



Southsea Motor Club

The Southsea segment,

Sept-Oct 26



Andy Manston, known to many, captured many!

Introduction

Welcome all to the second edition of the club's new newsletter. It would appear the first was appreciated, so I will inflict another issue on you all!!

As we went to press on the first issue, we heard the news that Andy Manston, of M&H Photography, had passed. He was a man known to many, who captured our favourite moments from our hobby, who's input into our sport will be sorely missed. My words will never do justice, so I have included some words from yourselves, and some images he took of a lot of us over the years, that can do him much more justice than me! We also lost in April Chas Davies, who also had an impact on many, who he had imparted advice to, sat alongside of, and been a friend of. Again, my words would not do justice, so have included some from others.

It's been a hot summer though, so I will now let you have a look and a catch up with what our club members have been up to over the summer, have a look at what a 12 car event is all about, and have a wonder through some memories, and leave you with some dates for your diary. Enjoy....

Contribution request for next edition to rbarney3@btinternet.com by 24th October, thanks

Your Committee

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Beginners Guide to 12 Car Navigational Rally

So with our 12 Car Season just about to recommence, if you've not come across one before, here's a guide put together and available on the club website (with added pictures!) to let you know all about it, and how to give it a go;

This is aimed at complete beginners. My aim is to raise awareness of what we do as a club, and tell you how easy it is to get involved. My name is Rhys and at the time of writing this I am a complete beginner and a new member of the club. I understand that it can be quite intimidating joining a new club and starting a new sport. Firstly I'd like to reassure you that we received a very warm welcome at the club night and also on our first event. My wife and I have now completed one event together and we really enjoyed it. I feel the need to spread the word as I talk to so many people that don't even know the sport exists, let alone how to get involved. Anyway enough about me, on with the Show.....

What is it? 50 – 60 Miles of tight twisty fun in country lanes at night! About 2 hours of competitive driving & navigating, usually starting between 19:30 & 20:00 and finishing at a pub.

How does it work? The route is kept a secret until the night of the rally. There will be code boards at various points along the route, you need to find them all in the correct order to prove you have taken the correct route.

The Rally will be split into sections, the end of each section will have a manned time control to ensure you are maintaining the 30mph average.

Code Board: 2 random characters on a wooden stake.

Control Board: you have reached the end of a section, prepare to stop.

Road rallies are restricted to an average speed of 30mph so they can be held on any public highway– (They are not closed roads) This may not sound very fast, but there are a number of things that will slow you down. In practice maintaining the required average speed requires some enthusiastic driving & good navigating! Most of the roads used will have a national speed limit of 60mph.

What will slow me down?

-Code Boards: You will need to keep a keen eye out for the code boards, possibly slow down or stop to read them, and your navigator will need to look away from the map briefly to write them down.

-Triangles: Ever wondered why the road builders put these triangles in? The answer is simple; without them this would just be a normal boring junction! With them it's an opportunity for rally organisers to hide code boards and

make you go the long way round to find them! A triangle travelling with the regular way is nice and easy! Now imagine you are approaching one using an exit going the long way round the triangle, it's a completely different story! Oh and don't forget it will be dark!

-Roads & Junctions: You will be driving on small country lanes, some only just wide enough for a car!

-The condition of the road surface, if there are a lot of pot holes, mud from a farmers tractor or it's raining.

-You must stop at every give way, not just slow down and check it's clear, come to a complete STOP before moving off. And don't forget it will be dark!

-Passing through built up areas: You will need to slow down . Select a high gear. Dip your main beam. Generally not cause any disturbance to residence; for the greater good of the sport!

-Getting Lost: You might take the wrong turning and have to double back. • You might have to drive around to find a landmark that you can identify so that you can find your place on the map. You might turn into a new development of houses which isn't on the map yet! All of these things will eat into your time!

So do you still think that 30mph average speed is slow? Imagine starting from 0mph, accelerating to 60mph, slowing down for a corner before accelerating up hill and then braking for the next corner, a long one 30mph all the way round, then you come to a complete stop at a give way/code board. You then accelerate back up to 60mph again before the next corner which is very tight, possibly even 1st gear, then your back on the gas up to 55mph before slowing for the next corner, not quite as tight as the last one but still 1st or 2nd gear..... and so on and so on. Hopefully you get the idea that's its not a church treasure hunt!

If you're thinking that you need 250bhp, 4 wheel drive, launch control & traction control all wrapped up in a fire breathing monster you don't. The truth is that most of the cars that are regularly competing and winning are small hatchbacks, most with 1.2/1.4/1.6 Litre engines.

