

January 2201



In Tune



GUILDFORD MOTOR CLUB

Founded 1953



Recognised
Club

Editorial

Welcome to the January edition of the magazine wishing you a Happy New year.

Firstly a quick reminder of the AGM on the 11th January and subscriptions are due on the 1st January.

It was decided to hold the Committee Meeting for December over Zoom given the rise in cases of covid19 the decision was made that the January events will also be held over Zoom so the AGM on the 11th will be online. The future of February's social events will be decided at the January Committee Meeting.

A slightly smaller edition to start the New Year. Mark reports marshalling on the Mini Tempest Event whilst the Out and About looks at a pair of Charity Track Days at Goodwood along with a visit to a Sporting Trial in Queen Elizabeth Country Park. We have reprinted another pair of articles from previous editions of the magazine. Do not forget the selection of DVD's which are available for hire. The regular delve into the donated picture collection continues with a trip to Silverstone in 1968.

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

January

11th AGM will be held over Zoom from 8pm Meeting Codes and links will be emailed to members along with reports and Agenda etc.

18th Committee Meeting

25th Pubnight with a quiz will be held over Zoom

Goodwood Events - Open.

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

30th Jan VSCC Driving Tests

Competition

January

7th - Southsea MC - Bobble Hat 12 Car

Full details on the the [website](#)

Weald MC 12 Car

21st January Maidstone and Mid Kent Round

11th February - GMC Round. Start and Finish at the Jovial Sailor, Ripley. Marshalling help required - message Pash.



Guildford Motor Club
Annual General Meeting
Tuesday 11th January 2022
will be held over Zoom.

From 8pm.

Meeting Codes and Links along with Agenda etc. emailed to members.

Check your inboxes!

Membership Renewals

A reminder that the subscriptions are due on the 1st January 2022.

These need to be forwarded to Mark as soon as possible and he will issue you with a new membership card!

Full Membership is £15 and £20 for Family Membership.

GMC Events 2022

12 Cars

11th February, Friday - The GMC Round in the Weald MC 12 car series.

7th October, Friday - The Rapsallion.

Touring Assemblies

8th May, Sunday - The Jedi

25th September, Sunday - David Roscoe Memorial Dimanche Tour

2021 Mini Tempest – Rushmoor - Mark Feeney

At a traditionally quiet time of the year, motorsport wise, the Mini Tempest has become something of a local 'must do' post-Christmas event. It started out as the Longmoor Loco stages about 20 years ago. Two wheel drive cars only, on a closed to spectators, military training venue. I remember the first few events having so many marshals they could almost hold hands all the way along the stage – if they were that way inclined. The MOD got a bit twitchy about the numbers, so a restriction was put in place to make sure only enough marshals to safely run the event were allowed in.

It always attracted a full complement of 60 competitors, and GMC have been there since the beginning either as marshals or competitors. Sadly, we lost the venue when some mates of a competing crew wanted to watch. Having been told they couldn't get in by the security guards, they decided they would get in around the back anyway. Not the brightest, they made their way in over the fence, but exited past the guard's hut and were spotted. The MOD, quite rightly, took exception to these shenanigans and banned motorsport from the venue for good.

After a few years off, the event resurfaced as the Mini Tempest and was run at the Rushmoor arena. Still a military area, the Arena was originally built to hold the 1923 military tattoo and has been used for the Aldershot Command Tattoo, the three-day Aldershot Army Show, a filming location, stunt shows, car shows and stage rallies.

The latest event was on 28th Dec, with 60 cars entered and GMC still being represented and running the finish control. As usual, it was a wet and slightly breezy day. Paul and I were to be standing in the open by the stop line all day. Fortunately, I had loaded the club's awning the night before, so we could keep out of the rain.

The new, Covid safe procedure at the stop line means we have no contact with the crews. The Co-driver records their stop time on his road book, from the large display clock on the stop line, but that is purely for their use in calculating their due time out of the service area in time for them to start the next stage. Paul and I keep a digital record and a checksheet with the official times and have a runner to take said checksheets to the results team. It all seemed to work very well, with result being updated online about every 20 minutes.

