

April 2022



In Tune



GUILDFORD MOTOR CLUB

Founded 1953



Recognised
Club

Editorial

Welcome to the April edition of the magazine..

A reminder, the Club and Pub nights have restarted at The Fox, from 19:30.

Congratulations to Pash on becoming the 2021-22 Weald 12 Car Challenge champion navigator.

Hopefully you will find some interesting reads this month. Mark writes about the future of 12 car rallies in Surrey, sadly the outlook is not good. Robert has an article about a Le Mans Sprite that he saw recently. Out and About looks at a 750MC Sporting Trial, Brooklands Mini Day and a number of Test and Track days at Goodwood.

We continue with reprints from past magazines, this time we visit December 1993. Do not forget the selection of DVD's which are available for hire. The regular delve into the donated pictures continues with a series of pictures from one venue but in different years!

Any reports, anecdotes and articles always gratefully received.

Stay Safe

Annette & Robert Clayson

**The Printemps Touring Assembly
8th May 2022**

Regulations and Entry Form are attached to the email distributing this newsletter and will also be available on the website.

Social Calendar

April

12th Clubnight 19:30 Will be at The Fox at Fox Corner, Worplesdon GU3 3PP

19th Committee Meeting

26th Pubnight 19:30 The Fox at Fox Corner

Goodwood Events - 9/10th Member's Meeting

18th GRRC Sprint

23rd Bognor Regis MC Sprint

Brooklands Events

16th Easter Classic Gathering

20/21st HERO Rally London to Lisbon

24th British Marques Day

30th Italian Car Day

Competition

April

3rd Ben & Jasons Breakfast Meet
Popham

8th Southsea MC 12 car.

8th April Fool Scatter Cranleigh MC.

10th April Solo Dalton Barracks Abingdon
Farnborough DMC.

15th Marksman 12 car Basingstoke MC

Full details on the website

Weald MC 12 Car Challenge

Challenge starts later in the year.

The Printemps Tour - 8th May

Entries opened last month for the Printemps and we already have 6 crews on the list. We need a few more to make it worthwhile putting the event on, so come on, get your entry in if you can make the date.

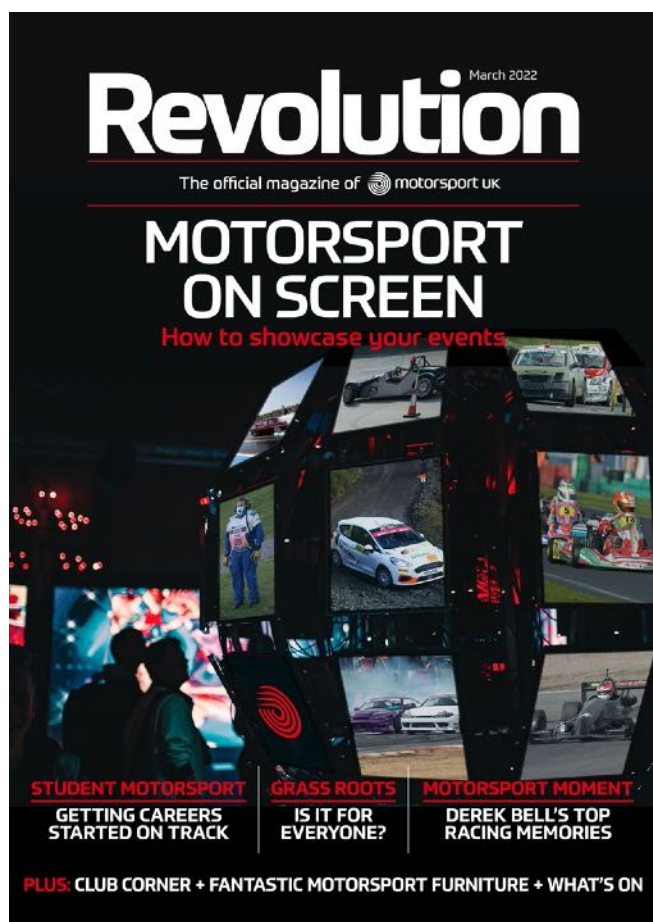
Most of the route will be on roads we used for many of the Jedi 12 car rallies that we organised over the years, so it'll make a nice change for you to see the views and villages that you couldn't see in the headlights.

Hopefully by the beginning of May the fuel prices will have continued to drop and you won't have to sell your firstborn to afford a couple of gallons.

As the event finishes in Guildford Park at about 13:15, there will almost certainly be a delegation going to the Britannia for a spot of lunch.