What do I need? A Road Legal Car. You don't need a fully prepared rally car to enter a 12 Car Rally. It must however be Taxed, MOT'd and Insured. You will need purchase Event Insurance on the night through the club, standard car insurance does not cover you for a 12 Car.

What do I need?

A Driver. You, your wife, your son/daughter or anyone who wants to have a go! The driver will need to hold a valid Driving Licence. Both driver and

navigator will need to be members of Southsea Motor Club. We'll cover this later.

A Navigator. Again You, your wife, your son/daughter or anyone who wants to have a go! Anyone over the age of 12 can navigate on a 12 Car Rally. As a beginner the Navigator will be given a 'marked map' on the night with the entire route marked on it! The marked map shows the navigator where you should be going but you will need to follow the route exactly to find all of the Code Boards! You will need some kind of light to be able to see the map while you are on the move. The interior light is too bright and will glare off the windscreen. A map light, head torch, or something similar will get you started.

You will need a small selection of stationary pen, soft pencil, rubber, A4 clip board. A stop watch and a watch. There are lots of things available to make the navigators life easier but you don't need to rush out and buy them all in one go.

How Much does it Cost? Southsea Motor Club charges the grand total of £15 entry fee! Yes £15 per car! The current cost of Single event insurance is £25, for beginners. Club membership, Family/Joint £25, Single £18, Under 21's £1 for the year. Temporary membership is available £2 per event. w• So for the price of a Large Dominos Pizza or a trip to the Cinema two of you can go Rallying! What are you waiting for?





And as you can see. Any car, and any age of crew, over 12, can compete!

The Real Heroes!

The real heroes of these events are not the drivers, or the navigators, but the marshals! Without the input of this team, the event would not be possible to run! The marshals donate a couple of hours of their time on a Friday evening and are the team who turn up at the start of the event, are armed with a clipboard, a clock, a location, and a board with C on it, and then head into the night to that location (or maybe 2 if they fancy!) and set up camp on the side of the road. There they will put up the C board to alert the drivers that they are there, and settle in, in all temperatures, and weather, to wait for the incoming traffic! And there they wait until the nominated time when a car should appear! All being well, and then at minute intervals, the field of competitors should appear, however reality says they could appear at any point in the following half an hour, and quite often do, and sometimes from the wrong direction!





When they hear the sound of engines approaching, and the lights illuminating the surroundings, they appear out of the darkness of the lanes, like a shining beacon stating, you've gone the right way to the crews! I am told the sight and sound of the approaching crews can be quite a sight to behold! Competitors are then greeted with the best welcome known to any competitor.... the smiling friendly face of someone confirming you're on track, going the right way, and all is well! A quick signature on the competitor's sheet, then off the cars go, leaving a trail of light into the darkness, and they are gone, onto the next control.



The end of the event normally matches the location of a friendly pub, so once all the crews have completed that section, the marshals can then pack up, and many head for the finish, where once all competitors complete the route, all can meet up, and review the evening's entertainment! Many a tale is then shared of what occurred in the last few hours, over a drink, and snack, results are delivered, and then it's off for a well earned rest, and thoughts moving on to where they may be found on the following event!

Anyone can volunteer to marshal, and it's a great way to see what goes on, and to get a taste of how the event works, and what's involved from both a marshal, and competitor point of view. The best bit for me though is the friendships you make, through those shared experiences, the sharing of knowledge, and the warmth you get from the acknowledgement that you have made another's hobby possible.

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 can get cover for the night.

Our club is offering an attractive combined fee for rally entry including insurance to make things more affordable for beginners. Motorsport UK charge us £35 to provide insurance. For our new 12 Car season, which starts on 11th September, we're subsidising that making the total cost including entry of £40 for an event.

The current list of crews for this months 12 Car are below, with entries continuing to come in, why not join the fun?

Southsea Motor Club		Southern Sceptre 12 Car Rally		11th Sept
		<u>Entry List</u>		
No	Driver/Nav	Class	Make & Model	
1	Colin Woodhouse/Andy Hollingham	Expert	Rover 25	
2	Derek Arnold/Simon Fuidge	Expert	Skoda Superb	
3	John Taylor/Paul Vaughan	Expert	MG ZR	
4	Dave Browell/Mark Browell	Expert	Renault Clio 197	
6	Glynn Hayward/Richard Dix	Semi-Expert	Mitsubishi Colt	
7	Rhys Williams/Faye Williams	Semi-Expert	Rover 25	
10	Rob Barney/Stuart Hider	Novice	Ford Focus	
11	Eddie Gale/Kyrun Spraggs	Beginner	BMW 118D	
12	Shane Parry/Louise Wren	Beginner	Ford Puma	
Closer	TBA/TBA			

Action Antics!

