Southsea Motor Club

The Southsea segment,

Nov-Dec 26



Introduction

Welcome all to the next edition of the club's new newsletter.

After the heat of summer has past, and the cool of autumn is upon us, the calendar fills with the second half of the season, and the 12 cars resume, and the planning ramps up for the club's South Downs Stages rally, Plum Pudding trial and social events! One social event is on Monday 2nd November at the Cams Mill in Fareham, when a Quiz Night will be being held, so if you have no plans, please do pop down, and join us! So read on and hear of the tales of the heroics and challenges of the club members antics.

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

Southsea 12 car events

September's Southern Sceptre 12 car





This event was organised by Rowan Corney, and John Upham, and centred on map 185. There were 9 crews competing, consisting of those on their first event, and some crews that had been competing for many years. Off into the night they went, and a couple of hours later returned to the starting point, and so started a debrief of events, over a well earnt pint! The navigation was set at a level that challenged the top crews, and actually took time off one crew, which is a feat in itself, as they usually clean the events, whilst all crews managed to complete the event, albeit with a mechanical issue affecting one crew, causing clutch problems, and a shorter night than planned.

We competed as a novice, so had the opportunity to do some pre-plotting, which turned out to be a bit of a mission, as there was alot to plot, with one section being of a type Stuart had not come across before! So a very quick lesson in what it meant and off we went! We managed to plot up to time control 9 before leaving and plotted the last bit on route. The rust of the summers break soon disappeared, and a good run was had with only one wrong slot, which was quickly picked up on, and corrected, and a bit of an oops, when on the plot in the car, I missed a large hint in the nav, which took us on a slight detour, causing us to miss a board!

So the overall results ended up as:

1st - Colin, and Andy, 1 fail, 2 minutes

2nd - John, and Paul, 1 fail, 7 minutes

3rd - Glynn, and Richard, 1 fail, 8 minutes

4th Rob, and Stuart, 2 fails, 1 minute

5th Rhys, and Edward, 3 fails, 7 minutes

6th Shane, and Louise, 5 fails, 15 minutes

7th Eddie, and Kyrun, 7 fails, and 16 minutes

8th Derek, and Simon, 11 fails, and 6 minutes, and a missing clutch!

9th Dave, and Mark, 19 fails, 27 minutes, and an extra avoid grid square



It was Kyruns first event, so below is his account of this event;

My First 12-Car Rally: Navigating the Southern Sceptre There is a big difference between reading a map in a parked car and trying to spot a hidden junction on a national speed limit road. I learned this firsthand during my first 12-car navigational rally with the Southsea Motor Club on Friday 11th Sept. I was lucky enough to be paired with Eddie Gale, an experienced driver who knows exactly how to handle a car on tricky lanes. Our mission for the night was the Southern Sceptre rally. My job as the navigator sounded simple in theory: keep us on course and tell Eddie where to go. Armed with a pre-plotted map, my trusty headtorch, and a "potty" (a magnifying glass with a built-in light to read the tiny map details), I was ready to face the run. My feelings at the start line were a mix of quiet nerves and excitement. Once we took off into the countryside, the challenge really began. Balancing the map on my lap, adjusting my headtorch, peering through the potty while the car bounced around was a fast-paced puzzle, all while collecting the code boards on route.

Eddie kept us going, keeping us steady through every twist, turn, and blind bend. Meanwhile, I was doing my best to call out the corners in time. We didn't have a perfect night: I racked up 7 fails for missed or incorrect route checks and ended up with +16 on the timecard. But for my very first time in the navigator's seat, I was rather pleased to finish 7th overall. Crossing the finish line in one piece was a relief and puts us in a good condition to tackle the Belgian Westhoek Classic next month. A big thank you to Eddie for his driving and patience, and to Rowan, Bernie, Richard P and Matthew for putting on a great event. Lots of take homes and back to the navigation books to prep for the Westhoek.

So onto the October 12 car, which is organised by the winners of Septembers event, leaving the door open for a new winning crew, who will that be…….

The Eagle October 12 car

This event was organised by Colin Woodhoue, and Andy Hollingham, and centred on map 197. There were 7 crews competing. There were originally 8, however one crew was not able to start. Off into the night they went, and a couple of hours later returned, and so started a debrief of events, over a well earnt pint in The White Horse, Rogate, who kindly stayed open late, just for us!