As it's only a small venue, all the cars had to do two laps. The best time of the morning stages being 3 minutes exactly, whereas the afternoon stages were slightly shorter and 2 minutes 19 was the best. A couple of drivers had the 'Red Mist' descend upon them, missed the split junction and went round three times.

Red mist also affected crews after the flying finish line. On stage 5 we had two cars 'not see' the flying finish board, the countdown boards and the big red STOP board and continue at full chat towards the service area.

All done and dusted by 15:20. The results were declared at 15:35 and I was home and the car unloaded by 16:00.

Mark

Reprints

This month we return to revisiting past magazines. With articles from May 2002 and May 1994.

2002 - *Farnham Beerex* - Mark Feeney

For the uninitiated, a Beerex is not, most definitely, an excuse for getting, as they say, 'As the Newt'. It's more of a celebration, almost a thanksgiving, if you like. An appreciation of the brewers art, his craft, his reason for being.

Organised by the Farnham Lions & CAMRA, worshipping is spread over 4 sessions in 3 days, there are some 90 different brews from about 40 breweries. Strengths range from the weakest offering from Harveys of Lewes, a mere 3.0%ABV (your bladder would explode before you got drunk on this one), up to the strongest at 6.1%, Station Porter from the Wickwar brewery in Gloucestershire. There were 7 disciples from GMC at this years Friday night session. There should have been eight, but Paul Marlow had decided to take a holiday without checking the GMC calendar — bad move Paul. At least Jon picked up his commemorative beer glass so he can reflect on what he missed!

The format of the event is to swap your ticket for a 1/2 pint beer mug on entry, a round pound gets you a souvenir program listing all of the ales, ciders and perries on offer. No money changes hands in the beer hall, so you must then buy beer tokens before you entry the hallowed ground. Through the door and the hall is lined with rack upon rack of barrels. A quick check around, and the old favourite names stand out. Hogs Back, of course, Black Sheep, Triple fff and Church End, who last year had a brew called Pheasant Plucker — replaced this time by Pooh Beer.

Conventional wisdom has it that you start on the less strong beers, savour the more subtle flavours before your taste buds get to confused. There are, of course some quite odd tastes. One in particular is Whipling Golden Bitter from the Belvoir brewery. Luckily for me, firstly as it was early on, and I was therefore quite sensible (for me) and secondly, because the guy serving was the top steward in the hall, I was allowed a small taster. Revolting, it had an aftertaste of stale vinegar. I think they get the key ingredient from squeezing Whipples into vats — poor things. I managed to get rid of the taste by getting a quick half of Donnington XXX. I made a mental note to join the NSPCW — National Society for the Prevention of Cruelty to Whipples as soon as I could.

About 7:30 or so, it was time to get something to soak up some of the liquid. The organisers set up a rather pleasant barbeque in the courtyard. Fully noshed, we started on the longest leg of the event — the run into the finish — only 3 hours away. Steve &

May were the first retirements, handed me there remaining vouchers, caught the train back to Brookwood and made for the chip shop or was it the Chinese restaurant? Don't quite know what happened to Graham and his Brother-in-law, they were last seen heading for the smaller hall at about 10 ish. Barry and myself called it a night when we'd used up our £10 worth of vouchers and handed the spares to Jon who was last seen heading back towards the Station Porter. (The drink — not the person!)

One useful aside of the Beerex was that we bumped into Lee Johnson and persuaded him to come out marshalling the next night on the Funky Elephant. I was a bit surprised when I went to pick him up that he didn't deny all knowledge of our conversation and tell me to clear off back into the rain. You really do meet a better sort at the holy Beerex.

Mark.

1994 - Rallying in the Lower Ranks 1994 - Vic Quayle

Whilst Steve Cole and Bob Blows thrash round the lanes on Saturday nights knowing where they are going and seemingly driving first on the road a lot of the time, Craig Downer and I have been following further back in the field scratching our heads a lot of the time working out where to go, but nevertheless enjoying ourselves.

Although I rallied many years ago before kids and mortgage I started back again doing National B road rallies a couple of years ago in the family Mazda 626, even managing a good result with Andy Juniper navigating. I also did one event with an RAF pilot who didn't like being called a navigator, but brought along a hand-held navsat which continuously monitored our map reference (to 10 places), worked out average speed, direction etc. We were still last classified finisher The Mazda couldn't take the punishment so Chris Methold (Metholds of Ripley) managed to find me a well prepared Peugeot 309GTI which has now been used for about 15 rallies and has stood the test well (touch wood).