Woodbridge Halo Targa –28th June

Local interest in this event was provided by Simon Fuidge, who double drove with John Sanderson, with Simon bringing home a 3rd in class, 26th overall in the Saxo

Touring the Amazon - 25th-27th June

No, not the river, forest or the online retailer, but our Erik the Volvo Amazon 123GT.



At last year's Bognor Regis TAP (Tour and Picnic), a good tour by the way, we picked up a flyer for Brit Assist, who provide support for classic rally events as well as organise their own. We liked the look of the Tour de Bretagne, thought that might be quite good fun, hop over to France, lovely food, nice scenery of Brittany and Normandy.

The tour started in Cherbourg at the end of June so that would be simple getting the ferry over. In fact, we took the Poole to Cherbourg daytime crossing to arrive the day before and stayed at the hotel that was the start of the rally. What we hadn't banked on was the fact it would be such a scorching hot summer across Europe.

In the queue at Poole I saw an AC Cobra, a Morgan and a Triumph Stag, I thought they might be in our group. It turned out they weren't, they were another group heading down to Bressuire in France for the GP Historique. It's an annual event and it sounds like a blast!

A smooth relaxed crossing, chatting cars, then less than a mile hop across Cherbourg to our hotel by the marina.

Day 1 - Thursday

When dawn broke on Thursday 25th of June in Cherbourg it was a glorious sunny morning again, with forecasts of 41C. We joined the Tour de Bretagne group for coffee and croissants at L'Armoire à Délices next door. There were 26 cars, some interesting, others not so, while a handful had chickened out and bought their modern air-conditioned cars.

Mercifully Erik the Amazon has 240 AC - open 2 windows, drive at 40 miles an hour, then you have air conditioning.....

As ever in France you always see some random weird car. This was a Citroën 2CV Hoffmann Cabriolet outside of our hotel.



Norman (Mr. BritAssist) had planned a fabulous three days with a top quality roadbook over some delightfully rural roads. It wasn't until we were out on the first section and the mileages all seemed a bit wrong, that I realised the Brantz trip was still set in km from the Belgian Westhoek Rally. Fortunately, I'd written down the settings, 413 (miles) and 255 (km), assumed the tyres hadn't worn too much, and now it all worked.

The route wended its way north west to the tip of the Cotentin Peninsula before curving south east taking in some of the back roads around the Normandy beaches. Erik was going well until just before lunch when he started to stutter on a long uphill section. I knew we had plenty of fuel and I'd checked the electrics over. I thought it might be fuel vaporisation in the heat. Visions of being stuck in the middle of nowhere were quickly dispelled by a phone call, with Chris and Lauren arriving a short while later in their BritAssist support van. Chris had a look and decided the fuel pump was a bit subpar. It's a mechanical fuel pump, I guess it's probably been there since the car was built in 1967, likely the rubber diaphragm has suffered from modern fuels blended with ethanol. He fitted one of those primer hand pumps inline and all seemed well. Once the pressure was up the engine ticked over and revved, so let's go, Chris insisted they followed us for the next few miles.

We made it to our lunch stop at Sainte-Mère-Église, just behind the D-Day beaches. The town was overflowing with tourists, lots of people being taken on tours in old Jeeps. The famous parachutist caught on the church tower is still up there, lol !



Leaving the lunch halt we made it as far as the village square then the car stopped. Fortunately, the BritAssist service crew were there having their lunch too. Chris, our very helpful BritAssist man came to our assistance again. It turns out they are all friends of Norman from his RAC days so there could not be many problems they haven't seen.

On our way once more, we made it to the other side of the square before we spluttered to halt again. More tinkering and with the car going again we managed five miles kangaroo fashion before stopping in Picaucville. After a bit of rummaging Chris discovered an electric SU fuel pump on his van. We fitted that by the side of the road in the 41C heat, not a breeze or a shady spot to be found. Lo and behold everything was fine thereafter. Hurrah! What a relief.

All that fiddling around lost a lot of time, but we continued with the tour roadbook to the first night's hotel in Granville. If we had any problems again they could easily find us.

Ten miles to go, Granville on the signs, we were looking forward to a cold beer at the hotel, a stressful day got a little worse. The car had been performing admirably in the raging heat, the temperature gauge sitting about where it should be. The long drive into Granville on a busy road, very slow moving traffic, seemingly hundreds of roundabouts, was not fun. We just couldn't get any speed or get clean air through the radiator, the temperature needle was going off the gauge. By the time we got to the hotel I couldn't even see the needle. Parking underground in the hotel car park was hotter than the outside as all their air conditioning units exhausted into the car park. But we made it. Phew!

