



In Tune



GUILDFORD MOTOR CLUB

Founded 1953



Recognised
Club

Editorial

Welcome to the March edition of the magazine.

As a reminder subscriptions are now due. Renewal details can be found on page 3.

Club and Pubnights continue over Zoom. Details of how to join these are on the final page of this edition.

Following on from last month we have a slightly slimmer edition of the magazine, if reading it online can have a thickness. Highlights this month are yet more Tongham Tales from Mark and we have discovered some interesting information about one of the pictures in the slide collection. Out and About continues with a selection of archive pictures from Robert. We have reproduced three more articles from a past edition of the magazine. This time it is from November 1985 and features reports on that year's Dimanche Tour and of course we continue to publish pictures from the slide collection.

Any reports, anecdotes and articles always gratefully received. Let's hear what you've been up to or indeed can remember doing!

Stay safe

Annette & Robert Clayson



**Recognised
Club**

Social Calendar

March

16th Committee Meeting

Zoom Club and Pubnights

9th Clubnight
23rd Pubnight

Joining details
on page 14.

David Roscoe Memorial Dimanche Tour postponed to late September / early October.

Goodwood Events

Currently Closed

Brooklands Events

Currently Closed

Competition

Nothing at the moment

Weald MC 12 Car

Cancelled for this year, restarts in the Autumn.

[Regulations are here](#)

The Southdowns Stages are looking at either a mid August date or the beginning of December.

IMPORTANT

Subs are now due for 2021

Subscription renewals are now due. The preferred method is for you to pay your subs using bank transfer and then email me to let me know you've renewed.

The sort code is 40-22-26 and the account number is 31750348,
please use your surname as the reference.

My email account is – mark.feeney@live.co.uk

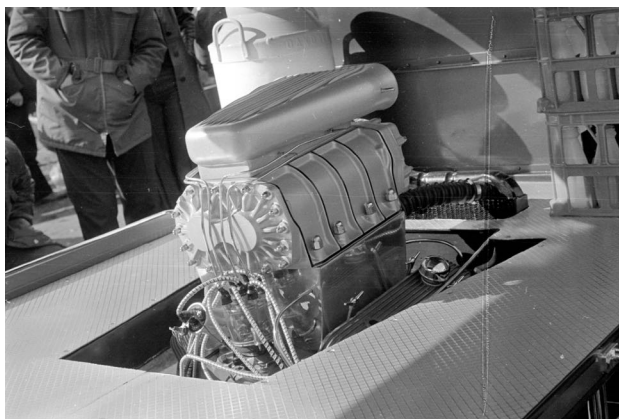
Of course, if this is impracticable for you, we do still accept cheques through the post,
but it's a right old faff and they might not get presented for a couple of months.
I'll then post your club cards.

If you've moved recently, remember to let me know your new address.

Many thanks
Mark

Out and About - in retrospect

A small selection of pictures from a Drag Race meeting at Blackbushe in 1977.



From the Slide Collection

In this 'From the Side Collection' we look at just one picture in a little more detail, the normal look at the Slide Collection is later in this edition.



This particular picture was one of the first ones I saw when we visited the collection donors. It was in the first batch of pictures I scanned in. All the pictures are held in some cataloguing software and I am not sure why I couldn't see it for a while, at least it has resurfaced! As we received, by no means the whole collection, this picture is the only one from this event. Though there are a couple of pictures from the same year which could have been taken on the journey to the event.

I could recognise the car as a Ferrari but who, when and where left me a bit mystified. I posted the picture on my Facebook page I had a feeling someone might be able to point me in the right direction. It turns out to be John Surtees in a V12 engined Ferrari taking part in a non-championship Formula One race at Siracusa in Sicily on the 1st May 1966. The name Siracusa is sometimes seen as Syracuse.

With this information I was able to find a report from the June 1966 Motor Sport magazine which is reprinted here.

This race was the first under revised Formula One



15th Grand Prix of Siracusa

Ferrari has a Try-out—and Wins

SIRACUSA, SICILY, May 1st.

UNLIKE certain British racing circuits, the Ente Autonomo Circuito Siracusa was undeterred as putting on the first Grand Prix in Europe for the new Formula One and ran their traditional 56-lap (308 kilometres) race, inviting an entry of 14 cars.

