

August 2021



In Tune



GUILDFORD MOTOR CLUB

Founded 1953



Recognised
Club

Editorial

Welcome to the August edition of the magazine!

A big plea for volunteers to help our running the Stage Start for the forthcoming Southdowns Stages Rally at Goodwood. If you are available to help please contact Mark.

We continue with the final two parts of the Unofficial Official history of the Club. They were written by the then President, Jules Golbey. Out and About continues with a selection of pictures from Robert which he has taken over the last month and continue to publish yet more pictures from the slide collection.

Regulations and Entry forms for the David Roscoe Memorial Dimanche Tour on the 26th September are available. This year's event and route has been arranged to be Covid friendly.

Club and Pubnights resume from this month at The Fox (Fox Corner, Worplesdon, Guildford GU3 3PP). We hope to see you there!

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

Social Calendar

August

10th Clubnight at The Fox, Fox Corner, Worplesdon, Guildford GU3 3PP. 8pm

15th Committee Meeting

27th Pubnight at The Fox

David Roscoe Memorial Dimanche Tour

Sunday 26th September

Goodwood Events - Open, though at the moment 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 Daily, with pre booked tickets are advisable.

Competition

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

Marshalls Needed - see advert opposite.

Weald MC 12 Car

The first round of the Weald MC is 1st October SCC Southern Soiree

! MARSHALS WANTED !

Southdowns Stages at Goodwood Motor Circuit

14th August 2021

We are running the stage start control for this event. This is an ideal event for first time Marshals to assist our experienced crew, to get some first hand experience of how a rally is organised and close to the action. With the event running in August the weather should be even more appealing.

So please contact Mark - mark.feeney@live.co.uk or 01252 319672 (H) 07747 445680 (M).



David Roscoe Memorial Dimanche Tour

26th September 2021

The Regulations and Entry Form are attached to the email you receive to announce the publication of the latest edition of the Newsletter, they will also be available on the website.

As announced the event will start at Lasham Gliding with the first car is due away at 1pm.

Both food and drinks are available at the venue.

Please advise us if you are likely to want a meal before the start when entering.



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

Reprints - Part 4 of The Official Unofficial History of the Guildford Motor Club.

First printed in the November 2003 magazine. By Jules Golbey.

On 11th. November 1953 Guildford Motor Club held its inaugural meeting.

The story of the history of the Club, this month, is the 'confessions of a founder member'. David Roscoe was the Club's first secretary. Exactly fifty years on, he explains all.

The Officially Unofficial History of the Guildford Motor Club.

G.M.C. The Early Days - Confessions of a Founder Member.

For me — it all started when Bob Jennings's Ford Pop went on fire. Bob's Ford was the only reliable set of wheels with four seats and you needed a crew of four on the "Hunt the Marshal" type of rallies in the 50's.

With the prospect of an all night rally courtesy of the Hants and Berks Motor Club, the crew toiled up the hill behind the Castle to Bob's house, only to be overtaken by a fire engine in full flight. The next twenty minutes changed my life — I had not risen to the exalted position of membership of the Jennings Rally Team who, following the fire engine to Bob's house, found the Ford completely incinerated through the over-enthusiastic use of a paraffin sump heater by Bob; however the team, faced with an 'out of stock' position rally car wise, cast about in their minds who might have access to four wheels, four seats and who didn't mind not going to bed on a Saturday night for the winter rally season.

I deem it a great privilege that out of a short list of unsuspecting mugs, I and my A.40 Somerset were selected. Thus began my somewhat eccentric career in motor sport. All of that happened in 1952 — one year before the birth of G.M.C., but it started a process which was to lead that rally crew to form the club a year later.

In those days we belonged to Cranleigh and District M.C. or to Hants and Berks and for those into circuit racing there was the B.A.R.C., whose track at Goodwood attracted the budding racers from the Guildford area. But Guildford itself had no motor club, strange to say, as there were plenty of enthusiasts in the district. Then one day at a most unlikely motoring event, at a most improbable venue, the idea of a motor club for Guildford was born.

The event — The Guildford Municipal Safe Driving Contest; the venue — the Guildford Cattle Market, then situated in the Woodbridge Road. Need I say, the Great Rally Team won all classes except for our renowned co-driver, David Cobbett, who was disqualified for dangerous driving! Yes, really — he completed the wiggle-wobble test in a series of power slides in his 1944 Army Jeep and nearly wiped out the Guildford Council Road Safety Officer, who was crouched by one of the bollards with a six inch ruler! After that we realised that we were unlikely to be asked back to any road safety event in Guildford and that, if we wanted to develop motor sport in the area, we had better get our act together.