There was just one DNF, which left 6 expert crews battling it out for the top spot. The first challenge was a blown over board a couple of hundred yards into the route, which was scrubbed at the end, as it was there for some crews but not all could see it. The route took in some cracking lanes, with the navigation taking time from all the crews, with the greatest hazard of the night being a road covered in fallen conkers/chestnuts, making it a bit slippy. A section of longest route caught out a few crews, causing a board on that loop to be picked up by just one crew.

The results were;

1st Rob and Glynn – 0F 13 minutes

2nd Rowan and Pash – 1F 8 minutes

3rd Barry and Bob – 1F 26 minutes

4th Derek and Simon – 2F 17 minutes

5th John and Paul – 2F 22 minutes

6th Dave and Mark – 8F 29 minutes



So on to November, with Mark Collings organising this one.

Who will be on the start line, and who will bring home the glory?

Future event navigation will be added to the newsletter so you can have a go at working out the route in the comfort of your home!

A Real Hero!

So, imagine the scenario, its the day before your event, and then your navigator can no longer make it, what do you do? On the evening of the September 12 car event, this was the case, and a call was put out just before the start of the event, for a volunteer to step into their shoes the following morning. In true rally family style, Paul Vaughan put up his hand, and volunteered to go. So having completed the 12 car, finishing 2nd overall, he sped off into the night to collect his gear and head up to, Radnor, Wales for the Woodpecker Rally, arriving around 3am. A bit of shut eye later, after a good run round, headed the 3 hour journey home, to rest before finishing the weekend with the School Greenpower race at Dunsfold, where schools compete to travel the furthest distance in a set time using a battery powered vehicle.
Now thats what you call commitment!!



The Wickham Cider and Beer Festival 3rd October

A call went out from John Taylor for us to help support the Wickham Cider and Beer festival, which was a charity event raising funds for the Hampshire and Isle of Wight Air Ambulance. The challenge for the day was to man the bar, and serve the lucky punters with whichever tipple they required, whilst not sampling too much in the process! It was great to see so many club members taking part, and having lots of catch up chats! The day was also a success for the charity, with the final amount raised to be confirmed. Watch this space for details!



Car Wash – Winchester December 12th

Another opportunity has arisen to raise funds for the air ambulance. The team at Mole Country Stores in Winchester, are looking for a team to run a car wash service on Saturday 12th December, with all monies raised going to charity. The club has been given the opportunity to run this, following on from their success at Wickham! If anyone would be interested to take part, please let the committee know as soon as is possible.

Dengie 100 Targa Rally, 6th September

Local interest in this event was provided by Simon Fuidge, Ian Collings, Alex Reynolds, Shane Parry, and Louise Wren, Paul Vaughan, and Luke Palmer! On this new multi venue event, using Bradwell-on-Sea airfield, some private tracks, stubble fields, and a quarry, comprising 18 tests totalling 40 miles with approximately 60 road miles. Alex came home in 15th overall, 3rd in class, Shane and Louise came home 19th overall, 5th in class, Paul 20th overall, and 1st in class, Luke 27th, 3rd in class, Ian 31st overall, 13th in class, and Simon 35th, and 1st in class. Some very good reports of how good the event was, so suspect this will be the first of many runs of this new event.

Harvest rally 3/4th Oct

Derek, and Simon were our local representatives on this event, while many were off in Belgium. Campaigning the BMW, they had a good run into 13th overall, and 2nd novice.

Hatsford targa

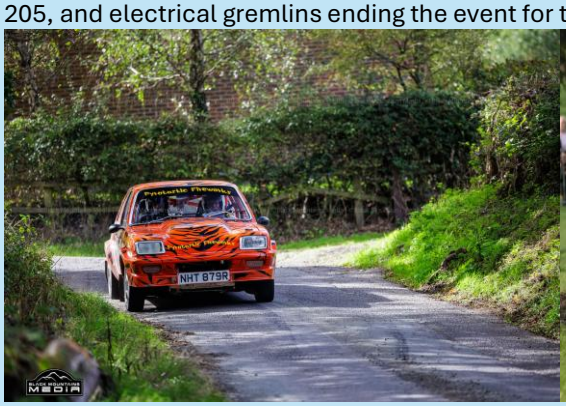
Local interest on this event, rescheduled to 13th September, due to the hot weather earlier in the year, was provided by Andrew and Grace Lees, in the Nova, and Shane Parry, and Louise Wren in the Puma. After the heat of summer, a damp slippery course was found, providing much fun seeking out some traction! Andrew, and Grace brought home the Nova into 7th overall, and 3rd in class, but unfortunately, Shane, and Louise had to retire in the Puma.





