taylor   | South Valley RAC | John Taylor     | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 19          | 01:24:03 | 3   | 3     | 19  | Barry Shurman | South Valley RAC | Barry Shurman   | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 20          | 01:24:23 | 2   | 3     | 20  | Paul Alderton | South Valley RAC | Paul Alderton   | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| 21          | 01:30:00 | 3   | 4     | 21  | John Taylor   | South Valley RAC | John Taylor     | South Valley RAC | 2000  | 2000 | BMW 318i | 1999 |
| Clubmen     |          |     |       |     |               |                  |                 |                  |       |      |          |      |
| 1           | 01:14:18 | 1   | 3     | 100 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 2           | 01:15:00 | 2   | 3     | 101 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 3           | 01:15:20 | 3   | 3     | 102 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 4           | 01:15:32 | 4   | 3     | 103 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 5           | 01:16:02 | 3   | 3     | 104 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 6           | 01:16:15 | 3   | 3     | 105 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 7           | 01:16:18 | 3   | 3     | 106 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 8           | 01:20:06 | 3   | 3     | 107 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 9           | 01:21:00 | 3   | 3     | 108 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 10          | 01:21:32 | 10  | 3     | 109 | Rob Barney    | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 11          | 01:22:05 | 11  | 3     | 110 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 12          | 01:23:00 | 12  | 3     | 111 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 13          | 01:23:08 | 14  | 3     | 112 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 14          | 01:27:07 | 15  | 3     | 113 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 15          | 01:30:46 | 16  | 3     | 114 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 16          | 01:30:58 | 17  | 3     | 115 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 17          | 01:31:18 | 18  | 3     | 116 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 18          | 01:32:00 | 19  | 3     | 117 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 19          | 01:32:00 | 20  | 3     | 118 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 20          | 01:32:00 | 21  | 3     | 119 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 21          | 01:32:00 | 22  | 3     | 120 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| Retirements |          |     |       |     |               |                  |                 |                  |       |      |          |      |
| 22          | 01:32:00 | 23  | 3     | 121 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 23          | 01:32:00 | 24  | 3     | 122 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 24          | 01:32:00 | 25  | 3     | 123 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 25          | 01:32:00 | 26  | 3     | 124 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 26          | 01:32:00 | 27  | 3     | 125 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 27          | 01:32:00 | 28  | 3     | 126 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 28          | 01:32:00 | 29  | 3     | 127 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 29          | 01:32:00 | 30  | 3     | 128 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 30          | 01:32:00 | 31  | 3     | 129 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 31          | 01:32:00 | 32  | 3     | 130 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 32          | 01:32:00 | 33  | 3     | 131 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 33          | 01:32:00 | 34  | 3     | 132 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 34          | 01:32:00 | 35  | 3     | 133 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 35          | 01:32:00 | 36  | 3     | 134 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 36          | 01:32:00 | 37  | 3     | 135 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 37          | 01:32:00 | 38  | 3     | 136 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 38          | 01:32:00 | 39  | 3     | 137 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 39          | 01:32:00 | 40  | 3     | 138 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 40          | 01:32:00 | 41  | 3     | 139 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 41          | 01:32:00 | 42  | 3     | 140 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 42          | 01:32:00 | 43  | 3     | 141 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 43          | 01:32:00 | 44  | 3     | 142 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 44          | 01:32:00 | 45  | 3     | 143 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 45          | 01:32:00 | 46  | 3     | 144 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 46          | 01:32:00 | 47  | 3     | 145 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 47          | 01:32:00 | 48  | 3     | 146 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 48          | 01:32:00 | 49  | 3     | 147 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 49          | 01:32:00 | 50  | 3     | 148 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 50          | 01:32:00 | 51  | 3     | 149 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 51          | 01:32:00 | 52  | 3     | 150 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 52          | 01:32:00 | 53  | 3     | 151 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 53          | 01:32:00 | 54  | 3     | 152 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 54          | 01:32:00 | 55  | 3     | 153 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 55          | 01:32:00 | 56  | 3     | 154 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 56          | 01:32:00 | 57  | 3     | 155 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 57          | 01:32:00 | 58  | 3     | 156 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 58          | 01:32:00 | 59  | 3     | 157 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 59          | 01:32:00 | 60  | 3     | 158 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 60          | 01:32:00 | 61  | 3     | 159 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 61          | 01:32:00 | 62  | 3     | 160 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 62          | 01:32:00 | 63  | 3     | 161 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 63          | 01:32:00 | 64  | 3     | 162 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 64          | 01:32:00 | 65  | 3     | 163 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 65          | 01:32:00 | 66  | 3     | 164 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 66          | 01:32:00 | 67  | 3     | 165 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 67          | 01:32:00 | 68  | 3     | 166 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 68          | 01:32:00 | 69  | 3     | 167 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 69          | 01:32:00 | 70  | 3     | 168 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 70          | 01:32:00 | 71  | 3     | 169 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 71          | 01:32:00 | 72  | 3     | 170 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 72          | 01:32:00 | 73  | 3     | 171 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 73          | 01:32:00 | 74  | 3     | 172 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 74          | 01:32:00 | 75  | 3     | 173 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 75          | 01:32:00 | 76  | 3     | 174 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 76          | 01:32:00 | 77  | 3     | 175 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 77          | 01:32:00 | 78  | 3     | 176 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 78          | 01:32:00 | 79  | 3     | 177 | John Taylor   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 79          | 01:32:00 | 80  | 3     | 178 | Paul Alderton | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 80          | 01:32:00 | 81  | 3     | 179 | Simon Fudge   | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 81          | 01:32:00 | 82  | 3     | 180 | Barry Shurman | Chesham RAC      | Chesham RAC     | Chesham RAC      | 2000  | 2000 | BMW 318i | 1999 |
| 82          | 01:32:00 | 83  | 3     | 181 | John Taylor   | Chesham RAC      |                 |                  |       |      |          |      |