Time to de-stress and relax over a delicious meal looking out across the harbour, as the rain started very gently at the end of an eventful day.

Day 2 - Friday

By the time we were up next morning the sun was shining again as we set off South towards Fougères. A leisurely jaunt across rolling countryside and low hills, thankfully only 31C forecast today.

Norman's efficient organisation meant we had an officially marked off area for parking in Fougères for lunch. There was no hard and fast time schedule, no checking in and out, and some people decided on their own route to take in the sights they wanted to see. A couple in a lovely Mk 3 Triumph Spitfire had opted for an alternative route, arriving at lunch with a poorly car and BritAssist in convoy. These guys took it all in their stride, going out and finding the stranded Spitfire.



Moving on from Fougères there was a stop for afternoon tea with a delightful lady who gave us a tour of her château, Domaine du Bois Cornillé. She was especially excited to tell us about the filming that was done there a couple of years ago, it was the main set for "Mr. Blake at Your Service!" with John Malkovich.



That evening's hotel and our base for the next couple of nights was a sight to behold, the Château Des Pères, where you stay in elevated pods, that are beautifully air conditioned.



That evening we had a group reception in the old Château. Some good food aided by copious wine created a noisy hubbub of conversation with tall tales of classic rallies. Chatting to one chap over dinner, I discovered he was the person who painted the line on the Black Rock Desert floor for Andy Green to follow when they broke the land speed record and the sound barrier in ThrustSSC.

Day 3 - Saturday

On Saturday morning we left for a long clockwise loop South, stopping for coffee at La Chapelle-Glain before reaching Ancenis-Saint-Géréon, where we parked on banks of the Loire for a dégustation on produce foraged from local French supermarkets.



There was no let up from the afternoon heat and there was no alternative, we were forced to have an ice-cream break, stopping in Châteaubriant while taking in views of the French countryside, the only way to cool down.

Back to Château Des Pères to round off what was a very well organised tour with some fabulous roads and scenery. It had been an uneventful last two days for Erik thankfully, just a little drop of oil where he was parked overnight, to mark his territory.

There were a few of other cars that suffered over the three days, but they all made it to the end thanks to the fantastic BritAssist guys. Some chose to be transported back to the UK but overall it was a tremendous show of reliability.

What did we learn?

Erik loves the back roads, keep him off the motorways, although he cruises nicely in overdrive it's very very boring.

I discovered that D (Département) roads numbers change when you drive through different départements. For example, the D118 in Mayenne is the same piece of tarmac as the D21 when you cross in Orne.

The French have Pizza dispensers on the street. Who knew!



Ypres Rally, Belgium.

Eddie on tour!

Six of us have been traveling to this rally held on the 3rd week of June every year since 2010 other than the covid years. Travel is always from Dover to Calais or Dunkirk that is about 45 minutes from Ypres. Accommodation has

been by camping in the early years only 5 euros a person very reasonable on a football pitch close to the town centre where the Rally is based. The people love this event & do whatever is needed to make it run smoothly with road closures & parking. People sit outside their houses with car passing at a 100 plus mph having a Barbie. The fields are used to spectate still with the crops in but no one chases you off, one year a farmer came over to us from his house opposite, we thought oh dear here we go trouble but he asked us if we would like some ices brought over as it was so hot! The event starts around 2pm on the Friday until around 9pm, the cars are all parked up then in order as to how they have done down the main street that evening ready to go at 9 am the next day. There are lots of classes from the Historics, to the modern R5 cars & club cars up to 1600cc, over the years some big names have been there as part of the Euro Championship with many works cars. The Porsche & BMW cars are well established over the years sounding amazing as they pull down the straights, way over 300 hp from 6 cylinders. Between the stages are some great villages to stop for a coffee & you can see the cars on transport to the next stage. If you plan it right you can see the historics, go for a coffee then go back for the Moderns with little mileage. There is no language barrier as they are so used to years of spectators visiting from the UK, we met the Lady Mayor a few years ago at the finish she simply said they throw their arm open to the Rally it has paid for some of the best facilities for the locals around Belgium. Everyone's a Winner!