Hills Ford stages

Local interest in this event was provided by the Chevette of Jeff Brown, and Paul Vaughan, and the Peugeot 205, of Paul Clayton, and Veera Johnson, supported by Ian Collings, and team. An eventful couple of days for both crews, with overheating, and driveshaft issues, eventually taking their toll in the 205, and electrical gremlins ending the event for the chevette.





Trackrod Rally Yorkshire

So after the epic efforts of the Retro Race and Rally team, led by Ian Collings, Eric the Peugeot 205 of Paul, and Veera, after a compete engine, gearbox, and diff rebuild within a 72 hour period, made it to the start line, the week after their issues on the Hills Ford Stages. Alas the event also didn't go fully to plan, with a lost exhaust calling time on their run. A stunning effort to be there in the first place, but onwards and upwards to the next event.





The Greenpower Finals

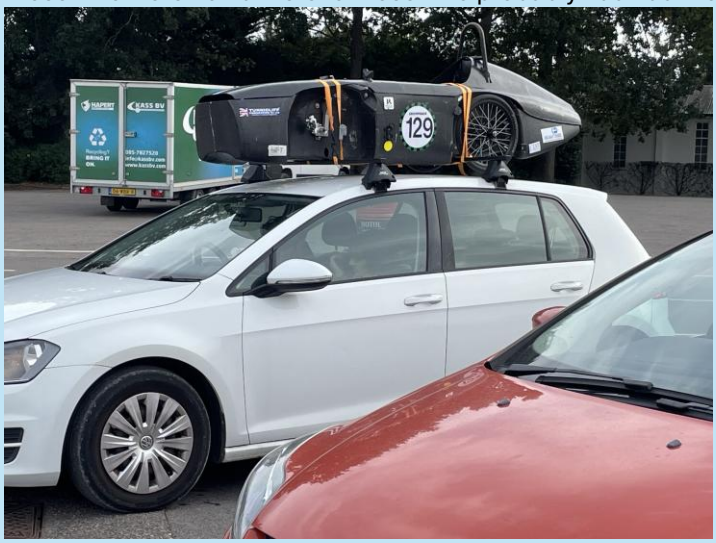
An opportunity arose, for the club to take part in the Greenpower finals, at Goodwood, on 18th October. The finals are the culmination of a series of rounds where teams from schools build an electric car with a single 24v DC motor, powered by two 12v batteries, and race them. The challenge is to go the furthest in a set time, so challenging both efficiency, and speed design. The club was approached to support this event by running a Gymkhana for Motorsport UK, (thanks Sophie Rugg for the plug!!), with participants using a modified Yaris from the MSUK Disabled driver Scholarship, as previously used by Kyrun, a few

months back. The aim was to show those already interested in motorsport possible next steps, and how they could access the sport either competing, or volunteering.
A static display of road rally/targa, historic rally, and stage radio cars, were put on, alongside the gymkhana, which consisted of a slalom test, with haribo sweets, and bragging rights up for grabs! There was also a competition to win a 12 car entry, for anyone signing up to the club on the day.





The day was a great success with a large number taking part in the slalom, with experience ranging from those who were non drivers to those who probably had had more than a bit of practice on the family farm!



Exmoor Targa

A few local crews competed in this event, with John and Nick Taylor in the MG ZR, Andrew and Grace Lees in the Nova, Alex Reynolds and Elliot Stevens in the Toyota Corolla, and Rob Barney, and Paul Vaughan taking the focus on its first run up the Porlock Toll Road.