Ferrari sent John Surtees with the new 3-litre V12-cylinder car and Lorenzo Bandini with the car built for the last Tasman series, but which did not go due to Surtees being in hospital. This was one of last year's G.P. cars fitted with a 2.4-litre Dino V6 engine from the G.P. Formula of 1954-60, as used in the last of the front-engined cars. It was brought up to date with Lucas fuel injection, but was otherwise like the old Dino 246. The Rob Walker/Jack Durlacher team entered Joseph Siffert with their brand new Cooper-Maserati V12 and loaned the Brabham-B.R.M. V8 that Siffert drove last to Joakim Bonnier, but with a 2-litre version of the Bourne engine. Frenchman Guy Ligier had the second brand new Cooper-Maserati V12 to be delivered to a private owner. Jack Brabham entered himself with the Repco V8-engined car and Denis Hulme with a 2.7-litre Coventry-Climax 4-cylinder-engined car, while a similar engine was fitted in one of the Parnell Lotus cars of last year for Paul Hawkins to drive. Parnell's other Lotus was fitted with a 2-litre B.R.M. V8 engine and should have been driven by Mike Spence, but his foot injury received in the Formula Two race in Barcelona kept him away, so David Hobbs took his place. Bob Anderson had the Tasman-type Brabham chassis with 2.7-litre Coventry-Climax 4-cylinder engine that he built for the South African races last winter, and Vic Wilson was driving the newly acquired 1965 B.R.M. with 2-litre late-type engine, owned by Team Chamaco-Collect. Roberto Businello should have been there with the car built by Alf Francis, consisting of a 1965 works Cooper chassis, suitably altered, using a 3-litre A.T.S. sports V8 engine, but he did not turn up. To complete the list were Andre Wicky with an old Cooper chassis powered by an early 2-litre B.R.M. V8 engine, and Giancarlo Baghetti who had been loaned an ex-works Lotus 33-Climax V8, the one driven by Spence last season.

Brabham and Hulme were driving in the Tourist Trophy on the Saturday of Siracusa week-end, so they arranged to practise on Sunday morning, after flying to Sicily through the night. Wilson's B.R.M. was late in arriving and he had a little bother with it in the paddock, so missed the final practice, and joined Brabham and Hulme on Sunday morning, their times not counting towards the starting grid. In the Friday practice Anderson had a piston break before he got going properly and, having no spares, he had no alternative but to pack up and go home. Baghetti was not much better off for he spun and hit a wall backwards, bending the monocoque chassis and wrecking the gearbox. This was an entry by Bonnier's new Anglo-Swiss Racing Team and though they bodged the car together and it took its place on the grid, it was only to make up the numbers.

There being no serious opposition the Ferrari team used the occasion to do some experimenting with their V12-engined car, and Surtees had no trouble in knocking seconds off the old 1½-litre lap record, his best time being 1 min. 42.3 sec., as against the 1 min. 46.0 sec. of the old record of Jim Clark. Had he been pressed he could have got down to 1 min. 40 sec., but as it was his lap average was 193.548 k.p.h. (approx. 120 m.p.h.), thus giving them some useful high-speed experience, for the Siracusa circuit has three slow corners in its lap length. Having moved the high-pressure fuel pump from on top of the engine to behind the gearbox, in order to mount the alternator on top of the engine, a little trouble was experienced with overheating when the car was standing at the pits after being run.

The new Cooper-Maserati cars showed good promise, though Siffert was thwarted from having a last-minute attempt to set some really fast laps when the last six gallons of fuel refused to be sucked out of the rubber tanks. Ligier hit a wall and bent his front right-hand suspension, but luckily the Walker team had a spare wishbone and helped him out. It was thought that the rear tube of the wishbone was flexing under heavy braking, so the Walker car had all the chrome stripped off and a bracing rib brazed along each side of the tube. At one point in the Saturday practice session the track was completely empty as everyone was either in trouble or making some alterations, but the lull was only temporary.