Rumour has it, there would be a bit of a reunion for some of the crews on the Debden Targa, on 31<sup>st</sup> May!! And so it was!

On May 31<sup>st</sup>, 3 crews consisting of Southsea and friends arrived at Debden, for the Cambridge Motor Club Targa. Rhys and Edward Williams, upheld the tradition of returning with trophies, 8<sup>th</sup> O/A and 1<sup>st</sup> in class 2. Simon Fuidge, was alongside Rob Ginn, double driving, Rob driving, achieved 1<sup>st</sup> in class 1, with Simon 2<sup>nd</sup> in class. Rob Barney double drove with Paul Vaughan. Rob driving had a steady run to 15<sup>th</sup> clubman preserving tyres to get a result, and a broken ball joint led to an early end to Pauls driving day.



Who knows where next, these crews will meet again?!?

On their first rally of the year, Paul and Thomas Alderton, achieved 33<sup>rd</sup> O/A, and 2<sup>nd</sup> in class on the Dixies Rally, only missing out on 1<sup>st</sup> in class by 2 seconds!



Next outing is planned for the Tour of Epynt, with some upgrades planned before then.

Rob and Ashley Aslett, achieved 6<sup>th</sup> in class, 57<sup>th</sup> overall in the Severn Valley Stages

Matthew and Richard Arnold, brought home 3<sup>rd</sup> in class in the Smeatharpe Wildlife Stages in Devon also on 31<sup>st</sup> May.

And Roger Davidson, gaining 1<sup>st</sup> place in the having fun at Nurburgring!





## Club Championship Standings

This section would be a snapshot of the Club Championship standing, with any changes, and reasons as to why, but for now here's the latest award winners from the last campaign!

### 2025 Southsea Motor Club Trophy Winners

Maybury Trophy - Overall Driver - **Colin Woodhouse**

Tony Yoward Trophy - Overall Navigator - **Andy Hollingham**

Tovin Trophy - Ladies Overall - **Faye Williams**

Rutherford Trophy - Best Non-driver - **Andy Hollingham**

Banyon Trophy - Best Novice Driver - **Rob Barney**

Plummer Cup - Overall Novice Non Driver - **Stuart Hider**

Marshals & Organisers Championship Award - **Tony Bowers**

U21 Cup - **Faye Williams**

Kirkman Trophy - 12 Car Expert Driver - **Colin Woodhouse**

Hot Seat Trophy - 12 Car Expert Navigator - **Andy Hollingham**

Trotterdown Trophy - 12 Car Novice Driver - **Rob Barney**

Lawmon Trophy - 12 Car Novice Navigator - **Stuart Hider**

Committee Trophy - Best Driver on Outside Events - **Rhys Williams**

Southdown Trophy - Best Non-driver on Outside Events - **Paul Alderton**



## A Blast From The Past!



This week coming to you from Southsea Supercharge vol 5 no 3 April 1951!

Goodwood Easter Monday

There can be nothing more interesting in the racing world than the first meeting of the season after much has been afoot during the winter. This year's Easter meeting at Goodwood saw the first appearance of a truly astonishing number of cars and was of quite unusual interest as a result. Immediately it established a number of trends which had begun to manifest themselves towards the end of 1950, namely the growing ascendancy of the unblown 4.5 litres over the blown 1.5's in Formula 1, the narrowing gap between the Formula 2 and Formula 1 cars, and lastly the number of serious contenders for the Formula 3 laurels previously worn so convincingly by the marque Cooper.