Regs and entry forms are available from [here](#).

Mark.



Revolution

Revolution is the official magazine of Motorsport UK. Guildford Motor Club is a member club of Motorsport UK.

The magazine is published monthly and can be read either online or as a .pdf.

[Read the current edition Online, past editions are also available.](#)

[Download the magazine as a .pdf.](#)
(This downloads the magazine from [Motorsport UK website](#))

Surrey – the Nanny State.

When I joined GMC, scatters were the mainstay of club competition. There would be an event running on almost every weekend somewhere in the home counties. Locally, Cranleigh, Hampton, Croydon & District, ourselves and several others, would make full use of OS maps 186 & 187.

A scatter rally would typically run for 6 hours and often use most of the map. The lanes to the Eastern half of the county were particularly good. Not very build up, apart from Reigate & Redhill, and mostly all national speed limit(NSL). Until about 1990. Suddenly, and with no warning, every yellow east of the A24 (Leatherhead, through Dorking to Horsham) was reduced to 40MPH. Almost overnight we lost half of the Surrey lanes for rallying.

Scatters still took place, but a lot fewer events were run as the mileage was difficult to achieve. By 2000, 12 car rallies had taken over from scatters, with their shorter distances and fewer cars. We could still use the NSL lanes west of the A24 and get a decent route.

Gradually more speed limits started to creep in. the road over Leith hill became 40MPH and Abinger Common now has a 20MPH limit on it. Event organisers cannot use these roads and have an event which challenges the crew. The number of 'A' and 'B' class roads that still have a NSL can almost be counted on your fingers.

I read in a recent article online, that Guildford and Waverley councils have reported to Surrey County Council that they have approved reducing the speed limits in and around villages such as Ewhurst, Shere and Peaslake. With Coldharbour getting a 20MPH limit (not an issue for us as it's always been a Blackspot for rallies). There is an expectation that the policy would also be rolled out to the South of the county in due course.

It would seem that Surrey's former policy of stealth with regards to reducing speed limits has now gone public.

Each year we celebrate the 1896 'Emancipation Run', following the passing of the Locomotives and Highways Act 1896. If SCC carry on much farther, I can see a growing market for red flag sales.

Mark.

Out and About - Part 1

For the Walsingham Trial, a sporting trial run by the 750 Motor Club. The event was a round of The Motorsport UK 2022 British Sporting Trials Championship.

Held at Head Down in the Queen Elizabeth Country Park near Petersfield.



Out and About Part 2

At Brands Hatch for the Equipe Classic Racing meeting. The various Equipe races feature predominantly British sports cars from the 50's and 60's though there is the occasional interloper!



Reprints

This month we continue to revisit past magazines. Out of the box this time came the magazine for December 1993. Articles from Steve Cole and Robert Clayton.

Nov Nav VIII by Steve Cole

31 Crews arrived at Fleet Services on Saturday, 13th November for the start of the eighth running of the Nov Nav night trial, which was the penultimate round of the 1993 5-maps scatter championship and the last round of the GMC scatter and novice championships. Of the crews who had started, 10.5 were GMC members and there were 11 novices, 13 semis and only 7 experts, although 2 experts and 1 semi crew non-started. Amongst the GMC contingent were Simon Hawes, Mark Feeney and Mike Waldock, none of whom have been seen on a scatter for quite a few years.

Jon and Paul Marlow were obviously worried about losing their novice status, so they decided that marshalling would be safer. They spent the night at Abbotstone Down, while Graham Skingle found time away from compiling the club magazine to run the second marshal point. Henry Richardson was suffering from Beijing Flu, but still managed to come out as event steward.

The weather was, as predicted, wet but not as wet as last year, and the lifeboat that arrived at the Services just before the start was not actually required this time. Andy Juniper and Dean Taylor, winners of the event for the last two years, were unable to start as Andy had broken his elbow that afternoon. Dean sat in the back of Doug Robinson and Rob Nugent's Capri (brave man) and gave them the odd bit of help with the navigation.

Crews were given navigation at the start that would allow them to locate 20 codeboards, 4 search points and 2 marshal points. An additional 8 locations and a final codeboard could be located with the information given out at the marshal points, where crews were also required to attempt a timed navigational problem. Almost everyone had difficulty in locating the Centre of the Universe, as this was on map 197 and few people spotted the colour photocopy of a section of that map at the back of the roadbook. This caused many crews, mainly the experts, to lose a fair amount of time. Next time they will remember the golden rule about looking through everything first.