STARTING GRID

| | | |
|---|---|--|
| 2 J. Siffert (Cooper-Maserati V12 3-litre) 1 min. 44.2 sec. | 14 L. Bandini (Ferrari Dino 246 2.4-litre) 1 min. 43.9 sec. | 26 J. Surtees (Ferrari V12 3-litre) 1 min. 42.3 sec. |
| 26 G. Ligier (Cooper-Maserati V12 3-litre) 1 min. 48.4 sec. | 24 J. Bonnier (Brabham-B.R.M. V8 2-litre) 1 min. 46.4 sec. | 6 P. Hawkins (Lotus 25-Climax 4-cyl. 2.7-litre) 1 min. 49.5 sec. |
| 18 G. Baghetti (Lotus 33-Climax V8 1½-litre) 2 min. 01.8 sec. | 16 D. Hobbs (Lotus 25-B.R.M. V8 2-litre) 1 min. 51.4 sec. | 8 A. Wicky (Cooper-B.R.M. V8 2-litre) 2 min. 19.7 sec. |
| 12 J. Brabham (Brabham-Repco V8 3-litre) No time | 4 D. Hulme (Brabham-Climax 4-cyl. 2.7-litre) No time | 28 V. Wilson (B.R.M. V8 2-litre) No time |

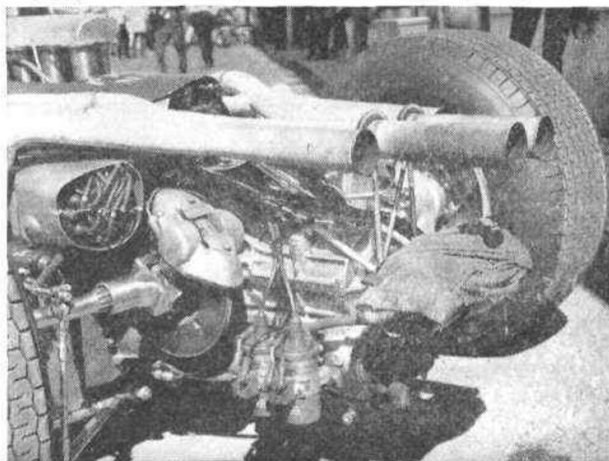
Non-starters : R. Anderson (Brabham-Climax 4-cyl. 2.7-litre).
R. Businello (Cooper-A.T.S. V8 3-litre).

Sunday was not only May 1st, a national holiday, but also the day of the patron saint of Siracusa, and consequently a vast crowd turned out and overflowed from the enclosures into prohibited areas and over the circuit itself. It was blazing hot and the twelve starters had to be held on the dummy-grid for nearly three-quarters of an hour while police and officials tried in vain to clear the far side of the track. Unlike a British circuit where the commentator keeps up a continuous chatter, the Siracusa commentator said nothing at all, so that many people had no idea of the reason for the long delay. When the start was given neither Surtees nor Siffert had got their 12-cylinder engines running really cleanly, and it was Bandini who leapt into the lead and stayed there for three laps, until Surtees got the 3-litre Ferrari really working on all its cylinders and plugs, and he then stormed into the lead and was never challenged again. Siffert's engine never did clear its plugs and he had to stop on the ninth lap to have some changed. He was in again on lap 14 and on lap 18 having plugs changed, by which time he was right out of the running. There was no real trouble, it was just that the engine got over-rich on the line and would not clear itself. When it did fire on all 24 plugs he did three laps and then a drive-shaft broke! Ligier's Maserati engine went on to one bank of cylinders, and after changing all 12 plugs his mechanic found the main ignition pick-up lead for that bank was not making contact. Curing this solved the trouble and the car then ran faultlessly to the end of the race.

The Brabham team were in dire trouble, for after rushing from the back of the grid into third place on the opening lap, Jack Brabham's Repco engine went all rough and died on him. He pushed it back to the pits and after a long investigation he found that the Lucas fuel injection metering unit had "gone crook" and was leaking fuel out of everywhere. A nice little race started to develop between Bonnier, Hawkins, Hulme and Hobbs, but it did not last long for Hulme's Climax engine had piston trouble, Bonnier stopped at his pit to complain that the whole car was vibrating, but carried on anyway, and Hawkins got away from Hobbs.

Continued on page 532

COOLING.—The Lucas high-pressure pump on the 3-litre Ferrari was suffering from heat from the gearbox, when standing in the pits. For race day it had an aluminium shield around it and was covered in water-soaked rags before the start to prevent any risk of vapourisation. Note the two ignition coils on the side of the gearbox.