The scene now shifts to the sales office of Baker's Garage in Upper High Street. Baker's were noted for two things, one they were the main Vauxhall dealers and two, the sales staff were rally types, in fact the chief salesman had only recently been disqualified from the Guildford Municipal Safe Driving Contest!

It was on these dealer's premises that plans were laid for the formation of a club with a fine disregard for any democratic process. The lads in the sales office made out a list of the committee comprising the original rally team and their mates and then drafted out a membership form — having unilaterally decided what the subscription was to be! But then they struck a snag — they had to put the Hon. Secretary's name and address on the form, but nobody was keen to take on this responsibility.

At that time I was working in London, commuting from London Road Station each day and returning to Merrow each evening, thus I was not party to the actions of the 'Junta' in Baker's sales office. What better candidate could there be for Hon. Sec. - keen, had a car, an address in Guildford and use of the telephone? So they put my name on the form and printed off a hundred copies — I was hooked! A few days later when I attended the inaugural meeting at the Wooden Bridge Hotel I found that this great honour had been stuck on me and happily I continued as Hon. Sec. for many exciting and fun years.

From now on the pace quickened, we had fifty members by the end of the first month and R.A.C. recognition a month later. The only near disaster was when I ordered a hundred car badges designed by my father-in-law, the very same badge that decorates members' cars today. The badges arrived, I paid for them out of the club funds and started to sell them to members; then I had this letter from the Town Clerk of Guildford saying that he had seen our badge and how nice it was, but we could not use the town's coat of arms without the permission of the Council. I apologised and said that what he had seen was a 'prototype' and could we formally apply for permission! Fortunately we were told we could use the design and I heard later that the Town Clerk was most impressed by the speed with which we produced bulk supplies of the badge for our members, little knowing that I had hidden the other ninety-nine badges in the back of my garage pending 'official notification'.

So by the end of 1953 we were on our way, over one hundred members, a famous racing driver as our President and growing fast. The future was to provide much excitement, from the first 'midnight matinee' film show in the country, to an annual dinner for four hundred on an island in the Thames. But that, as they say, is another story.

Out and About - Part 1



CKL Developments hosted at Track Day at Goodwood with variable conditions. The GT40 pictured at the bottom left is owned by Adrian Newey Technical Director of Red Bull Racing.



Reprints - Part 5 of The Official Unofficial History of the Guildford Motor Club.

The Appendix

First President - Alan Brown. Born 1919. After the War he worked for Dennis Brothers as the Midlands Sales Representative. In 1949 he bought a Cooper 500cc car and raced it. In 1950 he crashed at Silverstone, borrowed another car for Monaco and crashed that. In 1953 he raced a Formula 2, Mark I Cooper-Bristol; gaining Cooper's first points. In 1955 he drove for Connaught and in 1956, his last racing season, drove a Jaguar D-Type. In 1958/59 he formed Alan Brown Equipe, joining forces with a little known driver — Ken Tyrrell.

First Secretary - David Roscoe. Latterly worked for Rolls-Royce and became head of P.R. at Vickers.

First Competition Secretary - David Cobbett.

First Treasurer — Jimmy Price.

Club's inaugural meeting — 11th. November 1953 in the 'Wooden Bridge' in Guildford.

Past Member - John Michael (Mike) Hawthorn. Born 1929, in Mexborough, Yorkshire. Died 1959, in car accident on Guildford By-pass. Formula 1 debut was on 22nd. June 1952 in the Belgium Grand Prix at Spa-Francorchamps, driving a Cooper. In 1952 he finished fourth in the world championship. First win was in 1953, at the French Grand Prix in Reims, driving a Ferrari. Became Britain's first world champion in 1958, driving a Ferrari 246. Application form to join the Club gives address as T.T. Garage, Farnham and his car as 'Ferrari'.

Past Member - Roy Salvadori. Born 1922. In 1953 he raced for Connaught. He retired from all five Formula 1 races that year. In 1955 and 1956 he was presented with the Guildford Motor Club's 'Alan Brown Trophy'.

1953 British Grand Prix was held at Silverstone, Ascari won it in a 2-litre Ferrari at an average speed of 92.97 m.p.h. Alberto Ascari went on to become the world champion of 1953. Formula One cars had a 2.5-litre engine.

