

June 2021



In Tune



GUILDFORD MOTOR CLUB

Founded 1953



Recognised
Club

Editorial

Welcome to the June edition of the magazine.

Highlights again this month are yet more 'Tongham Tales' from Mark. Out and About continues with a selection of pictures from Robert which he has taken over the last weeks and an interesting selection from a few years ago. We have reproduced three more articles from a past edition of the magazine and of course we continue to publish yet more pictures from the slide collection.

Competition activity continues, which is good news even as we enter the usual summer lull. Regulations and Entry forms for the David Roscoe Memorial Dimanche Tour on the 26th September will be available soon. With this year's event and route has been arranged to be Covid friendly.

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

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

Stay Safe

Social Calendar

June

15th Committee Meeting

Zoom Club and Pubnights

8th Clubnight with Quiz

22nd Pubnight

David Roscoe Memorial Dimanche Tour

Sunday 26th September

Goodwood Events - Open, though MSUK Sprints are behind closed doors at the moment and there are number of private events to which the public are not admitted.

Brooklands Events - Currently the museum is currently open Wednesday to Sunday, with pre booked tickets with timed entry.

Competition

4th June The Presidents 2020 - South Oxon

5th June Autosolo, Brooklands - FDMC

11th June Cross Border Novice and Beginners - BMC

20th June Concorde Auto Solo, Brooklands - FDMC

14th August South Downs Stages, Goodwood. Entry full.

Weald MC 12 Car

Cancelled for this year, restarts in the Autumn.

[Regulations are here](#)



Guildford Motor Club present:

David Roscoe Memorial Dimanche Tour

Sunday 26th September 2021



This event has no competitive element and is intended as an opportunity for you to drive your 'Pride and Joy' through picturesque parts of Hampshire. The total route distance is about 35 miles. We plan to make the event an afternoon run to end with tea and cakes.

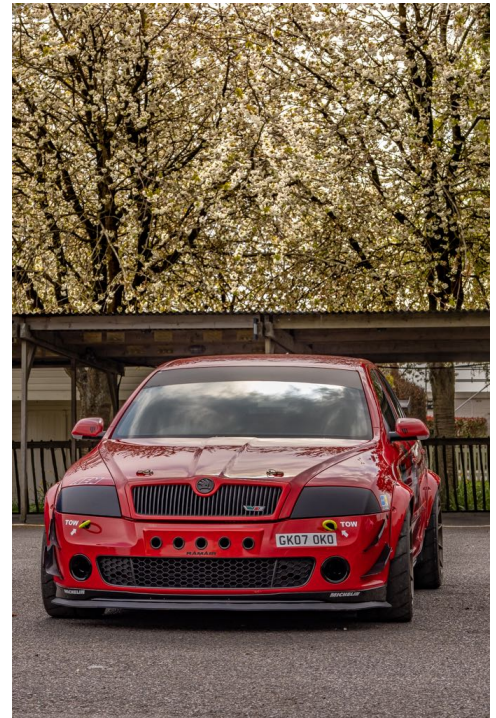
The planned start venue at Lasham Gliding, Hampshire has plenty of parking space, ideal if you want to trailer your car to the event.

You will be given an easy to follow tulip road book to take you along our carefully designed meandering route.

For more details visit our website: www.guildfordmotorclub.org.uk

Out and About - Part 1

With restrictions still place there have been no race meetings etc. to photograph at. However, track days are happening and these pictures are from some of those days.



Another selection from a week later!



Reprints - Part 1

The reprints for this month come from the June 1991 edition.

Silverstone Rally School by Ian Wilkins

Date: Tuesday 18th June 1991.

Time: Early, very early. (Very early being defined as 6 a.m. as opposed to 'too early', or 'bike ride early' which is defined as 3.30 a.m.!)

Mission: Go to Silverstone Rally School. Investigate and report back to 'In Tune'.

Report: Having won a day's rallying, by the simple method of marshalling at the Mazda Winter Rally, I decided it was about time I went, it being Summer! So off we trotted to Silverstone for the 9.00 a.m. start.