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regulations John Surtees was given a new Ferrari 3 litre V12 for the race and his team mate Lorenzo Bandini a 2.4 litre V6 built for previous years Tasman races. As you will read, Ferrari used the race to experiment with the setup etc, and the car qualified on pole position for the race with Bandini alongside side. Making up the front row of the grid was Jo Siffert in a Cooper Maserati. The race attracted only 12 starters and at the end of the race some 56 laps and 192 miles later it was down to 12 finishers.

Robert



GRAND PRIX OF SIRACUSA—continued from page 530

At 10 laps there were only eight cars left running, for Baghetti had been wheeled off the starting line and Wicky's car would not start, and of the eight only seven were running, for Ligier was still having his trouble sorted out. Wilson had stopped briefly to check his oil pressure and was going well, ahead of Bonnier and keeping Hobbs in sight. The two Ferraris had no bother keeping the first two places and reeled off the laps, not exactly in close company, but on the same lap. The Parnell cars ran fourth and fifth ahead of Wilson's B.R.M., and Bonnier brought up the rear, Ligier being many laps behind. Hawkins' engine began to lose its tune and when his gearbox stuck in 4th gear he pulled into the pits, to find an oil scavenge pipe from the engine had broken and he was pumping all his oil out into the atmosphere, so that was that.

A wildly enthusiastic crowd cheered the Ferrari victory and then poured all over the circuit. The tail-enders had a job getting back to the pits, but the sun had shone brilliantly, it had been a national holiday, and Ferrari had won the first European Grand Prix for the new Formula, so everyone was happy, or seemed so. While not being an exciting race it was interesting for it showed the true value of the Italian opposition, Surtees won for the second time, which no-one has done before, there were new race average and lap records, and the third and fourth drivers were having their first go at a Grand Prix race. An historic day.—D. S. J.

Results:

XV SIRACUSA G.P.—Formula One—56 laps—308 kilometres—Very hot

| | |
|--|--|
| 1st : J. Surtees (Ferrari V12) (Entrant : SEFAC Ferrari) | 1 hr. 40 min. 08.3 sec.— 184.535 k.p.h. |
| 2nd : L. Bandini (Ferrari V6) (Entrant : SEFAC Ferrari) | 1 hr. 40 min. 32.9 sec |
| 3rd : D. Hobbs (Lotus 25-B.R.M. V8) (Entrant : Parnell Racing) | 54 laps |
| 4th : V. Wilson (B.R.M. V8) (Entrant : Team Chamaco-Collect) | 53 laps |
| 5th : J. Bonnier (Brabham-B.R.M. V8) (Entrant : Team Walker) | 52 laps |
| 6th : G. Ligier (Cooper-Maserati) (Entrant : Driver) | 39 laps (outside time limit) |
| Fastest lap : J. Surtees (Ferrari V12), on lap 37, in 1 min. 43.4 sec.— 191.489 k.p.h. | |
| Retired : A. Wicky (Cooper-B.R.M. V8), lap 1, battery; G. Baghetti (Lotus 33-Climax V8), lap 1, gearbox; J. Brabham (Brabham-Repco V8), lap 2, injection unit; D. Hulme (Brabham-Climax 4-cyl.), lap 8, engine; J. Siffert (Cooper-Maserati V12), lap 21, drive shaft; P. Hawkins (Lotus-Climax 4), lap 36, oil pipe and gearbox. | |

12 starters — 6 finishers.



These two pictures are from the same period and I am guessing they were taken on the trip to Siracusa.

Reprints

This time we go back to the November 1985 and a series of reports on The Dimanche Tour

(13th October 1985) Tim Morgan recounts the event from the left hand seat, David de Garis looks at the event with the Organiser's hat on and Robert Clayson reports from deep in the forests.

From the Left-hand seat

6.30am the alarm goes off. Jump up and look out of the window – frost and fog. Thinking ‘What have I let myself in for?’ Have a good breakfast and leave for John's place at 7.30 or thereabouts.

The front door opened. Soon afterwards a walk down the garden and the car is still there. Sort out a few parts and things in the garage and wipe down the windows of the car. Engine started and after 8am off to the noise check at the British Car Auctions car park in Farnborough. John seemed worried by the reading but when it was explained all was OK. Then off to the Lakeside Country Club for scrutineering. On arrival, we were put in a queue for scrutineering without checking over the car. All seemed to be going well with a comment about the three helmets on the roof. Then the lights would not dip but with the engine on all was OK. Park up the car and then inside to get signed on and get the road book. Once plotted with nerves, we had to wait for our start time to come up.