Taken from outside a bar in the village the size of Wickham, they went 90 right 70 metres into a long hairpin left out of the village

Tour of Epynt 25/26th July

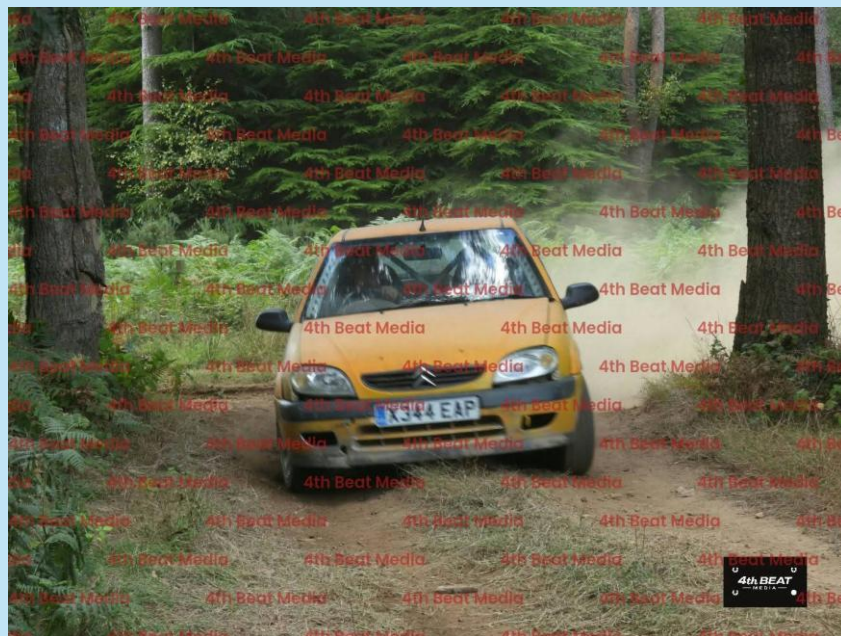
Thomas, and Paul Alderton, were campaigning the MG, and brought home a second in class, mixing it with everything from Rally2 machinery to historics including a MK2 Cortina, and a varied range of entries in between!

Hatsford targa 9th August

This event has been rescheduled, for 13th September due to weather conditions, with local interest being Paul and Vicky Vaughan in the BMW, Andrew and Grace Lees in the Nova, and Shane Parry, and Louise Wren in the Puma.

Mid Devon Targa 23rd August

Local interest for this event was with Simon Fuidge, and Paul Vaughan in the Saxo. But after a dusty day, in the forests, and on the farm tracks of Devon, they brought home a class win, and 11th interclub overall.