Craig was new to rallying but has learned the devious ways of organisers, and some of the more obscure areas of the maps during the year and we are now getting better results. We mainly enter ACSMC rallies, but are also registered for LCAMC doing one or two selected events, and have aimed at entering the AERRO (All England Championship) rallies south of Birmingham.

During 1993 the best event was the Cross Border in Hampshire towards the end of the year. Saturday night followed a week of heavy rain, but this stopped on the way to the Basingstoke start. However, the lanes were very wet and muddy, the whites were muddy too but soft and non-damaging and all in all it was a good night out.

The worst event was the Barum in Devon where I managed to go straight on through a hedge at a 90L and we went airborne until we landed nose first in a field 12 foot down. Others had done the same and Gavin had teetered on the edge before continuing. The radiator was damaged so that was that, but Craig's Mum's Relay membership ensured the car was back at Ripley on Methold's forecourt by 7am. A good service that AA Relay - very nice men!

The first event of 1994, the Alnite, was the toughest event we have done, and also the most satisfying. An AERRO event it was very well organised and 180 miles long with only 15 minutes lateness. The whole route was issued as herringbones and went from Grantham via Boston towards Skegness before returning back to Spalding and the finish near Kings Lynn. It was icy in places resulting in some Torville and Dean style action but we made it back safely with a 16th placing.

The next event was the Taunton using the Quantock/Minehead/Exmoor area north and west of the town. The night was very wet and windy and the marshals had a rotten night. Several wrongslots in the first half dropped a lot of time but we made sure not to collect any fails to find we were leading the class at halfway. We managed to hold onto this position until the finish, ending up 12th.

The Kent had to be missed at the last moment so the Cascade, also in Kent, was next on the agenda. Being an AERRO event we expected a big turnout and good organisation but neither materialised. The route was alright, using the best of Ronmey Marsh, but the navigation was awful. Now being semi-experts we were, nevertheless, leading our class at the Folkestone petrol stop, but later lost our concentration and began to drop back. This was the night the clocks moved on and towards the end we were running in broad daylight. After two near misses with other competitors we called it a day and headed for the finish missing several time controls but taking the car home in one piece.

There is a long gap in the calendar now, the next event not due till late May when there are three in a row, so we might do a scatter event to keep our hand in.

Vic

Suggest a Caption



No prizes!!!

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Out and About

The pictures on these two pages were taken at Goodwood in December. This page are from the Goodwood Marshals track day and feature a very nice Mustang which appeared.



Type to edit text



January 2201

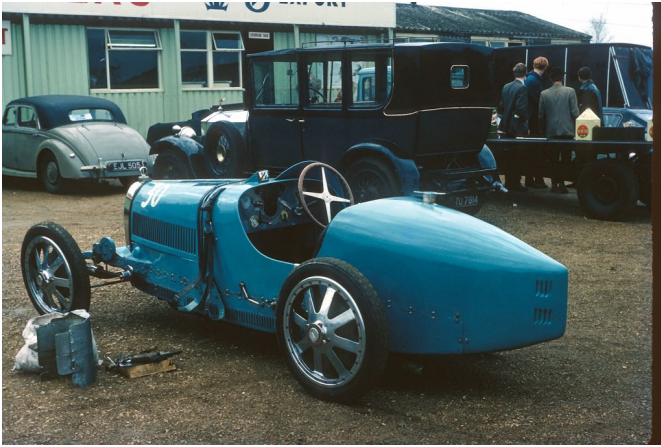
And these are from a Charity Drive in at the beginning of December.



The Tuesday after Christmas saw a 750 MC Sporting Trial held at Head Down in Queen Elizabeth Country Park.



For this month's delve into the Slide Collection, we visit Silverstone for a race meeting in May 1968. From the pictures it looks to be a large meeting, so far I have been unable to track down any more information.



A series of DVD's has been donated to the club which form the first twenty volumes of the Motorfilms Quarterly series.

