



# In Tune



## GUILDFORD MOTOR CLUB

Founded 1953



Recognised  
Club

## Editorial

Welcome to the April 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 another slightly slimmer edition of the magazine. Highlights again this month are yet more Tongham Tales from Mark. We have some pictures from a visit the club made to the Tyrrell Formula One workshops in 1984. Out and About continues with a selection of archive pictures from Robert. We have reproduced two more articles from a past edition of the magazine 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!

And finally, welcome to new member Vijay Venoo Thampy.

Stay Safe

*Annette & Robert Clayson*



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Club**

## Social Calendar

### April

20th Committee Meeting

### Zoom Club and Pubnights

13th Clubnight

27th 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

### April

16th Basingstoke MC - Marksman 12 car

30th Southsea MC - 12 car

### 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.



## FINAL REMINDER

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 1

In the January edition I reprinted some pictures from the Great Auclum Hill climb, continued scanning has revealed some more this time from July 1971.



## Reprints

Our reprints this time around come from the April 1994 edition. Steve Cole writes about the Kent Rally and Douglas Gordon reports on Marshalling with a cookery flavour!

### *The Kent Rally, 1994 by Steve Cole*

This year's Kent Rally, run on maps 188 and 178, was a round of 3 championships and therefore attracted a good quality entry, although that did not stop the organisers seeding us at 3 behind last year's winners Ward and Hughes at car 1 and Andy Juniper and Dean Taylor at car 2. Andy and Dean had already scored maximum points on both previous rounds of the 94 ACSMC championship. Vic Quayle and Craig Downer were on the entry list but as they did not start we were the only GMC crew competing. As Gavin and Steve had finished 4th on this event last year we felt we had to get a good result to maintain the reputation of GMC.

I had done the Kent rally once before, with Henry, when it was one of the last of the old-style road rallies, but even then it had used a plot-and-bash format. The navigation this time was fairly tough right from the start, after a regularity section had taken crews from the start onto the yellows. The 3rd handout caused some confusion; what looked like a straightforward herringbone did not seem to fit the roads very well and we had to guess the route that gave the best fit, and this used a couple of reds. We were surprised to see Andy and Dean stopped to plot and then more surprised at the route they took at the next junction. We were right and they dropped 7 minutes (which lost them the event).

The navigation gradually became easier which was just as well as Bob had not been feeling too good from the start, and the bumpy Kent lanes were unlikely to improve things. We managed to make everything work, but some handouts seemed to just finish, with no indication given of the position of the next control.

There was also a lack of code boards on some of the loops, leaving no means of checking whether the correct route had been used, but these are minor quibbles on what was otherwise a good event.

We were clean until a section using coded MR's caused us to drop a minute, but this was later scrubbed when an irate resident (with shotgun) blocked the road for the later runners. The navigation for the last section before petrol was by compass bearings and we passed car 1 while he was still plotting; he dropped a minute and we were the first car to reach halfway.

The second half started much as the first had finished, with relatively straightforward navigation that usually saw us waiting a minute or so at the TC for our time, although on one section we caught car 1 and followed him into the control. Andy and Dean arrived later having been confused by the route, but even so they were still (just) clean. Soon after that we caught them on a section and followed them to the control where they just made it in on their minute; we were right behind but by the time we entered the control the clock had moved on to the next minute, showing how close they were to dropping time.

Then came the inevitable map references. Bob plotted these quickly enough but the position of the marshal confused him and we spent several minutes trying various routes before deciding on the correct one. The end control was on a rough yellow (actually marked with “Unsuitable for Motors” signs), and we estimated that we would be about 7 minutes late, only to find that there was no marshal, so by getting a move on we were able to recover some of this time on the next section and only ended up dropping 3 minutes. This took some doing as the section in question used half of the “Unsuitable for Motors” road, a white (short and not too rough) and a short stretch of yellow that was definitely rougher. We initially overshot the turning into this yellow as it looked like a farm track. For some reason this section caught out nearly everyone as only Andy and Dean cleaned it.