After several years of the present Grand Prix Formula 1 during which the Lago Talbots alone represented the unblown 4.5 litre with but little success albeit great reliability. Ferrari caused a sensation towards the end of last season by producing a brand new 4.5 litre which straightaway began to win races. The writing was on the wall; not only is the unblown engine far less thirsty and therefore able to run through a long-distance race with fewer pit stops, but it is infinitely cheaper to produce, less temperamental and

inherently more reliable. On Easter Monday Bira gave convincing proof that this was no temporary diversion by breaking the lap record and showing Parnell's Maserati the tail of his new 12 cylinder Osca-a type 4CLT Maserati with an unblown engine design, curiously enough, by the brothers Maserati, although they now have no connection with the firm bearing their famous name.

We have become so accustomed to the astonishing performance of the highly supercharged 1.5 litre that the challenge of the 2 litre unblown cars of Formula 2 is nothing less than astonishing. To see this statement in it's correct light, the enthusiast should ask himself what he would have thought only last season if it had been suggested that an unblown 2 litre could live with the 2 of the fastest E.R.A.'s in the country. Yet this is precisely what Moss did in the H.W.M. at Goodwood! Perhaps evn more astonishing was the fact that John Cooper in his unblown '1100' won his race at 83.99mph, 1mph faster than Reg Parnell's winning speed on the Maserati in the Chichester Cup!

We heard recently that Alf Bottoms, encouraged by his many successes in 1950 with the 'one-off' J.B.S. had gone into production with a very tidy new model which gave promise of great things. On Easter Monday Alf and Curly Dryden in two of these cars effectively dealt with formidable opposition from the Cooper stable, gaining 1<sup>st</sup> and 2<sup>nd</sup> place at only a fraction under 76mph.

Thus di the curtain open on the 1951 racing season; surely no one could which for more intriguing possibilities than those which are opened up by these new developments.

A vast crowd was present and the weather was fairly dry although unpleasantly cold. The best that could be said of it was that it might have been worse.

The first event for the Lavant Cup, was for 1100cc s/c and 2000cc u/s cars over a distance of 5 laps from scratch. Eric Brandon on one of the new Mark V Coopers leapt into the lead, followed by Aston (Cooper), Moss (H.W.M.) and McAlpine in the new single-seater Connaught spun round at Madgewick Corner, letting Lance Macklin in the second H.W.M. through into fourth place. Moss was now pressing Brandon hard and actually passed him right at the end of the Lavant straight on the last lap, to go on and win at an average speed of 80.91mph. Brandon, taking second place, put up the fastest lap at 82.92mph. Aston's Cooper and Macklin's H.W.M. were 3<sup>rd</sup> and 4<sup>th</sup>.

The second event was the 500cc race for the Earl of March Trophy in which the J.B.S. featured so prominently as I have mentioned above. It was a big

disappointment not to see Harold Daniell on his Emeryson, since the performance of the top-flight motor-cyclist would have been more than interesting. The Cooper opposition was provided by Peter Collins, Whitehouse, Carter, Brandon, Brown and a host of others. Alan Brown was first away but Alf Bottoms soon established a lead, followed by Peter Collins, Curly Dryden and Eric Brandon. On lap 3 Collins and Dryden swapped places and soon afterwards Ken Carter came right through into 3<sup>rd</sup> place, Peter Collins dropping back to 4<sup>th</sup>. This order was maintained till the end, Alf Bottoms winning speed being 75.91mph, and fastest lap 79.85mph.

TBC....

In 1951 club news;

We see Raymond Way has sold his very much modified 328 Frazer Nash BMW

Maidstone and Mid-Kent mc Trial, 10<sup>th</sup> March. Ken Burgess in his Burgess Special made best performance

Bristol MC and LCC's Half-day Sporting Trial, 3<sup>rd</sup> March. Ken Burgess won the MCC Cup, and Leslie Bartlett gained a second class award.

And NWLMC Coventry Cup Trial, 11<sup>th</sup> March. Ted SPence won the Coventry Cup, Leslie Bartlett gained the 1100cc class award, whilst Ken Burgess driving his Allard won the Unlimited class. Godfrey Imhof and Ron Faulfner won the first class awards.

# Clubman's notes

Kyrun Spraggs

Kyrun has been involved with tinkering with cars from a young age, alongside Grumps, Uncles, and cousins. The bug clearly got caught, as he has an ambition to create a disABLED lead rally team, helping others to get into the sport, smashing barriers that are physical, psychological, to help improve all involved and have fun along the way!