So with the first couple of named storms of the season in full swing, the crews set off into the woods for a slide around. Rob on the first test confirmed he needed to scrub some new tyres a bit more, so they actually worked, but was content to pass a car stuck on the first corner, so was happy not to be last! Tyres now working the second pass led to a 30 second improvement in time! On to the longest wood test, where they had a little moment when finding a dip on a downhill section, the rear decided the front was having too much fun, so wanted to go first, leading to a 360 spin, on a thankfully open section of track, just leading to a red face, loss of reversing light, and pride! Paul remained remarkably calm through the manoeuvre, and then it was on with the test! The following test was a climb winding up the side of a hill through woods which went according to the plan, but with the focus being a tad restrained following the spin, whilst the driver recomposed himself! This was where the Nova's day came to an end with a misfire leading to cutouts on test.

Then on to Porlock hill, with 2 blasts up on slippy tarmac. First run was one of discovery for Rob, not having been up there before, but went well, the second was met by the marshals being blown around in the gale over the top of Exmoor, total respect to them for being there in those conditions! On meeting the marshals, they asked did you see a car in there, as they appeared to have lost one, and a marshal too! Not a question we are used to answering!

Then to lunch, where with the weather you were getting saturated just walking to the cafe! News then came through that the second Porlock run was cancelled due to the conditions, and marshal welfare.

So back out to rerun the tests, the first 2 being in reverse. This is where club comrades managed to have the same moment on the same bend! On the first corner, there was a set of cones to negotiate, with the last one being very close to the bend. Both John, and Rob managed to go a bit wide and find the ditch, but both crews managed to keep on the power, and extract themselves to continue.

The next test was then cancelled due to a tree the size that would have made Robin Hood happy that he had somewhere to hide a small town, had fallen across the route. This led to a drive through to get to the next test.

So the final test of the day then commenced. A re-confident Rob put in a good run to finish the day, whilst John had his moment of the day, with a bit of a tank slapper coming into a PC, but well recovered, they continued on their way.

So 3 finishes from our local crews, with 2 third in classes for John, and Nick,(9th o/a) and Rob and Paul, (17th o/a) with Alex and Elliot 26th o/a.

A Blast From The Past!



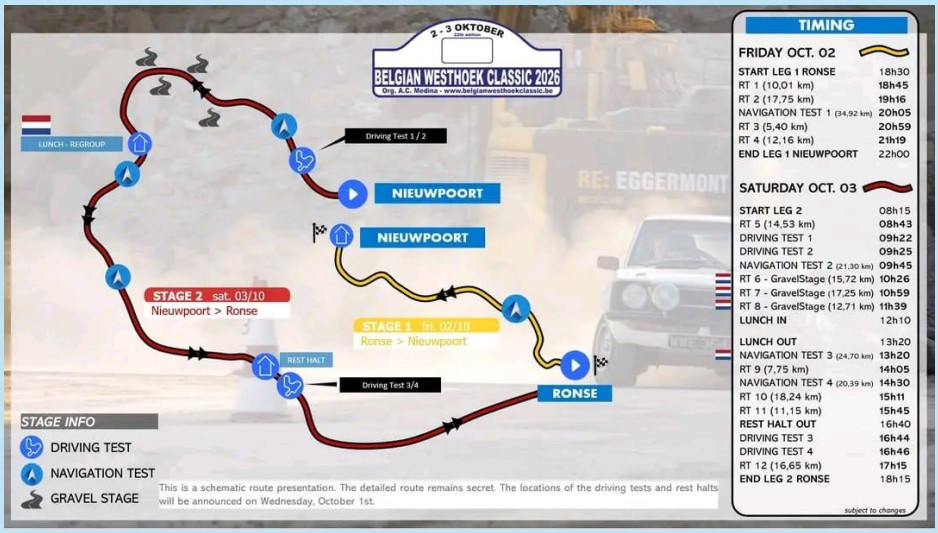
A blast from the future!



The Chairman trying out future race machinery!

Southsea went international!

Belgian Westhoek Classic 2026, 2nd/3rd October



The organisers review

The 2026 Belgian Westhoek Classic once again guaranteed an international field of participants, with a remarkably strong British presence. For Colin Woodhouse, this edition marked his ninth participation since his debut in 2018, a year in which he immediately fell in love with the event. His enthusiasm was infectious: year after year, he managed to convince more British teams to make the trip to Ronse. In 2026, 13 British teams ultimately lined up at the start, hailing from across the UK – primarily from southern england, but also from the north, and Wales.