We avoided dropping further time in spite of some rather unpleasant roads with numerous junctions. By the finish I was knackered; it had been a long, tough event with very little let-up and no non-competitive sections in the 150 mile route.

The navigation was often testing and that, together with the nature of the roads, made for an event that was hard work for both driver and navigator. Initially the organisers dropped all penalties for the section where we had lost 3 minutes (due to the missing marshal at the start) which left us clean for the event, 3 minutes ahead of Mike Biss, but after some consideration they reinstated these times (including our 3 minutes) but as Biss had dropped a minute at the same control, we were still 1 minute clear. This was a very satisfying win against good opposition, especially as Bob had not felt well all night

Peter Cook and Paul Watts of MCAC, who may be familiar to some people as they both compete on, and organise scatters, were running as novices on this event and finished 2nd in class, after collecting 15 fails and dropping 44 minutes.

Steve

## *Delia Smith's Winter Collection by Douglas Gordon*

According to the best seller lists in the Sunday Times, the only reference books the Great British Public are buying are cookery, dieting and driving books: ‘Eat YourGreens’, ‘Delia Smith’s Cookery Course’, ‘Delia Smith’s Summer Collection’, ‘Food Combining for Health’, ‘Food Combining Diet’, ‘Lean Revolution’; ‘Driving Manual, Your Driving Test’. Otherwise the only spanner in the works is the National Garden Scheme’s Yellow Book. Consequently this article must appeal to someone! Saturday 26th February 1994: The Winter Rally (formerly known as the Mazda) is taking place with the usual demand for marshals from Steve Cole and the usual weather forecast of rain/wind/snow from the Met. Office.

My previous experience of the Mazda Rally seemed to consist of turning up at the “absolute latest” possible time, hanging around for 3 hours waiting for something to happen whilst watching the weather change from bright sunshine to an absolute downpour, then finally seeing a few cars come round before piling back into the car to dry out on the way home. Since this year’s rally was to be an all-day event, catching pneumonia looked very probable!

Saturday, however, dawned clear and fine. There was a temporary logistical difficulty when our “full” Golf from Godalming arrived at Farnham for off-loading an already “full” Carlton but we were soon able to rush down the A31/M3 towards the New Forest, and despite me having to navigate, we found the start location first time!

Steve posted us to some distant point of the course, together with Bob and Jules, and after a brief reconnaissance mission, we were able to get on with the main event - morning coffee. An uneventful morning's stage followed, a few organisers came round to reset the course and we were able to get on with the main event - lunch. Chilli for 3: minced beef, onions, ginger, seasoning, tomatoes, kidney beans, tomato puree, lots of rice, Tortilla chips (from Medomsley Road, Consett). Xmas pudding for 6: Roux Brothers secret recipe, double cream. An uneventful afternoon's stage followed, a few organisers came round to reset the course and we were able to get on with the main event - afternoon tea. Pancakes for lots: flour, milk, egg, salt, sugar and lemon to taste and eaten to the sound of Sport on Five in the late afternoon sunshine. It was a little surprising that the radio announced that the rain/wind/snow normally associated with the (Mazda) Winter Rally was 300 miles to the north, wiping out the football fixtures north of the River Tyne.

An uneventful evening's stage followed, a few organisers came round to clear the course and we were able to troop off to the finish, desperately trying to raise some interest (and entries) amongst GMC members for the Printemps before heading back to the M27/M3/A31 which we found first time, despite me having to navigate!

I haven't mentioned dieting so far, but the weather and cooking was so good that we failed to eat the emergency chocolate rations - I wonder if there will be any left on Printemps night?

*Douglas*

## Secrets of the Transport Museum - starts 30th March

**On the Yesterday Channel** for 10 weeks - Brooklands Museum is home to the world's most important pieces of motorsport and aviation history. From the first purpose-built racing circuit and the cars that broke land-speed records on it, to an extraordinary collection of aircrafts highlighting aeronautical innovation - this place has it all. But it's a constant battle to keep the engines humming and the rotors turning on these priceless pieces of engineering. Every day, a team of volunteer mechanics and restorers are on hand to save these precious vehicles from the ravages of time. Follow the Brooklands volunteers and staff as they mend, maintain and restore the most extraordinary historic motors and aeroplanes in the world.