One of the search points gave several crews some difficulty as they found the second board, thinking it was the first, and were then unable to locate the other. This also caused some difficulty with the scoring and we finally decided that the only fair solution

was to give no points to those people who had the answer in the wrong place, rather than penalise them by deducting points.

All of the navigation was solved by at least one crew although codeboard 22 went missing and was not found. Many crews were thrown by the weather and the amount of mileage required and I am certain that a good proportion of the entry had more points plotted than they had time to visit. A quick look through the result sheets would suggest that many people found the event rather difficult in spite of our attempts to simplify the navigation. The fact that the winners were able to visit enough points to have given them a maximum suggested that the event was cleanable and a dry night could well have seen fuller answer sheets.

The team of Robinson, Nugent and Taylor proved unbeatable, winning by the good margin of 48 points. There were some very large gaps lower down with two NatWest crews giving a good demonstration of how to and how not to do the event: Dave Caldicott and Gary Staples did not bother with any 20 point questions, instead they made sure that they plotted what they could and visited as much as possible, which gave them second overall by another 48 points. Vaughan Chadwick and Richard Cockle did quite the opposite, plotting just about everything but not leaving much time for driving and only finished 10th.

Chris Peers and Trevor Rudge won a hotly contested semi-expert class, where only 15 points separated the top 5. Simon Hawes, competing on his first event for years (his navigator's first ever event) came 7th overall and only failed to win the semi class by putting the wrong answer to a 5 point question. Otherwise it was not a good event for GMC crews with Dickie Smart and Chris Feakes being the only expert crew entered.

The Smiths from Hants & Berks won the novice class from 'Leafy' and 'Flo' (both of whom normally navigate) by only 2 points - the latter pair being amongst those who made the long trek to star 22 for no reward.

Mark and Wally were the second GMC semi-expert crew, beating several who have competed more regularly and must have been relieved to finish in front of all the novices.

Both May and Carol and Dave Madgwick and Ashleigh White retired with mal-de-nav. In Ashleigh's case this was caused by a vicious and unprovoked attack from a boiled sweet (unlikely excuse No. 342), while May completed a hat-trick of non-finishes on the GMC scatters this year.

The situation in the 5-Maps Championship is both good and bad in that GMC are now leading by 129 points with one event to run. As long as we field some entries on the

Holland Birkett we should be able to wrap up the championship. Individually, Dave Mills and Richard Foxley are leading novices and should be uncatchable, but GMC have no expert or semi crews in with a chance of an award this year.

All places have now been settled in the GMC Scatter and Novice championships with details being given in a separate championship report.

Our thanks go to all those who competed as well as Graham, Paul, Jon and Henry.

Out of the Blue by Robert Clayson

When I got home the other evening there was a garbled message saying something about “free tickets, Chequered Flag magazine, Karting - 3rd November - can you call?”

Free tickets and karting seemed a reasonable incentive to return their call. It turned out they were running a karting evening against other motoring magazines and had decided to have a reader's team. As I had completed a readership survey at the beginning of the year my name came out of the proverbial hat. The only problem was that I had to be in Croydon by 6 p.m. on the following Wednesday evening - that meant leaving work early! Having spoken to John next door he said he would come along and watch.

The track at Croydon is known as the Atlanta Raceway and features a 600m track with a bridge crossover, the only one in Europe. It was in a new factory type unit with secure parking. Everywhere off the track was carpeted and was complete with changing rooms with lockers. Coffee and tea were free as was a cold snack half way through the evening. It is the best indoor kart track I have visited.

The karts all appeared new with very little difference in performance. Each kart was fitted with a transponder for timing. All scoring and timing were handled by computer. Within a minute of the race being completed the printed results were available. In the spectator area there were two monitors that showed for each race a competitors total lap time, their best lap also their position in the race.

Back to the evening, teams representing Chequered Flag, Motoring News, Motor Sport and Autosport were present among others. We duly arrived at six. Everyone waited around for some time for another magazine team to arrive – they didn't. Now this was to John's benefit as the organisers asked him if he and some other guests would like to have a go, and surprisingly they all said yes!

The format of the evening was similar to other indoor tracks in that you had five minutes practice and at between 15 and 20 seconds a lap you could get in 15 plus laps of practice. Then the heats would take place, in all six for each driver. With six people

starting each heat, you started from a different grid position for each race. They were contested over seven laps. The semi finals each with eight karts per race had their grid positions determined by your results in the heats. The first two finishers in each semi final would go into the final.

During the interval after the heats we were treated to several demonstration laps by someone driving a full race 100cc kart round the track - he was at least three seconds a lap quicker than anyone else during the evening. He was very spectacular coming off the bridge, by getting airborne and landing at an angle. Needless to say we did not try this!

