



In Tune



GUILDFORD MOTOR CLUB

Founded 1953



Recognised
Club

Editorial

Welcome to the September edition of the magazine!

Highlight of the month is the David Roscoe Memorial Dimanche Tour on the 26th September. Why not get your entry in! This year's event and route has been arranged to be Covid friendly. Regulations and Entry forms are attached to the email which brings you this magazine and of course they are also available on the website.

Can we also draw your attention to the annual Skittles Match hosted by Hants & Berks MC always a fun social evening. See the advert opposite.

This month we have a report on the South Downs Stages from Mark and naturally a few pictures. We also have some words and pictures from Robert about two Lotus Cortinas he came across at a track day. Out and About continues with a selection of pictures from Robert which he has taken over the last month.

Club and Pubnights continue 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

September

14th Clubnight at The Fox, Fox Corner, Worplesdon, Guildford GU3 3PP. 8pm

21st Committee Meeting

Sunday 26th September

David Roscoe Memorial Dimanche Tour

28th Pubnight at The Fox

October

28th H&B Skittles

Goodwood Events - Open.

Brooklands Events - Currently the museum is currently open Daily, with pre booked tickets are advisable.

Competition - September

3rd Basingstoke - The Aster Blossom
5th The Three Shires Stages Rally
8th Oxford - The Bookworm
10th Southsea - The Trundle Rally
12th Basingstoke - The Pasture Blaster
12th Farnborough - September Solo
12th Devizes- Autumn Solo
18th/19th The Mercian Road Rally
25th Rally Day at Castle Combe

Full details on the the [website](#) and dates for October

Weald MC 12 Car

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

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 are 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.

Skittles Evening

Hants & Berks MC have invited us to their annual interclub skittles evening on Thursday October 28th at the Jolly Farmer in Blacknest. Whilst this is very much a social event, we do like to win it if we can. However, we have spectacularly failed to do this for years. Jon was the last winner many, many moons ago.

The cost is £10.50 per head and includes a basket meal the choices are –

Battered Cod & chips,

Falafel & Spinach Burger (V) & chips,

Whole Tail Scampi & chips,

Pork & Chorizo Burger & chips,

Jacket Potato with Cheese and beans & salad.

Please let Mark (mark.feeney@live.co.uk) know if you're going to attend, along with your menu choice by 15th Sept.

Well, this makes a pleasant change.

Words: **Mark Feeney** Photos: **Robert Clayson**

Back in early December 2020, the organisers of the South Downs Stages got in touch to see if we would again run the start/finish for them on their annual thrash around the Goodwood circuit in February. It's usually marked by inclement, going on foul, weather, but we're a hardy bunch, we'd done it many times before and we agreed to help.

It would be the usual format with 55 competitors, 9 stages, some run at 30 second starts, the last two stages are run in darkness.

Then the second Covid wave hit. January 1st saw all motorsport stopped again for at least a month. The organisers decided to postpone the event until more certain times. The problem they faced is that Goodwood circuit gets very booked up and finding a replacement slot meant the rally would have to wait until August 14th.



The event winning Darrian of Jeremy and Mark Straker

Running a post-covid control is quite different to how it used to be done. No interaction with the crews meant that the timecards that were used to record the stage times were now redundant and the control team held the definitive time information. The timecards were just for the crews own information. Getting the cars on to the start line used to involve holding a marker on the line that the cars drove up to and not beyond. At least the clocks were almost the same.

As each car approached the start line, one marshal would enter the car number on the clock and press enter. This would send the cars number and proposed start time to the central results team and the start sequence of lights would begin, with the red hold light coming on. Another marshal would record the time and car number on the master check-sheet and a third would maintain the times and car number on a backup clock.

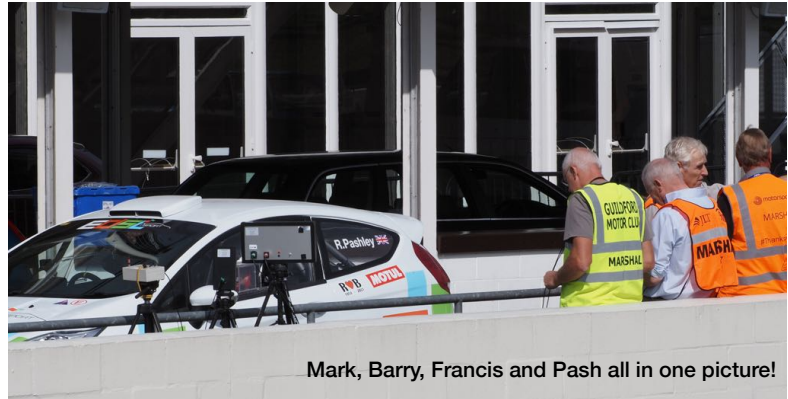
The car would then approach the start line where two infrared beams were located. A display panel would show an 'Up' arrow to indicate the cars should move forwards. As the first beam was broken by the car, the up arrow would extinguish and a horizontal bar would show on the panel, meaning they were on the start line. If they went too far and broke the second beam the horizontal bar would go out and a 'Down' arrow would appear, indicating they should go back a bit until the horizontal bar came on again. It's a far simpler system to see in use than





it is to read about, which probably explains why so many crews had no idea what it was nor how it worked. This wasn't helped by the setting up of the beams being a bit 'Heath Robinson' and the display panel getting all confused. By the end of the morning's stages, all the crews knew what to look for and how it worked. The beam adjustment was still giving us a few problems but even they were sorted out in the afternoon.