Other events of 1953

Her Majesty the Queen was crowned.

Mount Everest was conquered.

The Korean War ended.

Joseph Stalin died.
The east coast was flooded.
Sweet and sugar rationing ended.

Other facts.

In 1895 John Henry Knight built the first petrol driven motor car in West Street, Farnham. (Mike Hawthorn later built his garage in East Street, Farnham.)

Also in 1895 John Dennis opened the Universal Athletic Stores in High Street, Guildford. Together with his brother, Raymond, they began producing the 'Speed King' and 'Speed Queen' bicycles. They expanded into motor vehicles and in 1900 were making production quadricycles. In 1901 they moved into a purpose built factory. This was the first such factory in England. It was on the corner of Onslow Street and Bridge Street, in Guildford. It later became known as Rodboro Buildings, after the Rodboro Boot and Shoe Company who bought the building from Dennis in 1917. In 1902 they launched their first motor car. The company is still going, making it the 'oldest motor makers in England'.

Rob Walker had a garage in Dorking (Pippbrook) and ran a race team. He had Stirling Moss driving a Lotus for him.

Tony Brooks had a garage in Weybridge. He drove a Frazer-Nash in 1953. In 1955 he won the Syracuse G.P. in a Connaught, becoming the first British driver of a British built car to win a G.P. after the war.

From 1950 to 1957 Connaughts were made at Send, by the Burnt Common crossroads on Portsmouth Road, (the old A3). Brabham built his F1 cars at New Haw, by the canal bridge.

Coopers were made at Surbiton and from 1965 at Canada Road off Oyster Lane, Byfleet.

Tyrrell F1 cars were made in the family's timber yard at Longreach, Ockham.

In 1972 Graham Hill set up Embassy Hill Racing, basing it in Old Woking.

Bruce McLaren left Coopers in 1963 to set up his own racing team. They are made in Woking.

THE END (but only of the beginning.)

Jules Golbey

Bolwell Nagari

You may indeed ask, What? I did, when I saw it taking part in practice for the HSCC Historic Road Sport Championship race at the Legends of Brands Hatch Superprix in July.

The Australian flag on the sun strip gives us a clue where it it originally came from! Bolwell is an Australian company that originally produced sports cars between 1962 and 1979. The car we see here was one of the most popular of all the Bolwell designs, the MK VIII produced from 1970 to 1974 and was more commonly know as the Nagari.

Nagari is an aboriginal word meaning “flowing”. It was the companies first full production sports car with over 100 coupes manufactured along with 18 convertibles.

The Nagari featured a Ford 302 or 351 cubic inch V8 engine mounted in a 920 kg (2,028 lb), 2,280 mm (89.8 in) wheelbase body and backbone chassis. Other components came from Ford (suspension and dampers) and Austin 1800 (steering).



Nagari Convertible



The car at Brands Hatch was driven by Justin Murphy. Qualified 6th and finished 9th in the race.



The Nagari was only 44" high, comparable to the Bizzarrini GT 5300 which was 43" high: consequently neither car is particularly easy to get in and out of. Once in the car one becomes aware of the limited room in the foot well: the backbone chassis construction pretty much ensures there is just not quite enough space there. All the Bolwell Nagaris bar one were made in right hand drive. The one exception was made for an American client who didn't take delivery of the ordered car, so it was purchased by someone in Australia who used it for racing where the fact that it was left hand drive was not a big issue.

The Nagari was a popular choice of production sports car in the early '70s, competing in the Australian Sports Car Championship (ASCC). In 1975, Peter Warren won the Australian Tourist Trophy, a race for production sports cars held at Melbourne's Calder Park. The competition consisted mostly of Datsun 240Zs, Lotus Europas and MGs. Nagaris won both heats, with Warren winning heat one and Steve Webb winning heat two.