Each DVD contains series of historical films made independently, by manufacturers and suppliers. They are definitely from another era! They really do make enjoyable viewing.

The full list of DVDs is available on the website only via this [link](#),

or use this: <https://tinyurl.com/ad4nez2m>

As you will see from the list the films cover a wide range of motoring related topics. Racing and Rallying are well covered along with drivers and personalities and of course some period oddities!

Individual DVDs are available to hire from the Club to members only.

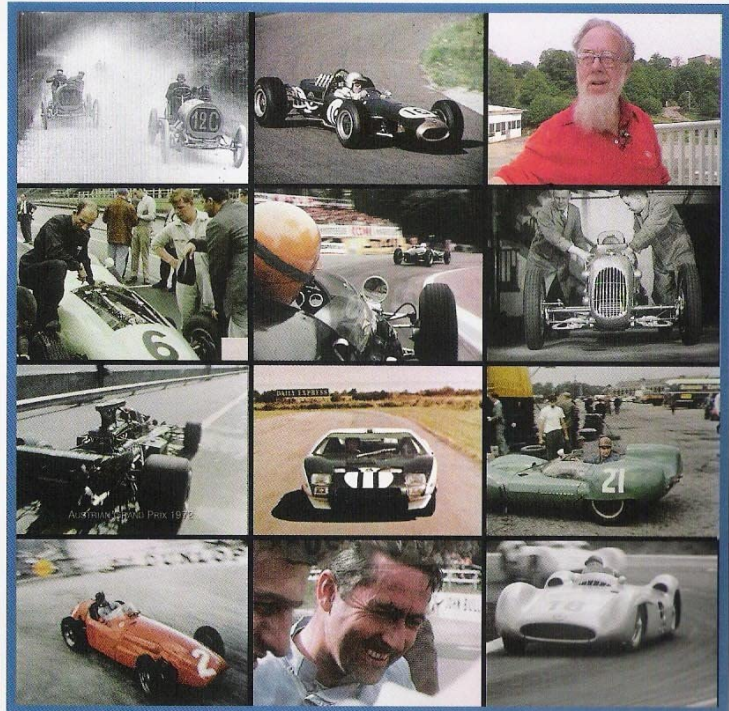
DVD's can be collected from the Librarian at both Club and Pub nights. Hiring cost will be £1 per month with a £10 deposit.

We think we have sorted your winters evening viewing!

MOTORFILMS Quarterly Volume One

The very best movie footage from a century of Motor Sport

Compiled and introduced by Doug Nye and David Weguelin

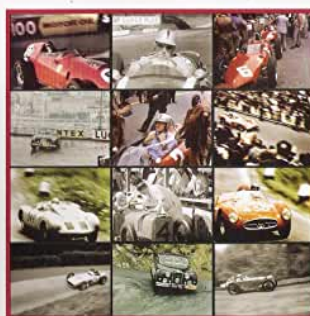


Birth of the Ford GT
1954 French Grand Prix
Morris Mayhem
Austin Twin-Cam Racers

Jenks on Camera
1906 French Grand Prix
Sir Jack Brabham at 75
Dunlop racing 1959

MOTORFILMS QUARTERLY VOLUME TWO

The very best movie footage from a Century of Motor Sport
Compiled and introduced by Doug Nye and David Weguelin

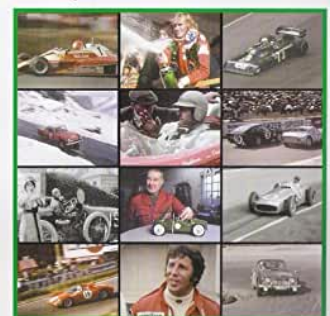


1961 Belgian Grand Prix
1934 Austin 'Sevenston'
1955 Monte Carlo Rally

1954 German Grand Prix
Sir Jack Brabham at 75
1957 Mille Miglia

MOTORFILMS QUARTERLY VOLUME THREE

The very best movie footage from a Century of Motor Sport
Compiled and introduced by Doug Nye and David Weguelin



1954 Swiss Grand Prix
1976 British Grand Prix
1912 Drama at Dieppe

The Models of Harry Oliver
1964 Tigers at Le Mans
Sir Jack Brabham at 75

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>

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