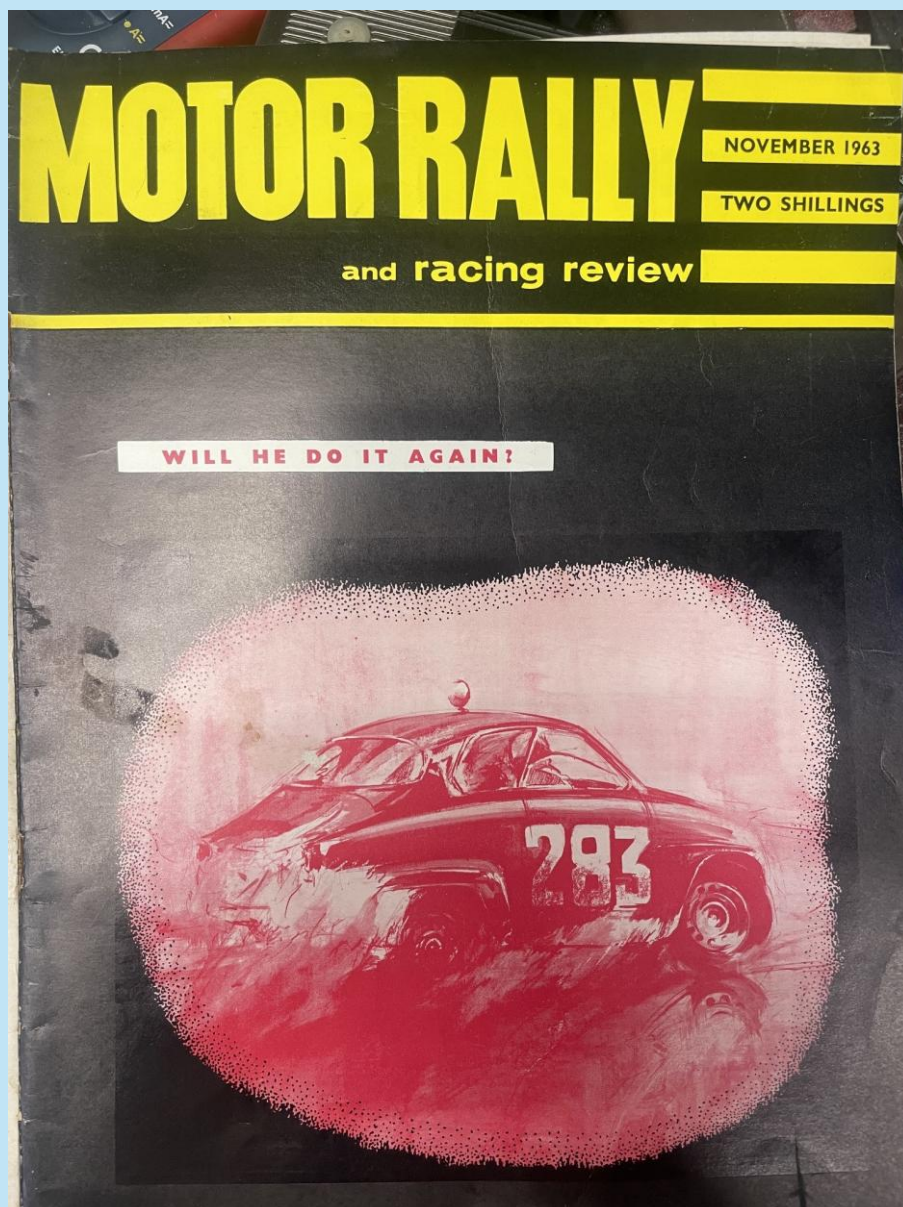
Gremlin Historic Rally 15th August



Colin Woodhouse, and Rhys Williams contested this event in the Targa class for Targa cars built before 2000. All was going to plan with the pair lying 28th overall, and a class leading performance, however the mechanical gods did not play ball, with the pair retiring with a broken strut.

A Blast From The Past!

Coming to you from November 1963!!



* * *

DRIVING test meetings seem to be somewhat in the doldrums this year—surprisingly but none the less definitely. Almost every event has been substantially down on entries when compared with previous years, and several well-established meetings have had to be cancelled altogether through lack of support.

A notable exception in August was the **Sussex Car Club** meeting at Goodwood and now, at the tail end of the season, another old favourite has shown that a good event is more likely to retain interest. We refer to the **Southsea Motor Club's annual Autosport Meeting.**

Held in the spacious motor-coach park at Southsea, this event is deservedly popular and attracted a good entry of 59 drivers on October 6. There were six tests, each to be run twice. As expected, Gerry Clear and Graham Lindley won their respective Mini classes, although Leo Cruttenden was below his usual form and Ian Mantle unfortunately non-started.

Ron Randell's win in the Spridget class was not unanticipated, either, although Don Harris ran him close and, driving his Special, Don put up B.T.D. To crown yet another successful day, Don, with Ron Gee and Doug Worgan, carried off the team award from the hitherto invincible M.G.C.C. trio of Randell, Dunton and Calton. Other class winners were D. Atkey, J. Ozanne and P. Mann. Well done, Southsea, once again.

* * * *

Competition debut of the Vauxhall Viva at the Southsea driving tests. In our picture it is being twirled around the pylons by Mike Robinson



Clubman's notes

These are some words from those that knew Andy, and Chas well, and a little montage of some of Andy's work,

Chas Davies

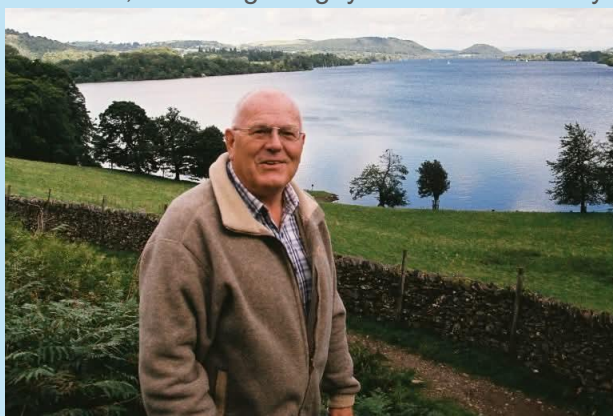
I was very sad to hear that Chas Davies passed away on 28th April, after a tough fight with colon cancer following his diagnosis last summer.

I've known Chas for 35 years, as a top competitor and friend. When I started regularly competing again in the early 90's, Chas, with his driver Terry Schraider in their Sunbeam, were the crew to beat on any Southern road rally. Getting the better of him was a tough challenge but he was always willing to share his experience with experts and beginners alike. He helped many other Windsor Car Club navigators hone their formidable skills. For a while I lodged with Chas, at his house in Bracknell, and learned a lot in that time, usually over a few pints at the Three Legged Cross in Warfield.