Robert

<p>SPECIFICATIONS: Engine: 302 cid (5.0 litre) V8, Holley 2 bbl. 500 cfm. carburettor. 220 bhp @ 4600 rpm, 300 lb/ft torque @ 2900 rpm. Transmission: Four speed all synchromesh, remote control mechanism. Ratios first 2.78, second 1.93, third 1.38, fourth 1.00. Final drive ratio 2.93:1 Suspension: Independent front with unequal length wishbones, coil spring damper units. Live rear axle located with 2 oblique torque arms, 2 trail arms, fully adjustable, coil spring damper units Steering: Rack and pinion system, 3.3 turns lock to lock. Turning circle 34 ft. Brakes: Hydraulic vented 11 1/4" disc front, power assisted, 10" drum rear. Separate circuits Wheels: Bolwell alloy wheels 14 x 6. Tyres 185 x 14 radial ply Chassis: Centre steel (14G) backbone DIMENSIONS: Wheelbase 90" Track - front 57" rear 59" Overall length 158" Overall width 66" Overall height 44" Ground clearance 6" Weight - kerb 1800wt distribution 50/50 F/R</p>	<p>PERFORMANCE: 0 - 30 mph — 2.1 secs 0 - 50 mph — 5.3 secs 0 - 60 mph — 7.1 secs 0 - 100 mph — 15.9 secs Stop. — 14.8 secs Max. speed — 130 mph FUEL CONSUMPTION: Cruising — 24 mpg Average — 22 mpg</p>	<p>SAFETY FEATURES: High impact reinforced seamless fibre-glass body with crushable bumper panels Backbone chassis to protect occupants from engine Dual circuit hydraulic system Power assisted ventilated disc brakes Heat dissipating wheels Radial ply tyres on safety rims Collapsible rack and pinion steering, mounted behind crossmember Head restraints Recessed anti-glare instruments Crash padded dash and pillars Break away rear vision mirror Frost free rear window, full wind-screen demist system Q.H. headlights Anti-lift non-reflective wiper arms Electric windscreen washer Burst-proof door locks and hinges Zone toughened or laminated wind-screen, all other glass laminated</p>
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BOLWELL CARS
PTY. LTD.
AUSTRALIA

VIC. Kadala Sales Pty. Ltd.
55 Governor Rd., Mordialloc. 3195.
Phone: 50 7084.
M.R. Motors Pty. Ltd.
317 Baywater Rd., Bayswater. 3153.
Phone: 725 0277.
Kevin Macklin Car Sales
32 High St., Wodonga. 3690.
Phone: 24 1496.
N.S.W. Fleetwing Service Station
212 Haldon St., Lakemba. 2195.
Phone: 759 8870.
A.C.T. Peter Roland Motors
61-63 Kembla St., Fyshwick. 2609.
Phone: 35 1687.
S.A. Governor Young Auto Port
154 Grange Rd., Flinders Park. 5025.
Phone: 46 4405.
W.A. Autosport Sales & Engineering
1505 Albany Hwy., Cannington. 6107.
Phone: 68 1170.
T.A.S. Bruno Carosi Pty. Ltd.
100 Goodrich St., Launceston. 7250.
Phone: 31 2170—A.H.: 44 3947.
N.T. North Australian Consultants
88 Woods St., Darwin. 5790.
Phone: 7353.

Nagari: post for information

Name _____

Address _____

Code _____

The self-made car for the self-made man
Bolwell Nagari: Kit form from \$2,795

August 2021

Out and About - Part 2



The London Classic Car Show at Syon Park, slow to get in and even worse once you got out along a narrow suburban street. Not a bad show otherwise.

A very enjoyable visit to Goodwood for a selection of Vintage Bentleys.



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](#).

GMC - Contact Details

Chairman and Secretary: Mark Feeney
71 Carfax Avenue, Tongham, Farnham Surrey. GU10 1BD
Phone: 01252 319672(H) 07747 445680 (M)
email cm@guildfordmotorclub.org.uk

Competition Secretary: Richard Pashley
The Old Baliffs House, 152 Brox Road, Ottershaw, Chertsey Surrey. KT16 0LQ
Phone: 01932 875253
email: cs@guildfordmotorclub.org.uk

Treasurer and Vice Chairman: Graham Skingle
Phone: 01252 702510
email: tr@guildfordmotorclub.org.uk

Social Secretary: Francis Carlisle-Kitz
Phone: 07500 512494
email: ss@guildfordmotorclub.org.uk

Chief Marshal: Jon Marlow
Phone: 07970 926905

Magazine Editors and Website: Annette and Robert Clayson
39 Longhope Drive, Wrecclesham, Farnham, Surrey. GU10 4SN
Phone: 01252 726618
email: intune@guildfordmotorclub.org.uk

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](#).

Along with all of the slides we received there were a number of colour and black and white prints. This month another random selection, these are naturally more difficult to identify and date!