Yesterday is available on: Freeview-26, Sky-155, Virginmedia-129, Youview-26, Freesat-159, BT-26 and Talktalk-26



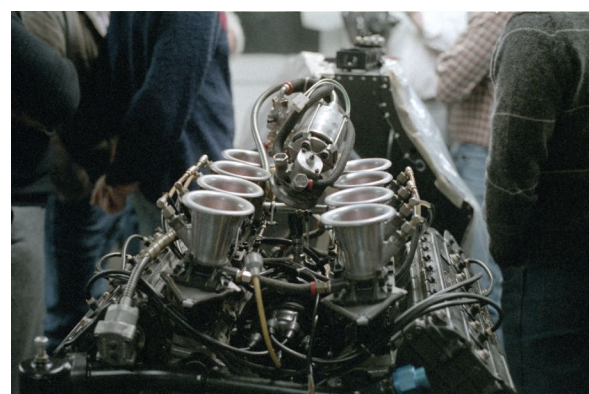
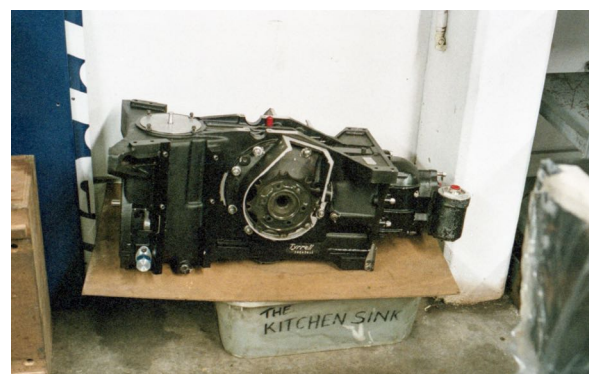
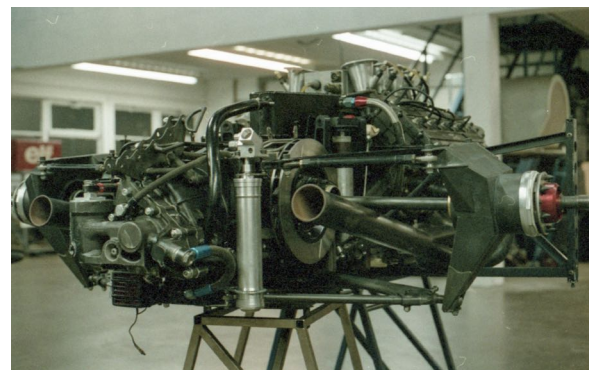
## Revisited ... The Tyrrell Formula One Workshops at Ockham

As I have come across these in my scanning exploits I thought they were worth sharing with you. We visited the Tyrrell Formula One workshops at Ockham in 1984. The visit would have been probably during April that year.

For 1984, the sponsor was Systime Computers Ltd, a Leeds-based company that manufactured minicomputers. Whilst 1983 driver Michele Alboreto moved on to Ferrari and was replaced by Martin Brundle and Stefan Bellof filled the other seat. The 012 model was further developed with smaller sidepods and a larger rear wing to increase downforce.

A newer version of the DFV, dubbed the DFY was provided to the team by Ford. Tyrrell were now the only one of the established teams to use the venerable engine. Both Brundle and Bellof drove impressed in their rookie seasons in F1, achieving solid placings and a podium place each, but after Brundle's second place in the Detroit Grand Prix the cars were disqualified by the FIA for various rule infringements and the team were excluded from the championship.

*Robert*





## Tongham Tales part 10 – ..... and that's just what they'll do. \*

As I said in part 9 – these boots are made for walking, and sure enough, I've been wandering round the area each day of March, raising money for Cancer Research UK by walking 10,000 steps every day. My original target was to raise £150, but thanks to the generosity of friends and family, and the government's 25% gift aid contribution, I'm well over £2000. (as of 24<sup>th</sup> March).