After 15 minutes of 'meet the teacher' (i.e. grab a coffee) we had an informal lecture on how to slide round comers, how not to slide round corners, and what happens to all the spectators when they stand on the outside of comers. At 10 o'clock we went out to the skid pan and put our theory into practice with 'power slides', also known as 'hanging the back out', and handbrake turns.

This was followed by a bit more theory and practice on the 'pendulum effect', the practice being driving the car round a figure of 8 with the back end sliding, and generous amounts of power around most of it.

After lunch in the local pub (no beer for pupils) we went back to the classroom where the instructor drew a strange set of Wiggly lines on the whiteboard. This turned out to be a map of the tracks used for tuition. We were talked through the route to take - we were then out on the 'stage'. Whilst driving, the instructor gave constant instruction (e. g. brake, brake harder, BRAKE! or more power, POWER, FOOT DOWN, etc.) This felt really fast but in reality we barely got into third gear before having to brake.

Our instructor then turned into our navigator, and only told us where to go (!) as we went on a random journey round the available tracks, banks, hedges and the like. This was truly excellent. Our navigator then turned into a driver, and took us round and round at full rally speed (quick and bumpy).

The final activity was a de-brief where the instructor commented on your driving skill, with many amusing comments, e.g. good grip on steering wheel, at least you were holding on to it!

Summary: Someone commented that it was better than sex. I'm far too young to make any sort of comment on that statement, but what I can safely say is that I had a great day out, and I'd recommend it to anyone who has ever thought they could do it. It's your chance to find out cheaply, comparatively speaking, and to have a good time.

Question: What is a Motor Club Gymkhana? by Anon!

Answer: A test of skills required in everyday motor car operations, when both courtesy and the exigencies of traffic demand, for example, that we (a) park our cars without bruising the neighbouring curbside vehicles, and (b) do it quickly so that traffic behind us can continue. All this might make it appear that the navigator is just along for the ride in a gymkhana. Not so; just as these events test the driver's accuracy plus economy of time, so do they test the navigator's eye, his ability to give directions, and his talent for keeping calm under stress. There are times in a gymkhana when the driver is blindfolded and his only eyes are those of his navigator. There are also times when in the interests of whimsy and wit the two must be acrobats, athletes and even aerialists as well as expert motorists. The third element in a gymkhana team is the car. The kind of car you drive affects your gymkhana scores far more than it does your rally record. The perfect "track meet" car is one with extremely short turning radius, accurate steering, wonderful acceleration, and braking to match - all this combined with a co-operative gearbox and outstanding visibility. Not every make of car is blessed with each of these advantages; yet the absence of one or two is scarcely sufficient reason to rule out gymkhana competition. The driver and navigator simply have one more chore: compensating with their own adeptness for the shortcomings of their vehicle. Gymkhana chairmen are no less imaginative than rally chairmen. The basic categories making up the usual gymkhana card can be so thoroughly embellished, with so unending a variety of special twists and decorations that they become almost unrecognisable. The important point is to remember that behind every gymkhana event is a logical, demanding challenge to your skill. The kind of skill which saves lives in emergencies.

The GMC Gymkhana 25/6/91

Due to the recent wet weather, this event was very nearly washed out. However, a surprisingly large number of crews turned out for the evening (about 30 people in total!) and proceeded to slither and slide their ways around the four tests we had set up; a garage park with the driver blindfolded and the navigator issuing instructions; a straight run with 4 stops at which the driver and navigator had to swap places - two swaps outside the car, and two swaps inside the car; a 3 garage test; and a spiral drive test to wind a rope (the end of which was held by the navigator) around 3 stakes, without the rope touching the ground. The final tests involved getting out of the field at the end of the evening, avoiding the narrow gate and the corner of the pub.

I think that the first two tests caused the most amusement for the spectators, and the most frustration for the competitors. It was interesting to note how agitated the navigators became when they were issuing instructions to the blindfolded drivers in the first test, and how often they could be seen pointing and shouting "no, that way ..." ! Or words to that effect. All sorts of epithets, grunts, groans and shrieks could be heard from the cars in the second test as the driver and navigator tried to change places inside the car. Fortunately, no real yuppies were taking part, because they would have been severely hampered by the portable phone between the seats. As it was, wellie boots and cassette player knobs were found to be incompatible. Comments in the pub afterwards showed that most people had had an enjoyable, if different, evening despite the weather. I'm afraid that I don't have a full set of results for you, but I do remember that the winners were Graham Mather and Jon Marlow, who will be arranging next year's event!