Once started on the road to Warren Heath SS1 the first of the problems started with a long tail back on the A30 to Blackbushe Market. So a quick turn round and out to Eversley, finally arriving at SS1. I start wondering what I had let myself in for. Helmet on, strapped in. 5-4-3-2-1....GO and we were off. No real problems except I was not shouting loud enough. I could not believe my eyes when at junction 12 a squirrel ran out in front of us. Not to worry though, as we slowed down for it or was it the brow of the hill? Then the finish flag dropped. What a relief, onto SS2. No sooner had we started than the finish had appeared. Back into the traffic and onto Yateley SS3. Nice to see the Guildford marshals. 5-4-3-2-1... GO. Down what seemed to be fairly straight road then 90 right. I could not believe it. We seemed to go wide and the next thing I realised the car was leaving its wheels and trying the bodywork for less friction but a bank and some bushes got in the way and we landed back on the wheels again. What we did not, or I did not, realise was that that corner was being marshalled by Steve and that Shirley was about to take a photo. So John starts the car and we pull away but we have two punctures. A great help when only one spare wheel is carried. As luck would have it another competitor had blown his engine so I borrowed his wheel and off round the stage we went again with a few comments at the finish about the time taken. The next two stages were interesting as neither front wheel pointed in the same direction. In the meantime Shirley had gone back to the service area to warn Mike and Co. about the damage and that a wheel change was required.

Finally we got back to the service area to discover that the track control arm was bent like a banana. It was changed and we were in lateness so the next few stages and road links were

done as quickly as possible but the car was not right as far as the steering went. Next time into servicing it was sorted. Well done chaps!!

We left the service area again for the last time. The next two stages went well but Yateley proved to be a problem again as the junction before the other 'mishap' we cut the corner only to be stopped by bushes and small trees. I could not believe it – the navigator's side again! But we finished.

Special thanks to John for the offer and to Shirley for letting me take her place - I can see why now – and to the service crew who had a lot to do!

Tim

The Organisers View

By June it was clear that we would not have a sponsor this year. Could we do without? Three months of nail biting and budget pruning ended on the 13th October with a very definite yes. Both Guildford and Farnborough clubs can feel well pleased with a rally that earned them a number of compliments. This year Dave Walton joined the team replacing Henry Greenwood as secretary bringing with him some fresh thinking and a stronger FDMC presence which provided all the equipment and a scrutineering team which won praise from the RAC scrutineer.

Our start and finish venue at Lakeside Country Club proved ideal, being central to the rally and far more pleasant than the one used previously, our thanks go to Bob Potter for allowing us to use it.

The rally consisted of three circuits of five, five and four stages totalling 40 miles with Fleet services as the service area at the end of the first two circuits. The compact area used and Lakeside's requirement that we did not return before 4pm allowed a late start at 10am which was welcome. Fortunately we were running '00' and '0' cars as stage one saw the demise of the '0' Datsun with terminal mechanical trouble. The Sierra 4X4 provided by Solomons of Camberley at '00' crewed by Ian Solomons and Pat Delaney took over the '0' spot and reliably filled it for the rest of the day.

Seventy three competitors left Lakeside to run into traffic trouble before reaching the stages. We have never had any real bother with the Sunday Market before but this was the exception, A30 jammed in both directions and a queue on the Reading road blocking up stages 1 and 2 leading to competitors being OTL at the services. Of necessity lateness was cancelled and by the smart work of Julian's marshal crew we restarted 10 minutes late but a broken car in a dangerous place on stage 8, Minley 2, caused 42 minutes delay. Again tightening up at service 2 led to 57 cars finishing at Lakeside 30 minutes down.

Our forestry stages were in unusually fine condition and Warren at over 5 miles was particularly enjoyable. The extended Minley at two and a half miles was new and very fast. Even with very

careful selection on Hawley it is almost impossible to approach the road quality to the other venues but Dave's negotiations with the PSA produced a fair stage with only a modest amount of roughish going.

Mark Pedingham's results team must be the best in the south, who needs a computer when the first 40 results are on display long before the last car arrived? Detailed results are recorded elsewhere in the Bulletin and I close by thanking all of the organising team for their efforts in the weeks leading up to the rally and on the day. The standard achieved was very good. Many thanks also to all our marshals and supporting clubs on stage and elsewhere for their vital contribution.