I also said it would be straightforward – well, it isn't. After the first couple of days, I started getting a really painful right heel. Turns out, it's something called Plantar Fasciitis, and it's a real nuisance. Stretching and rest are the recommended solutions, but rest is out of the question. So, stretching and Ibuprofen it is. Double socks and a padded insole help as well.

I had no idea how far 10,000 steps were and had to do two walks on day 1 to reach my goal.

On day 2, I nailed it in one walk. I picked a route that took me through the village, past the brewery and up onto the original stretch of the A31. I knew there was a track down into Seale, but as it's gated, I'd never driven it. An ideal opportunity to see where it went. Walking alongside the A31 wasn't much fun as there's no real footpath, but I could get along the grass bank quite safely. It turns out that the lane is called Wood Lane and goes past a huge chalk quarry, once used for the production of quicklime, it is now a nature reserve.

I was quite taken with the somewhat extravagant back gate to one of the houses –

Back home via Sandy Cross and Thundery Hill and I'd got almost 13,000 steps recorded.

A few days later, I walked out Seale via the North Downs Way. I was staggered by the 60cm(2ft) depth of the furrows that had been ploughed in one of the Hampton Estate fields and will have to go back in the summer to see what they've planted. Possibly, very big potatoes. Along the way, I spotted another garden gate



You know you're in Surrey when even the garden gate is embellished with an Elephant. Shame the rest of the fence was not up to scratch.

of note. Whilst this one didn't have an Elephant guarding it, it was an altogether more impressive erection. No fence to worry about here. The brick and flint wall will keep any prying eyes from gazing in on the manor house behind it.

Until now, and for the next couple of days, I've had to walk from the front door, so am getting a bit short of new places to visit. Come the 29<sup>th</sup>, I'll be able to get a bit further afield and have



some new garden gates to spot.

The good news is that following a visit to my sports injury therapist, the PF is now significantly better, so I might even start to enjoy the last few days of the challenge.

I've just had an email come in saying that across the UK £6.8 million has been raised by the Walk all Over Cancer campaign. I think everyone who has donated to my meagre effort should give themselves a pat on the back.



A magnificent erection on the North Downs Way.

There's still a week to go, so if you haven't yet donated, and you can, here's the link to my just giving page –

[Mark's Walk All Over Cancer Fundraising Page | Cancer Research UK Giving Pages](#)

Maybe we can help get to the £7 million.

Last month I mentioned that I was looking at getting hold of an early model Land Rover 90 or Defender, for weekly use on the canal. Well, I've had to have a change of plan. They're attracting silly money at the moment and £3k plus for a restoration job, or £6k plus for something that's jacked up 4 feet off the ground is not my idea of good value.

Not only that, but having read a few magazines on the subject, it would appear that I'd have to get a baseball cap and say 'Awesome', 'Mega' and 'Brill' at every opportunity.

So, still wanting to get a 4WD for my weekly trips into the Surrey and Sussex countryside, I'm now looking at a Discovery 2. It seems they are less prone to body rot than the earlier model and don't have the technical gremlins of the Disco 3. It would also come in handy when we're allowed out marshalling again – I'm thinking a wet Forest of Dean or Mid-Wales in November.

Stay safe.

*Mark.*

\* - Look at the title of Tongham Tales part 9. This is a reference to a Nancy Sinatra song from the 1960's. (Ask your parents!)

## Out and About - in retrospect - 2



We are not sure of this event and when it took place but it is definitely local. However, the two pictures above show GMC member Mike Hawes in his Escort. In the navigators seat is Brenda Palmer, wife of Mike's normal navigator Bert. Bert was also President of the Club for a long while.





We feature a selection of pictures from at Vintage Sports Car Club meeting at Silverstone in June 1976.



## 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

## GMC - Contact Details

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## 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](http://www.guildfordmotorclub.org.uk)

facebook:

[www.facebook.com/guildfordmotorclub](https://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](#).