As I mentioned earlier, the weather on this event always played a significant role. In previous years, marshals, competitors and their services crews all suffered from the cold and usually wet or snowy conditions, what a difference this was. By the end of the first



few stages we had ditched our sweatshirts and sun hats were being considered. By lunchtime the factor 30 was being applied. The crews were obviously not used to the dry track and the grip it offered. 51 cars started stage 1 and by stage 6 we still had a full compliment. No one had fallen off, slid into the barriers nor broken anything significant. The added bonus being we didn't have any delays whilst the equipment crews rebuild damaged chicanes or had to extricate cars from dangerous positions.

Over lunchtime, the equipment crews moved the stage furniture around and our start line shifted from the pit lane to the circuit, which gave us more space to get further back from the noise of cars using launch control. It was still uncomfortable on the ears, but just about bearable. The club will be investing in proper ear defenders before we do another start control.

The decent weather must also have had a positive effect on the crews at the end of the day, as far more of them than usual thanked us for marshalling. I would like to pass





Pash Pictures!

those thanks on to - Ed and Anthony Full who ran the start line radio all day and were a vital link for us on the start line with the organising team. Paul Full and Paul Marlow who ran the Arrival control faultlessly and Barry Dreghorn & Francis Carlisle-Kitz who ran the start line with me.

Also out from GMC were, Rob Clayson taking a huge number of photos from all around the circuit, Jon Marlow and his grandson Freddie who came along for a spot of spectating and finally Richard Pashley who was co-driving for Mike East in Car 27.

Mark





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

September 2021

Out and About - Silverstone Classic

The three day Silverstone Classic was held over the last weekend in July and as you can see from the pictures it was rather wet!



Out and About - “Brooklands Relived”

An event at Brooklands to celebrate the 95th anniversary of running of the first British Grand Prix, actually to the day!



I never expected to see an F1 Tyrrell being driven on the Brooklands start finish straight!



A tale of two Cortinas

At the recent CKL Track day at Goodwood there appeared two ex Alan Mann Lotus Cortinas (KPU390C and KPU392C) both with a significant history. Both cars had some track time along with being the subject of a photoshoot for an article in *Octane* magazine by writer Dickie Meaden.

In 1964 Alan Mann Racing wanted to make his racing Cortinas stand out from the sea of white cars with a green stripe and opted for the now famous red and gold. Cars were supplied in white and green and overpainted red and gold by Alan Mann. In early 1965 seven cars were registered with a KPU registration. Of the cars registered the two seen here are the most notable. At this time the cars were using their “A-frame” suspension, leaf springs for Cortinas in racing weren’t homologated until June that year.

During 1964, Lotus Cortina’s dominated the 1964 European Touring Car Championship, trouncing the opposition at Brands Hatch, Zolder and the Mont Ventoux hill climb, only to have almost certain victory snatched away when the final round at Monza was controversially cancelled. The team's top driver with five wins, Sir John Whitmore, had to be content with 2nd place overall behind Warwick Banks' Mini Cooper S

For the 1965 season, Alan Mann Racing used his 1964 ETC race-winning car while the recently-revised rear suspension was homologated and at the second round of the championship, the now-registered KPU 392C (27 in the pictures) won at Mont Ventoux. One week later, sharing KPU 392C with Jack Sears, they won overall at the Nurburgring 6-Hour race setting a new Touring Car lap record in the rain-affected meeting. This was followed by wins at Zolder and Innsbruck. Sir John finished second overall at Karslkoga and a following win at the Snetterton 500km meant the European Championship was





certainly looking on the cards. A series finale class win and second overall at Zandvoort meant that the Championship was won and Ford wasted no time letting the PR opportunities roll, diminishing rivals like BMW, Mercedes-Benz and Alfa Romeo to also-rans to the super-fast combination of Sir John Whitmore and the Alan Mann Racing Lotus Cortina's. Ford Motorsport and Team Lotus both ran Lotus Cortinas at the same time for luminary formula one drivers of the day but Alan Mann still engineered fractionally quicker cars.



KPU 392C being driven by Henry Mann son of Alan Mann at the CKL day at Goodwood



The timeline and provenance of this most famous and historic of Lotus Cortinas are totally complete. When the 1965 season finished, the car was despatched on a promotional tour of the Ford dealer network and subsequently purchased by Sir John Whitmore himself, owning it until 1995. During this time it was displayed at the National Motor Museum at Beaulieu from 1972 until 1978. Sir John's friend Jack Sears provided storage at his farm until the cars' sale.

In 1995, KPU 392C was purchased by an American enthusiast, who had no intention of racing the Cortina, so again the originality was preserved. He was totally enthralled with the car, even inviting Sir John over to speak at a New England Lotus owners gathering and, in his possession, it travelled less than a thousand miles, mainly to car shows. He even managed to source a period-correct Pyrene fire extinguisher that had been missing for some time. In 2013, KPU 392C returned to the UK and sold at auction to a friend of the Mann family.



The car remains in totally original condition even down to the paintwork, in fact it hasn't been repainted at all. Also the car runs on steel wheels as it did in period. In researching this article I came across pictures on the auction houses website showing the car having a roll cage installed. This has subsequently been removed as they never raced in period with them.

The KPU390C (35 in the pictures) car, was driven by Frank Gardner and Sir John Whitmore to victory in the 1965 European Touring Car Championship and to second place in the 1966 season.

Alan Mann Racing sold the car in March 1967 via Sir Frank Williams to Swedish enthusiast T. Johansson who raced the Ford in the Swedish Championships of 1967 and 1968 as a gentleman drivers entry – “only when the sun was shining” in the Swede's words.

He retained the car until 2003, entering in that year's Bonhams' Sale at The Goodwood Festival Of Speed. It was re-purchased at that sale by Alan Mann and remained in his collection until last year. There is an amusing exchange of letters on file following the auction between Alan Mann and Sir Frank Williams regarding the amount paid for the car in 2003 versus the sale price of 1967!



Robert



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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