As part of this ambition, Kyrun took part on 29<sup>th</sup> May, in a trial, run through the team at Loughborough CC, and Motorsport UK, in autosolo/autotesting for a scholarship. This is a scheme run through Motorsport UK, and their streetcar team. The aim of this event was a great way to promote his plan, getting his name out there, and garnering support for the plan.

On the day Kyrun managed to set the fastest time of the day, learning new skills, and meeting new people. Unfortunately, due to logistics, the scholarship wasn't secured, but a large dose of motivation was, to get his own car, and to get out competing closer to home. Watch out in the entry lists of an event near you!!





# Southsea goes international!

Belgian Westhoek Classic 2026 – Colin Woodhouse

On Wednesday 20 May at 20:00 (European time), entries opened for the Belgian Westhoek Classic, which takes place on 2–3 October 2026. Between myself, Rhys Williams and Roger Davidson, we have been busy generating interest and encouraging more British crews to take part in this fantastic event.

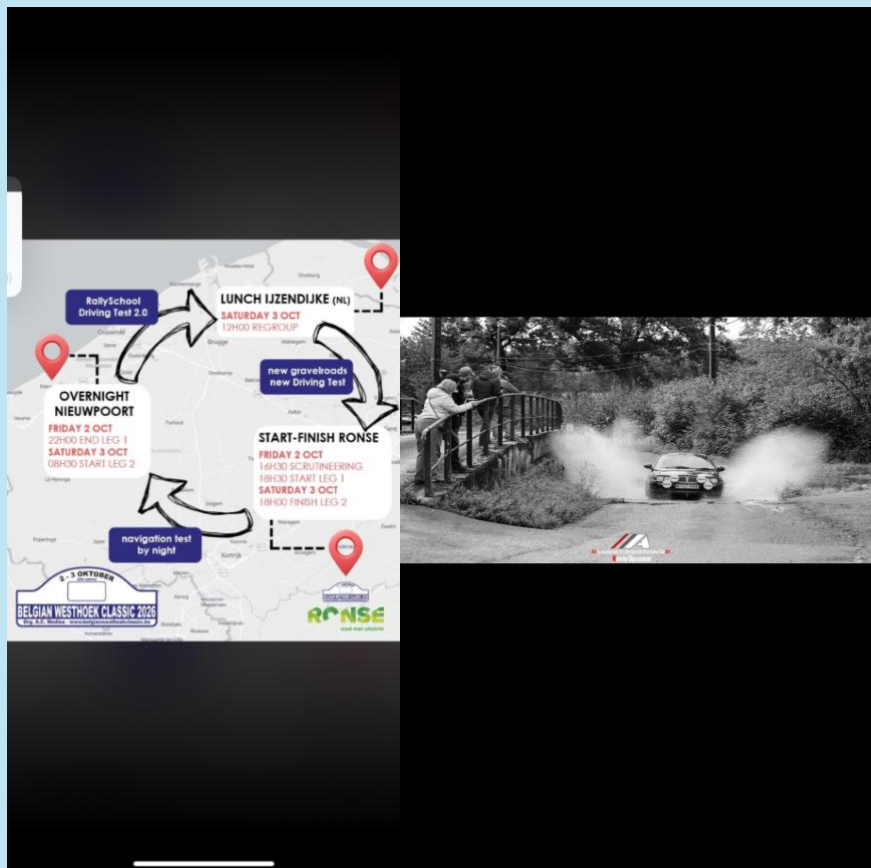
I coordinate the collection of driver and navigator details before submitting a list to the organisers to help secure our places. The rally is extremely popular; this year, 80 entries were received within the first 10 minutes, rising to 110 after just 45 minutes, with only 130 places available. Having built up a great relationship with the organisers over the last few years, it was fantastic to be able to submit a list of 15 crews, many from our local area.

For the first time since 2018, Rhys will not be navigating for me. Instead, he will be driving, while Faye will be taking part in her first international rally. Mark Collings and I have discussed competing together for several years, but we had never found a date or event that suited us both. With plenty of notice this time, Mark and I will finally make our debut as a team at BWC 2026.