Thanks to all of you who ventured out on a foul evening.

Starlight Scatter – reflections on organising a scatter *by Jennifer and Douglas Gordon*

Way back at the March committee meeting Bob says “.... the starlight, is that all arranged? Do the organisers know they are organising it? “I had a very uneasy feeling as he was saying this whilst looking ominously in my direction. OK, I agreed, knowing Douglas would enjoy setting the questions!! So started many long and tortuous routes home from work looking for suitable locations.

By mid-April we had decided on all locations. Letters were sent to the police and RLO informing them of the details. Both replied giving us the go-ahead. Great we thought and proceeded to set the questions. Somewhere towards the end of May we read the list of blackspots supplied by the police, and to our dismay at least half of our intended locations fell within these areas. Back to the drawing board - and more long journeys home. Eventually it was all sorted out and we were waiting for the entries to flood in!

One week before, only 11 crews had entered and we considered cancelling the event, but some last-minute entries took the final turnout to 20, so it was go go go. On Friday we put out the code boards, but found that the recent warm(ish) wet (very) weather had caused a burst in the undergrowth activity — most of the stiles and footpath posts were buried in weeds and nettles, etc. We attached the code boards to the finger posts as near to the base as possible but, by wintertime, these will probably be a set of SS91 CB's half-way up the posts when the weeds die down! Everything was going smoothly until we could not find one of the footpath signs we had intended to use so we had to improvise and use a nearby gate. Needless to say, all the sets of questions had to be changed, hence the splodges of Tippex !! Saturday dawned dry although the forecast was for heavy showers, but at least we would be in John's caravan most of the time. Pre-scatter preparation was not much different from normal, large flask of coffee, food, maps etc, etc. '

When we arrived at the start Mark was already there ready for scrutineering and John had parked the caravan, which was to be the Starlight HQ for the evening. What a relief, crews started to arrive and by 8.20 all but one of the entrants had turned up. Drivers briefing over just 10 minutes to go. At 8.30 the questions were given out, then there was peace. The first cars left about 9pm then we went to check that the Box Hill code board was still in place. On the way back we called in to see John at Bolder Mere. I hope no crews heard one of the organisers thanking John for the “Scooby snack” what a give-away!! We returned to HQ to find two crews still there. After a quick chat with them to find out whether they were ok, Graham went off to visit Mark; and by all account there were some very strange goings on at Leith Hill on Saturday night.

The five hours from start to finish, seem much longer when you are just waiting for people to come back. Crews started to arrive back by about 1.15am and an initial look at the scores seemed to suggest we had made the event either too difficult or too short. Bob said afterwards that they had had problems finding the code boards but that other crews had turned up at the same time and found them easily, anyway that's the way it goes. We hope everyone had an

enjoyable evening and congratulations to both May & Jean and Team Ian for coming 1st in their class. Finally, we would like to thank John, Mark and Graham for their help.

Results for GMC crews are as follows: -

2 - J Golbey / B Blows 254 E2

10 - J Bateman / N Teasdale 141 S4

4 - S Cole / H Richardson 231 E4

11 - P Marlow / J Marlow 127 N3

5 - I Agate / I Wilkins 209 S1

13 - C Skingle / K Skingle 98 S10

6 - M Cole / J Richardson 178 N1

15 - R Foxley / J Lewis 61 N5

7 - R Duggan / J Duggan 174 S2

B Palmer / N Palmer OTL

Out and About - Part 2



This selection and those on the next page were taken at a Track Day hosted by the author Peter James writer of crime and thriller books. He wasn't there having double booked himself for a book signing!





Tongham Tales part 12 – Almost certainly the last.