David - Clerk of the Course

From the Forest!

It seemed like only last month that we had finished dealing with the 1984 Dimanche Tour and I was helping as equipment officer. When I received a phonecall 'Hello Rob, as Mark is going to be Chief Marshal, we need a Stage Commander- you are that person'. Or words to that effect, there was no choice - yes or no didn't come into it.

So in real terms this meant that at least 2 months before the event I had to start twisting peoples' arms to 'volunteer' to marshal. The situation was not helped by the fact that the event being organised by GMC and FDMC meant that a number of our regular marshalling team were assisting in the actual organising of the event reducing the number of bodies available to marshal our stage, Yateley.

Arms duly twisted, I waited with baited breath to see who turned up on Sunday morning.

Work on the event started in earnest on the Saturday morning. At 8.30am Alan appeared at the front door, we then headed to the meeting point in Farnborough. There we met David, Dave, Mark, Andrew, Henry and Jules and loaded up the van loaned from Camberley Auto Factors, eventually we departed towards Warren Heath to set that stage up. This felt as though it took a long time as each crew did a junction. As we got towards the end of the stage the equipment van with Henry and Mark headed to Eversley whilst the rest completed setting up Warren Heath.

The object was to finish the stages together and to head towards the Crown and Cushion for a bite to eat. As it was Jules and I arrived before everyone else (quick workers these two – typist).

With the eating and drinking over, it was onto Yateley, this would take sometime to arrow as it was to be turned around after the second run. Having dropped off all the necessary arrows and stakes the equipment van and Mark again went off to arrow Minley and we were left to finish off Yateley. On completing this we headed in the direction of Hawley. This was the final stage to be prepared. I went through the stage with the equipment van dropping stakes and arrows. When we reached the end we started doing some more staking, the rest of the crew arrived on the

scene having worked their way through the stage. Having completed this we headed back to Farnborough to restock the van ready for the Big Day.

Sunday started early. I arrived at the stage at 7.30 am to hear the sound of a Ford engine Viva running through the stage. A little while after Alan arrived we went through the stage having set up the start to establish the finish control. Returning to the start a band of worthy GMC marshals greeted me. Entry lists were distributed following signing on. Mike and I then drove through the stage depositing marshals at their corners. One final run through then we waited for the competing cars – Colin Short arrived first.

The first run through caused problems for several crews – nothing too serious. That run having been competed we were ready for the second run – again no problems. After this run the stage was to be turned around. Delays on other stages gave us a certain amount of grace to complete the job.

The third run gave several competitors some problems just after the start – again no real problems though.

Once the stage was finally closed it was run through and pick up the stakes and arrows and clear the 'blocking'. At the finish a dog-eared but nevertheless still worthy band prepared the equipment for collection. When Henry arrived it was loaded straight into the van and we headed to the finish only to arrive after the bar was closed!

Finally I would like to thank all the marshals for coming hoping that you enjoyed yourselves on this really sunny day. In particular, Steve Jacket for coming up from Kent, Mike Waldock and Alan Large for their efforts on both Saturday and Sunday – see you in 1987.

Robert

As with all good Rally Reports - The Results!

| | | |
|-----|---------------------------------|--------|
| 1st | Colin Short / Gary Champion | Escort |
| 2nd | Richard Ive / Tony Watson | Escort |
| 3rd | James Kingswell / Wreford Piper | Escort |
| 4th | Paul Burch / Robin Warman | Talbot |
| 5th | Rod Menzies / Phil Stanaway | Toyota |
| 6th | Stewart Palmer / Sheila Palmer | TR7 V8 |

Tongham Tales part 9 – These boots are made for walking.

I don't know about the rest of you, but I've found this third lockdown particularly troublesome.

Having done very little since mid-December, and, due to shielding, our release date not being until 31st March at the earliest, I needed something to occupy myself with.

To pass the time I drew up a motoring themed prize crossword for the club members to solve. It would seem no one likes crosswords much. I didn't get a single response, so I drunk the prize.

I've also decided to walk a bit, and to give me added impetus, I signed up for the Cancer Research UK 'Walk All Over Cancer' fund raiser. All I've got to do is to walk a minimum of 10,000 steps each day during March. 10K steps is straightforward enough, but EVERY DAY??? That's why the internal combustion engine and wheels were invented.