As usual, the southern teams took the ferry from Dover to Calais on Friday morning, after which they headed towards Ronse. The return journey follwed the same route on Sunday afternoon. Colin drove his first 8 Westhoek editions with Rhys Williams, with 2025 as the standout with a 10th place finish overall, and victory in the youngtimer Award in the Expert category. For BWC 2026 however he chose a new co-

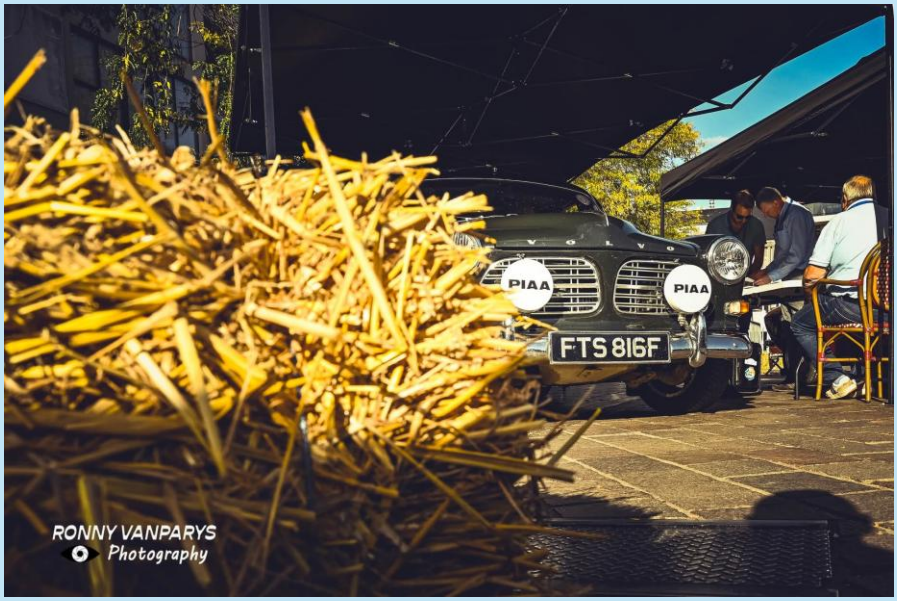
driver, Mark Collings. Although the 2 had known each other for years, they had never sat in the rally car together. Their first kilometers together came only 4 days before the start – a remarkable preparationfor one of the most challenging regularity rallies of the year.



Rhys was also present this time, but as a driver in the classic category, with his 16 year old daughter Faye as co-driver. This created a striking age contrast within the British delegation; the oldest participant, Peter Rushforth, was 87, while Faye at 16, was the yougest. An impressive gap of 71 years between the extremes.



What draws the British teams to Flanders year after year is not only the sporting challenge, but above all the warm, convivial atmosphere that characterizes the Westhoek Classic. This begins in the starting zone in Ronse, continues during the friday evening stage, and culminates at the hotel, where participants discuss the evening together, exchange experiences, and enjoy a few well deserved beers.



Saturday once againoffered a mix of challenging regularities and technical tests, a full day program that led the participants through the characteristic Westhoek landscape before returning to Ronse.

A crucial factor in the success of the event remains the team of marshals. Their recognisable faces, year after year, and their infectious enthusiasm give the rally a familiar and almost family-like atmosphere. The organisation by Bjorn, and Jens Vanoverschelde is consistently praised by the British participants; competitive, challenging, but always with room for fun, and chamaraderie.



Looking forward to 2027

The feedback from the British teams following the 2026 edition was once again particularly positive. Colin indicated that he is hopeful of fielding a similar British delegation again in 2027.

After 9 participations, the Belgium Westhoek Classic remains a fixture in his rally year – an event he always happily circles on the calendar. The 10th participation beckons, and the British delegation already seems ready to descend on Ronse in large numbers once again.