Last month I told you about the Run Common road being shut due to subsidence caused by Badgers mining under the old railway bridge. The good news is that the engineers have fixed that problem by rehousing the badgers and putting steel netting over the embankment to stop them getting back in, the bad news is that the road is still shut. Apparently, the engineers need to do some work at ground level to reinforce the bridge structure, but an ecological survey has found traces of Great Crested Newt DNA – no newts, just the DNA, so the road stays shut. The GCN is listed as an endangered species in Europe. In the south of England there are millions of the blighters, but the road stays shut.

Next week, I am going to spectate at a footbridge installation. Not a particularly news-worthy event I grant you, but it does remind me of one night I'd been working late in Guildford. Even before the A3 came into being, the road from London to Portsmouth was a vital if somewhat laborious (not to mention dangerous) journey. Going south through Ripley, past Sutton Place and into Burpham, the road went into Guildford via the East side of Stoke Park and down the High Street, over the town bridge and then left up the Portsmouth Road to Godalming. After that it was into the Surrey Badlands of Milford, Thursley and Hindhead.

By the early 1920's the 'A' road numbering system was introduced and the A3 was born. A series of road improvements saw the previously gravel roads being laid with tarmac, and the single carriageways widened.

By the late 1920's traffic in Guildford was becoming an issue and the first Guildford bypass was built. This took the road to the West of Stoke park at the AA roundabout and down the hill to Ladymead. Past the fire station and over a single river bridge, before ducking under the Railway at the Wooden Bridge. The road then wound its way up Stag Hill past Dennis Bros huge factory and over the Hogs Back. It skirted Compton and joined the original line of the road at Milford.

Over the course of the next 50 years various improvements were made by widening and adding dual carriageways to sections of the road, but it was becoming increasingly obvious that a new road was required to alleviate the hideous congestion caused by the numerous roundabouts needed to get through Guildford.

And so, in the late 70's the A3 Guildford bypass as we know it today was started. Houses were demolished opposite Dennis's factory and the two-lane dual carriageway built across the flood plains at Weyside, before opening up to three lanes at the Stoke interchange and on up to Burntcommon and Cobham. The railway bridge was a major project in itself. Not only did the project require a new bridge for the trains, but a new pedestrian bridge was needed to get from the Wooden Bridge side over to the Woodbridge Meadows and into the town.

I used to work in the town centre as a Computer Operator. In those days, a computer with a fraction of the power of your phone would take a room the size of a tennis court to house it. To make them financially viable, we worked them 24 hours a day. I had just finished an evening shift at midnight and, driving home was diverted by the road closure signs at the Wooden Bridge. Still wide awake and being very nosey, I parked at the bottom of Manor Road and walked back to

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see what was going on. Talking to a couple of the construction guys, I found out they were installing the new footbridge over the road. A huge crane and low loader with said bridge on it were in place and all rail traffic was stopped.

The two concrete abutments had been built some weeks previously and allowed to set. The Fixing studs were in place ready to accept the cast concrete bridge which was well over 20 metres long. I helped myself to a cup of tea and watched the proceedings. The bridge was attached to the crane by some very sturdy chains, and slowly lifted 10 metres in the air. With banksmen on each abutment, the footbridge was gently lowered into place. Contact was made between the Northern abutment and the huge footbridge and the crane continued to lower the southern end. It got to the horizontal position and instead of stopping when it contacted the abutment, carried on going down. It missed the abutment by a good few feet. Someone somewhere had screwed up. Either the bridge was too short, or the abutments were too far apart. Everyone was blaming everyone else, there was finger pointing and raised voices.

I put my empty cup down and went back to the car. Laughing all the way.

It was a good few weeks before they finally got the bridge installed. A concrete carbuncle that still stands today. Let's hope that sort of thing doesn't happen on Tuesday!

Stay safe.

Mark.

Out and About - Retrospective

Four pictures from the Clubs 50th Anniversary Dinner - 20th September 2003.



The then President Jules Golbey with founder member David Roscoe on the right.



Jules, Mark and Sharron arrange the raffle.



Some of the food!



A copy of Mike Hawthorn's membership application.

We have featured this 1967 Rolls Royce Tour of Great Britain before, this series of pictures were all taken at Goodwood. This was a year after the circuit closed for racing.



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 - 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](#).

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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](#).