A good many of us know of someone who has or is battling cancer, and there are some really quite clever people coming up with cures. But they need funding to make those cures continue to happen. If you'd like to help by making a donation, no matter how much, please visit my just giving page - [Mark's Walk All Over Cancer Fundraising Page | Cancer Research UK Giving Pages](#)

All being well, my last day of walking will coincide with us exiting lockdown – think I'll go for a drive to celebrate – unless my feet are so swollen that I can't operate the pedals.

I got a phone call from the Mazda dealer the other day. It would appear that the driveway ornament is due its first service. I did point out that having picked it up on the day before lockdown #1, it has spent most of its time (8 months of the year) stationary at home. Predictably, the service assistant maintained that it must be serviced as per their schedule or the warranty would be void. I did get them to agree an extension to the warranty. So that's some small victory, I suppose.

I've been looking at getting a more useable vehicle for when I work on the canal. We have to get down some superb narrow whites, but they tend to be really overgrown and scratch the sides of the car. I'm thinking of an early Land Rover Defender 90. I was hoping that the prices would come down a bit when the new Defender was announced last year, but it's so similar to a Range Rover/Disco that the AWD boys are sticking with the old models, and high demand = high prices.



The furthest this is going off-road is when it mounts the kerb outside Harrods.

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That said, if anyone knows of a 1980's Defender 90 with a 3.5 V8 lump in it – give me a shout.

Good old Boris has dangled a bit of carrot in front of us all with his roadmap to freedom. Not quite as unequivocal as a proper 1:50,000 O/S map and I'm certain there will be more than one

LWRNAM ▲ in his navigation. As long as there's a pub at the finish.

Summers coming, so do stay safe.

Mark

Oh, and just in case you're wondering, here's the Feb 2021 crossword solution.

Across.

7. FUEL INJECTION, 8. ECLAT, 11. DALES, 13. SAG, 15. TT, 16. FAN, 17. ACECA, 18. FUEGO, 19. MIG, 20. SS, 23. TCA, 25. RATIO, 28. BRIAN, 30. SUNBEAM ALPINE.

Down.

1. EFFECT, 2. CELL, 3. FIAT, 4. UJ, 5. ACID, 6. HILL, 7. GNASH, 9. ALFIERI, 10. KA, 12. AVENGER, 13. SNOOT, 14. GAMMA, 21. SANDER, 22. GRASS, 24. CC, 26. TONY, 27. OPEL, 28. BELT, 29. ISIS, 31. MG.

Guess the location!



This time pictures of a repair to the rear axle of a Czechoslovakian registered Amilcar which was taking part in Rolls Royce tour of the UK in 1967.



GMC - Goodies

The following GMC Goodies are available from Mark Feeney, just phone him or speak to him at Clubnights

| | |
|--------------------------------|---------------|
| Car Badges (Enamel) | £30.00 |
| Windscreen Sticker | £1.50 |
| Club Badge (Self Adhesive) | £1.00 |
| GMC Leather Key Ring | £1.50 |
| GMC Mugs | £2.00 |
| GMC Polo Shirts (White) | £15.00 |
| GMC Sweat Shirts (Green) | £20.00 |
| Romers, Clear or White plastic | £6.00 |
| GMC Ice Scrapers | £2.00 |
| GMC Pens | 3 for a £1.00 |

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email: intune@guildfordmotorclub.org.uk

GMC - Membership Fees

| | |
|--|--------|
| Full Membership | £15.00 |
| Family Membership | £20.00 |
| Associate Membership | £2.50 |
| Pro-rata Membership for new members joining after 1st July | |
| Full Membership | £7.50 |
| Family Membership | £10.00 |

Website and Social Media

Website:

www.guildfordmotorclub.org.uk

facebook:

www.facebook.com/guildfordmotorclub

instagram:

<https://www.instagram.com/guildfordmotorclub>

Hamish Roscoe's YouTube channel is [here](#).

Zoom - Club and Pubnights.

Club Night *second Tuesday* from 8pm
Meeting ID. - [Click Here](#)

Here is the id and passcode if you really want them

Meeting ID: 876 9661 0105
Passcode: 515547

Pub Night *fourth Tuesday* from 8pm
meeting ID. - [Click Here](#)

Here is the id and passcode if you really want them

Meeting ID: 875 2211 6536
Passcode: 101665

The links and details are also on the [website](#).