After a long break Chas returned to rallying, making the 250 mile round trip all the way from Ramsgate to navigate for various drivers on Southsea 12 Cars on a Friday night. Totally mad, and committed!

His wishes were for a quiet funeral with family and very close friends. However if anybody wishes to donate to Pilgrims Hospices in his name that would be appreciated. These can be made online via the Pilgrims Hospices website. On behalf of Southsea Motor Club I shall send our condolences to Jacquie.

RIP Chas, another great guy booked in too early.





Andy Manston

I've written and re-written this post more times than I can count in the last 24 hrs, it's still too long but still doesn't seem enough. I just couldn't find the words. I haven't seen Andy a huge amount in recent years, the Rallies we've been at haven't aligned aside from our annual catch up at the Southdowns Stages in Dec which was always too brief but he was always smiling and, as ever, quick to tell me how all his pictures were rubbish - he was always wrong about that. He doesn't get enough credit for his contribution to the sport, he wouldn't want it either, he was way too self deprecating, far more comfortable behind the camera than in front of it but he contributed a huge amount particularly in the South.

Back before social media when I first started competing, the MandH forum was the epicenter of Road Rallying and later Endurance rallying certainly in the South of England. The entire week after an event would be spent glued to the forum hearing other people's stories, sharing your own epic adventures and dissecting why half the field missed a board on a road they all swear they drove down. The week before an event would be the same, full of wild speculation and predictions for the coming adventure. Time inbetween was mostly spent discussing the price of cheese. I learned from the top crews here and got to know some of them which opened up opportunities for a young navigator looking around for good drives. He funded the forum from his own pocket for the pure love of the sport and the community and I'll be forever grateful to him for the shape that whole era had on my life and the friends I made.

He was one of the nicest guys I've ever had the pleasure to know, after each event his proof images would come through in the post with the results and there'd always be a little note on there from him, either in congratulations or commiserations depending what happened. I'd always order all the shots and a couple of prints with a cheque and he'd always tell me off for paying the full price and to contact him next time for a deal, I wouldn't of course, like many others I'd pay full price next time too because he didn't charge enough as it was, it's just the kind of guy he was. He was there out of pure passion.

I can't imagine what Sarah, Abi and Grace are feeling right now, my thoughts are with you, but please know there is a HUGE community behind you, a community that Andy played a huge part in building, although he'd never admit it. 💙

Rest in Peace mate. When my time comes I expect to see a FOTO board as I cross over, I promise I'll arrive sideways with handfulls of oppo ...and I'll still pay you full price for the print 🙄

And,

I am finding it difficult to process the news I have read this evening.

Andy Manston was a constant of the British rallying scene when I started in the sport around

1991 and somehow, I just expected that he always would be.

Even though I haven't competed for a number of years, I have fond memories of the many events he covered, seeing that distinctive photo board on the approach to a nice gravelly slot or triangle junction, followed by a brief glimpse of the photographic legend himself before we shot off into the darkness until our next encounter further along the route. Or the time we went off on the Audi Southwest Endurance Rally, and Andy was there looking a bit startled as we slid into the trees where he was standing!

The M and H forum that Andy set up before the days of social media was a virtual gathering place for so many. Much banter and recalling of adventures on the latest rally were exchanged. Andy would also post resumes from his side of the camera. Often having covered 2 or even 3 events in a weekend, such was his commitment to the sport he loved.

For the last 21 years, Andy was the official photographer for the South Downs Stages at Goodwood. It was my annual opportunity to catch up and chat. I'm saddened that I won't have that opportunity again.

I send my condolences to Andy's family and everyone who knew him.

A Manston Montage





Southsea goes international!

Belgian Westhoek Classic 2026

Some of the entrants for this event



Event takes place on 2-3rd October.

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;

EXPERTS

From 669279 pass through
6627672767286828682767276726672568256725

SEMI EXPERT/NOVICE

From 669 279 follow these instructions in order

SL@+ ML SR L@T L@T (Red Road) SR

CRO (Coloured Roads Only)

Key: S = Slot (Turn) L = Left R = Right T = T junction + = Crossroads M = Miss (Don't turn)

Answers will be posted after 2 weeks!

And for the quizzers;

1, The famous prancing horse emblem of Ferrari originated as a symbol on the fighter plane of which WW1 flying ace?

2, What is the translation of Volkswagen's name into English

3, True or false, Toyota was originally established as a textiles company?