It is sufficient to say that John and I didn't reach the finals. However, when the results were announced the team John was in was placed second after Autosport, and in third place was the team from Motoring News.

An excellent evening's entertainment, with a couple of bruises to prove it! Maybe the club should consider running such an event again?

Sebring and Le Mans Sprite.



Seen at a recent test day for the Goodwood Members' Meeting was this Austin Healey Sprite prototype with an interesting history. The story unfolds on the next page.

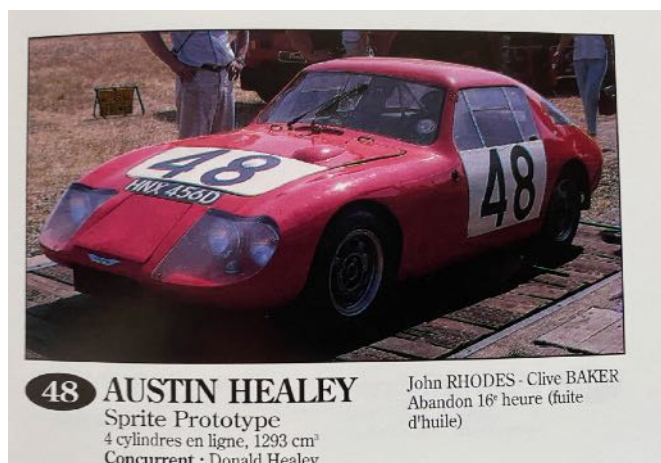
HAN8/R/143 was registered by the Donald Healey Motor Co in March 1966, but the number HNX 455D was on the car for only a few months, apparently being returned to the DVLA at the end of June that same year. The car first raced at Sebring painted Day-Glow orange, as No.67 and was driven by Paul Hawkins and Timo Makinen, finishing 1st in class, and 18th overall. It went on to race at Le Mans, re-painted red, and numbered 49, driven by Paddy Hopkirk and Andrew Hedges, the car was classified 18th after going out with connecting rod failure after 19½ hours. Clive Baker and John Rhodes drove the sister car, No.48, that year, which suffered a similar failure at about the same distance.



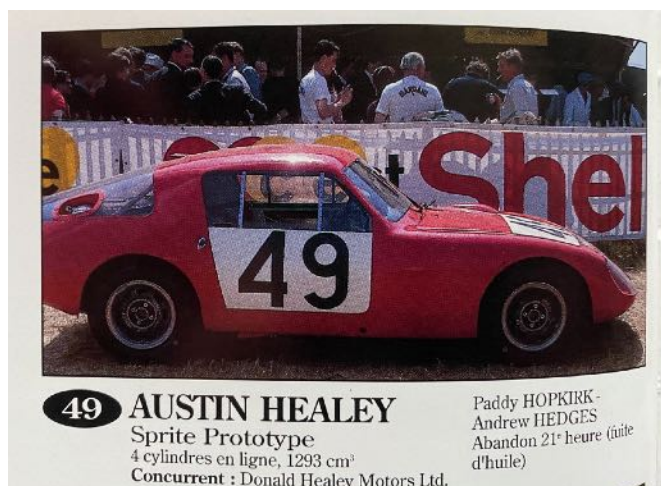
Racing at Sebring in its Day-Glow Orange

The car was sold by the Healeys immediately after the '66 Le Mans race to Royston Motors of Philadelphia and in 1970 it raced in the 24 hours at Daytona in 1970 in the hands of Jacksonville drivers William Harris and Robert Lewis, where it finished 33rd overall. It also raced at a number of other circuits in the States, in private hands.

The car was later dismantled and was in pieces while it was owned by Stan Huntley of Portland, Oregon who then sold it on to his friends Tom, Pat and Brian Cotter (of Davidson, North Carolina) in 2002, who re-assembled it. Unfortunately his history is a little muddled in that he believed the car was re-painted green for Le Mans due to its bright colour. In 2010 the car passed to Jim Prentice who repatriated it to the UK. While over in the States, Jim took the car back to Sebring and raced it with the Sportscar Vintage Racing Association.



The two cars entered for Le Mans in 1966



Jim managed to recover the original registration number from the DVLA, obtained new HTP papers and re-fitted the headlights and other parts stripped out for racing in the USA. All the original components came with the car, and it competed in Jim's hands at the Le Mans Classic and at the Goodwood Revival in 2010 and in the HRDC series in 2011.