An entrants review

The headlights cut through the heavy November dark as the clock ticked down to our start time in the main market square. Surrounded by the gentle rumble of 191 classic rally cars and the hum of crowd chatter, I sat in the navigator's seat of Car 123, a 2008 BMW M180D promptly named"Bluebird". Up until this point, my entire rallying repertoire consisted of a 12-car local navigation event back home. Now, I was at the start line of the Belgium Westhoek Classic: a 600km regularity rally featuring driving tests, gravel roads, demanding navigation, and some of the finest classic rally crews in Europe.

The journey to that starting line had already been an adventure in itself. We left Hampshire, England, heading south-east to Dover under the cover of night. By 07:30, as the first pale light of dawn began to break over the horizon, we weaved through passport control at the port to board the ferry to Calais. Crossing the Channel, the magnitude of what lay ahead began to settle in. From Calais, we made our way into Belgium, stopping off at Ronse for a traditional ice cream—a brief, calm moment before the madness began—before making our way over to sign on and get Bluebird checked through scrutineering.

Arriving at the main town market, the sheer scale of the event hit me. The entire centre had been completely taken over by rally cars, bright spotlights, historic liveries, and the smell of high-octane fuel mixed with crisp autumn air. Rolling through the cobbled square, it was hard not to feel intimidated. I was surrounded by seasoned navigators with years of continental experience, and tension was mounting. Sensing my growing nerves, I ducked into a local corner shop to grab some traditional Belgian candies to settle my stomach. It was there that I reminded myself to have fun, take it all in, and just not finish last.

With Bluebird signed off and ready, we watched the early cars roll through the arch. As our departure time neared, Eddie and I went to retrieve the roadbook; already, there were a few alterations needing to be made, with some distances requiring tweaks in the book. Now comfortable and buckled into the cockpit, the last traces of daylight had vanished, leaving

us tucked into the dark interior with only our standard halogen headlights illuminating the ceremonial archway ahead.

The marshal motioned us forward. Eddie leaned out to exchange a quick word with the event announcer, and then the timekeeper started counting us down from five.

I took a deep breath, roadbook open, Monit zeroed.

"Left out of the arch... first right out of the square..."

I gave Eddie the line, the clutch engaged, and Bluebird rolled forward. We plodded through the first couple of city crossroads, negotiated a pair of tight right-hand turns, and within minutes, the bright lights of the town square faded in the rearview mirror. We hit the open road, swallowed by the darkness of the Belgian countryside, fully on our own.

To my absolute relief, we nailed the initial navigation and reached Time Control 1 without a hitch. The rhythm was starting to build, the directions were flowing, and we were genuinely beginning to get into the swing of things.

Then, out of nowhere, the darkness behind us flashed with bright blue lights.

The Belgian police had singled us out, pulling Bluebird over to demand an explanation of what on earth we were up to. An international rally, of course... you'd think local law enforcement might have had a quick memo about 191 classic cars descending on their patch!

While Eddie was asked for a breathalyser test. I sat in the passenger seat, quietly chuckling at the absurdity of the whole spectacle.

It was all grand entertainment, right up until the exact moment I looked down at my lap and my stomach dropped. In the middle of all the commotion, I had committed the ultimate co-driver sin: I'd forgotten to pause the Monit trip meter and stop my stopwatch. On a regularity rally, those tools are your lifeline. The entire game relies on matching precise telemetry and timing to the tulips and pace notes to keep you on schedule. By letting the clock run, I had thrown the calculations straight into chaos—a massive error on my part.

With Eddie blowing a clean zero, the officers sent us on our way with a wave. We pulled away, still snickering about Mr. Gale's sudden encounter with the local law. But as the laughter subsided into the quiet rumble of the engine, reality set in. My timing was shot, the trip meter was out, and in the aftermath of the drama, we realised something even worse: I had completely forgotten where we were heading.

As we trundled back and forth around the small town, trying to spot a fellow competitor's spotlights to get back on route, we took the decision to cut and run back to the hotel. Feeling absolutely knackered from the 04:00 wake-up call and pushing towards midnight in a foreign country, it was the right call. It was better to get home safe than drag out an even longer day chasing our tails.

We headed to the last TC and then the hotel to meet up with our fellow competitors, catch up, and share our stories from the first leg of the Belgian Westhoek Classic.