4, What substance, invented in 1926, is still used in vehicles today?

5, and because I know you like a couple of cryptic ones, which films are these? - Stupid Black Tie

And 6, Waltz without ever washing?

What's coming up?

Club Events coming up;

11th September – 12 Car Rally

9th October – 12 Car Rally

Club nights, 7th September, and 5th October, Camms Mill,

Committee meetings, 21st September, and 19th October, Camms Mill

Upcoming events;

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

6th September – Oxford MC Motorsport Valley Scenic Tour

26th September – Tavern MC Summers End Tour

26/27th September – Weald Motor Club 20/20 using Romney Marsh

19/20th September – Hills Ford Stages

17th October – Driveshaft 20/20, Devizes, and District MC

17/18th October – Drystone Road Rally, Mid Derbyshire

18th October – Bonfire Targa, Chelmsford MC

24th October – Exmoor Targa

8th November – Bramley Targa

6th September – DDMC Autosolo, Kemble

Chairmans's chat

GPS Tracker

Have you ever wondered where's my car? I was in a position where I needed to fit a tracker, peace of mind sort of thing really.

I found this at Halfords for £55 (before 8% MSUK discount) and thought I'd take a punt. <https://www.halfords.com/motoring/car-security/streetwise-gps-tracker-629767.html>

The unit is about the size of a matchbox, has an internal rechargeable battery and comes with the SIM card pre-installed. All you need to do is charge it up, with the supplied charger or a phone charger with a Micro USB cable, register the SIM, send a couple of configuration texts and off you go. The SIM is supplied by 1pMobile, a simple business model, they charge 1p/text, 1p/MB data sent. I've had it just over 5 weeks and have only spent £1.43 sending messages and data to me and I was checking it a lot when it was in Europe!

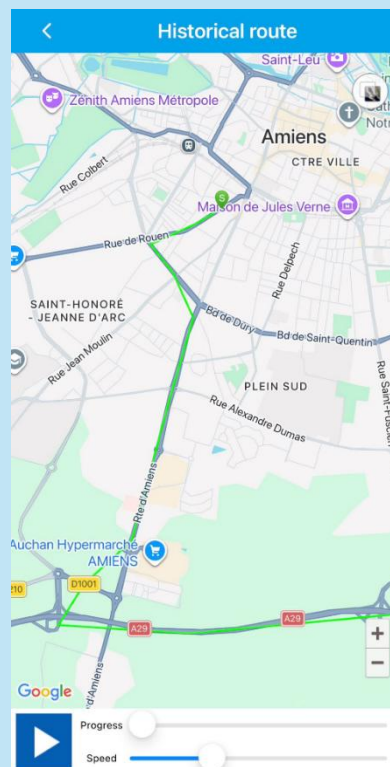
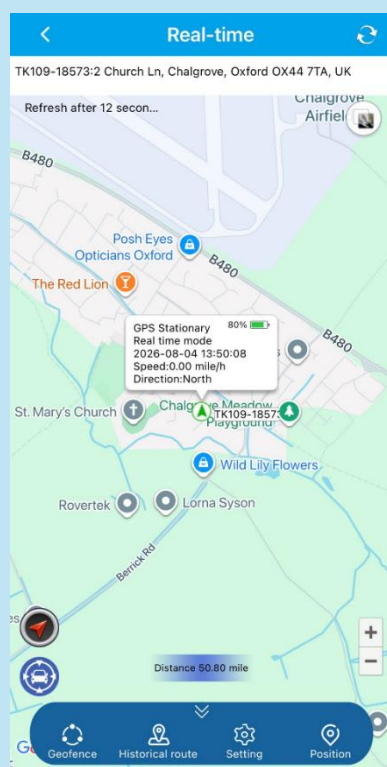
When the motion sensor is triggered you get a text, like this one I received:
sensor alarm!

<http://maps.google.com/maps?q=N46.15336%2cE006.66077>

V:V,2026-07-24 07:57:04,S:000km/h,Bat:90%,**your device id**

Click on the Google Maps link and you can see where it is, plus date & time, speed and state of the battery. You can see where it is at any time simply by texting from your phone,

If you want more functions it comes with an app too. You can check where it is now and where it's been. It seems to hold the historical data for over a month, I can see where it went more than five weeks ago.



You can do other funky things like set a Geofence, so it sends messages when it travels outside of your defined geographic area. I've not really explored everything it can do yet.

I thought it was a bargain, really easy to set up, lots of functionality, and you can transfer it from car to rally car, or trailer, bike, horse,