Our British entries for this year include quite a few regulars, many new faces, some competing in their first-ever event, some returning after a few years away, and some genuine rallying royalty.

|                 |                 |
|-----------------|-----------------|
| Colin Woodhouse | Mark Collings   |
| Rhys Williams   | Faye Williams   |
| David Pengilly  | Peter Rushforth |
| Andrew Lees     | Paul Vaughan    |
| Roger Davidson  | Chris Moore     |
| Mike East       | Richard Pashley |
| Eddie Gale      | Kyrun Spraggs   |
| Martin Leonard  | Jason Murphy    |
| Tim Cuthbert    | Mark Browell    |
| John Considine  | Rowan Corney    |
| Barry Shurman   | Glynn Hayward   |
| Jez Hobbs       | TBA             |
| Matt Fowle      | Mark Appleton   |
| Dick Appleton   | Iain Tullie     |
| Andy Pullan     | Ryan Pickering  |

We travel out by ferry from Dover to Calais on the Friday morning arriving at Ronse where the rally is located on Friday afternoon, we have plenty of time to complete the trip check route, get scrutineered then into Parc Ferme. Friday night is like a big 12 car followed by a few beers, then a fairly tight schedule on Saturday including regularities and gravel tests – dinner at the finish then some beer on Saturday evening before returning from Calais to Dover on Sunday morning.



# Challenge page

So to keep your skills sharp, here's a piece of navigation for you to test your knowledge, so grab a map 185, and give it a go;

EXPERT NAV From 673286½ NE go via 20:50 16:05 18:10 08:50 14:40  
14:25 11:45 02:50 14:25 12:35 11:50 17:55 04:50 16:40

NOVICE/SEMI EXPERT NAV from 673 286½ NE go via these junctions in order. Coloured Roads Only Each junction is represented as a clock face, approach on the hour hand, depart on minute hand. The first junction is the crossroads directly outside the start. 20:50 16:05 18:10 08:50 14:40 14:25 11:45 02:50 14:25 12:35 11:50 17:55 04:50 16:40

Answers will be posted after 2 weeks!

And for the quizzers;

- 1, Which car manufacturer, had the slogan 'safety first'?
- 2, Which car manufacturers name is the latin for I roll?
- 3, Which car manufacturer is named after the region in Romania where the cars were built?
- 4, What was the small engine capacity for the 1961 F1 season?
- 5, And a cryptic couple, which shop is no euros used in this country?
- 6, What town is a chocolate bar without for instance?

# What's coming up?

Club Events coming up;

Club nights, 6th July, and 3rd August, Camms Mill,

Committee meetings, 20th July, and 17th August, Camms Mill

Gosport Rotary Vehicle Rally, 31st August

Upcoming events;

5th July – Historic – Cotswold – Tavern MC

11th July – Historic – Rally for the ages – HERO-ERA

19th July – Targa – Mold Tyres – Clwyd Vale MC

9th August – Targa – Hatsford – Ross & District MSC

16th August – Great Western Vintage & Classic – Bath MC

23rd August – Targa – Mid Devon – Exeter MC

6th Sept – Targa – Tour of Dengie – Chelmsford MC & Wickford AC

And most importantly – 11th Sept Southsea MC 12 Car Rally!



## **Chairmans's Cookery**

### **Tiramisu**

A great dessert, any time of year and simple to make. I found this recipe over 30 years ago, some free Carnation recipe card I picked up from Tesco at Martins Heron in Bracknell. Over the years I've had lots of compliments, and everybody loves it.

It's best made at least 6 hours ahead or even the day before. Remove it from fridge 10 mins before serving.

### **Ingredients**

397g tin sweetened condensed milk (not a light version)  
500g mascarpone cheese (not a light version)  
45ml (3 tbsp) marsala wine (ideally, or you can use sherry or madeira)  
150ml strong black coffee (or more if needed)  
Packet (100g-200g) sponge fingers (the baked ones with a sugar topping aka Ladyfingers)  
12g cocoa powder (or more if needed)

### **Equipment needed**

Large mixing bowl  
Wooden spoon  
Pyrex lid or shallow dish for dipping the sponge fingers  
Small sieve or tea strainer  
Deep dish (about 8" square or 10" round, 3" deep) for layering the tiramisu

### **Method**

1. In a mixing bowl beat together condensed milk and mascarpone. I've found it best to start by adding about 7/8 of the condensed milk. After beating the mixture (it takes a while and don't get concerned about getting it super smooth, small pea sized lumps are fine) it should stick to the spoon a bit, not be too runny. If it's OK you can add the rest of the condensed milk.
2. Mix marsala wine with coffee in a shallow dish, a Pyrex lid is ideal.
3. Dip one sponge finger at a time into the coffee mixture without getting them too soggy & make a layer of sponges in a deep dish (can be glass as it looks good from the side).
4. Once you have the bottom covered with sponges, spread a layer of the mascarpone mixture over then sieve a dusting of cocoa powder over.
5. Repeat these layers until all mixture is used up, finishing with mascarpone layer & a final generous dusting of cocoa.
6. Chill well in the fridge for at least 6 hours or overnight.