Euro Nav setup



UK Nav setup

A full day of intense regularity rallying awaited myself and pilot, Eddie, as we lined up for Day 2 of the Westhoek Classic. After yesterday’s rather memorable episode with the Belgian rozzers, we were determined to put the drama behind us, put our heads down, and claw back some time.

Fortunately, we started off strong. It didn't take long to get right back into the swing of things, finding our rhythm early on and executing our timings to a tee.

The Driving Tests: Catching Air and Finding Traction

The true highlight of the morning came when we reached the designated driving area. We were faced with three timed runs of a tight, twisty, makeshift rally stage that threw everything at us: including a steep hill climb and a designated "water splash." Even though

the water splash was completely bone dry, hitting the dip at speed was absolutely brilliant and a massive amount of fun.

Our effort paid off beautifully: we placed 83rd overall in the driving tests, a result we were both rather chuffed with given the stiff competition.

Midday Fuel and British Camaraderie

With the adrenaline from the driving tests still pumping, we transitioned straight back into the navigational sections of the event. Navigating the intricate roadbook required total focus, but we successfully threaded our way through the route to the lunch control.

Lunch wasn't just a chance to rest the car; it was a social break. We caught up with our fellow British comrades, Rhys and Faye, to swap notes on the morning's stages. The organizers put on a lovely spread for us, highlighted by what had to be the most tender, perfectly cooked chicken wings I've ever had.

Border Raids and Back-End Slides

Refueled and ready, the afternoon took us right up to the edge of the Dutch border. This was where the route truly came alive. The roads transitioned into loose, flowing gravel sections, which gave Eddie a buzz behind the wheel. The car felt alive on the loose surface, and we even managed to get the back end stepping out on a number of times, sliding through the corners with massive grins on our faces.

Day 2 proved to be everything a classic regularity rally should be: challenging navigation, superb driving stages, great company, and just the right amount of sideways action.

We made our way to the finish and I was pleasantly greeted by my Uncle and Aunty who travelled from Germany to welcome us home, a few beers and tales from the weekend exchanged. It was time to head to the hotel so Eddie could have a couple of well deserved beers!

I'd like to add that this was a huge jump from 12 cars to a 2 day regularity event and I couldn't have enjoyed it more, all of our British crew were super supportive of everyone throughout the weekend. A massive thank you to Eddie for putting up with me!

Our two goals for the weekend were to have fun and not to come last... We succeeded!!

Kyrun

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;

A bit different this time, here is some expert navigation, with your start point. Can you get the correct end point before the answers in a couple of weeks?

From 660254ssw using CRO, 9 miles, standard, go via

TC2VHHLWRNAMΔHHHV[657200]HVHVHHHHLWRNAMΔHVTC3V

Use the longest route in 6818

So where are you now?!?

Answers will be posted after 2 weeks!

What's coming up?

Club Events coming up;

2nd November, Club Quiz Night – Cams Mill

6th November –Hunt Trophy 12 Car Rally – The Castle, Rowlands Castle

5th December – South Downs Stages – Goodwood

South Downs Stages



On Saturday 5th December we're running the South Downs Stages at Goodwood Circuit for the 22nd time!

Marshals

If you can come along and marshal please register here: https://mtc1.uk/Marshals/SouthDowns26/MarshalForm.php

Any questions please contact Iain Morris at chiefmarshal@southdownsstages.co.uk

There's a **FREE** lunch provided for all marshals.

Stage Set Up

We also need some volunteers to help set up on Friday afternoon/evening. Get some hands-on experience behind the scenes of how this all comes together

If you can spare a couple of hours please let Paul Alderton know equipment@southdownsstages.co.uk

FREE sandwiches and drinks supplied to keep you powered up.

More details on the website https://southdownsstages.co.uk/ and you can get the latest information using the Sportity App with event code 'PCMSDS26'

7th December – Club Night - Cams Mill

11th December- December Dash 12 Car Rally- The Bush Inn, Ovington

12th December – Charity car wash - Winchester

28th December - Plum Pudding Trial – Head Down, Buriton

Committee meetings, 16th November, and 21st December - Cams Mill

Other upcoming events;

8th November – Bramley Targa

21/22nd November – Exmouth Memorial Road Rally

12/13th December - The Preston