Jim refined the suspension and dampers and ran it with a 1293cc engine with single 45DCOE Weber, producing 140 bhp on the dyno. The original dry-sump motor was kept

April 2022

safe, so as not to destroy it while racing. The car weighed in, Jim thought, at about 650 kg. He said: "It goes well and I think we can make it a bit quicker - if the driver is up to it!".

Jim decided the car was too valuable for him to race so reluctantly put it up for sale. It was offered in the Coys auction at Ascot on April 27th, 2014 but did not sell. It was subsequently sold to Gunter Lainer of Old Timer Galerie (Germany).

To bring the story up to date, the car was brought by Julian Ellison about 18 months ago, He has had the car repainted into Tartan Red and now looks as it did in 1966 for the Le Mans 24 hour race. As well as racing at the Goodwood Members' Meeting in a couple of weeks the car returns to Le Mans later this year for the Le Mans Classic.



At the Goodwood Revival in 2010 during practice, at the end of a tow rope.



Ride height test at Le Mans!



Out and About - Part 3

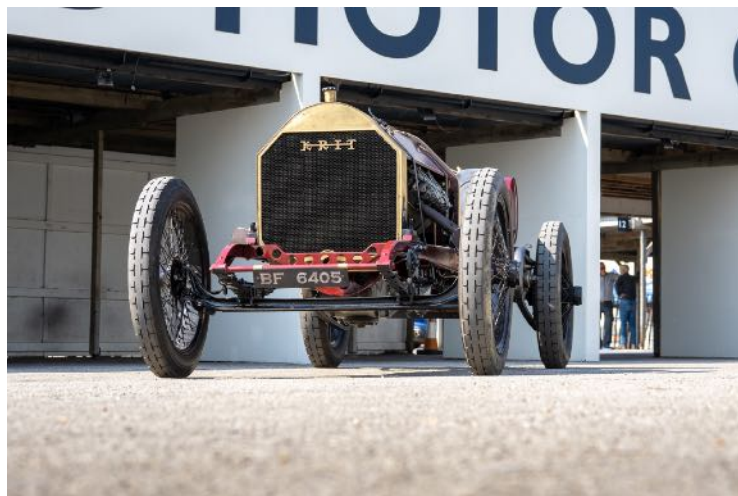
Brooklands Mini Day - Old, new and different!



April 2022

Out and About - Part 4

Various Track/Test Days at Goodwood





For this month's delve into the Slide Collection, we have two sets of photographs both taken at Fort Belvedere in Windsor Great Park. The pictures on this page are from 1963 and those on the next page are from 1969. Both events are likely to be an Aston Martin Owners Clubs Concours.



During this time The Honourable Gerald Lascelles was living at Fort Belvedere. From 1964 to 1991 he was President of the British Racing Drivers Club (BRDC).

April 2022

Fort Belvedere was where Edward VIII's relationship with Wallis Simpson started and the Fort became the final setting of Edward's abdication as King. He held several meetings with Prime Minister Stanley Baldwin at Fort Belvedere during the crisis, and on 10 December 1936 signed his written abdication notices at the Fort.



Motorfilms Quarterly DVDs

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](#),

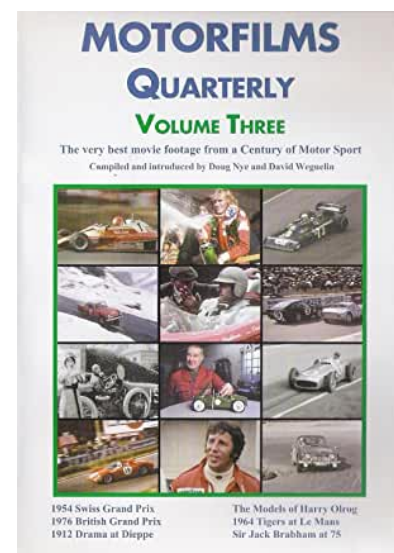
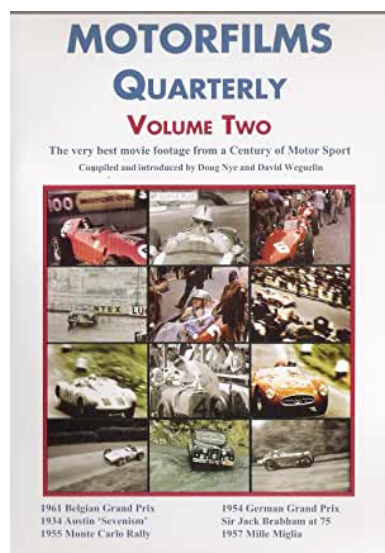
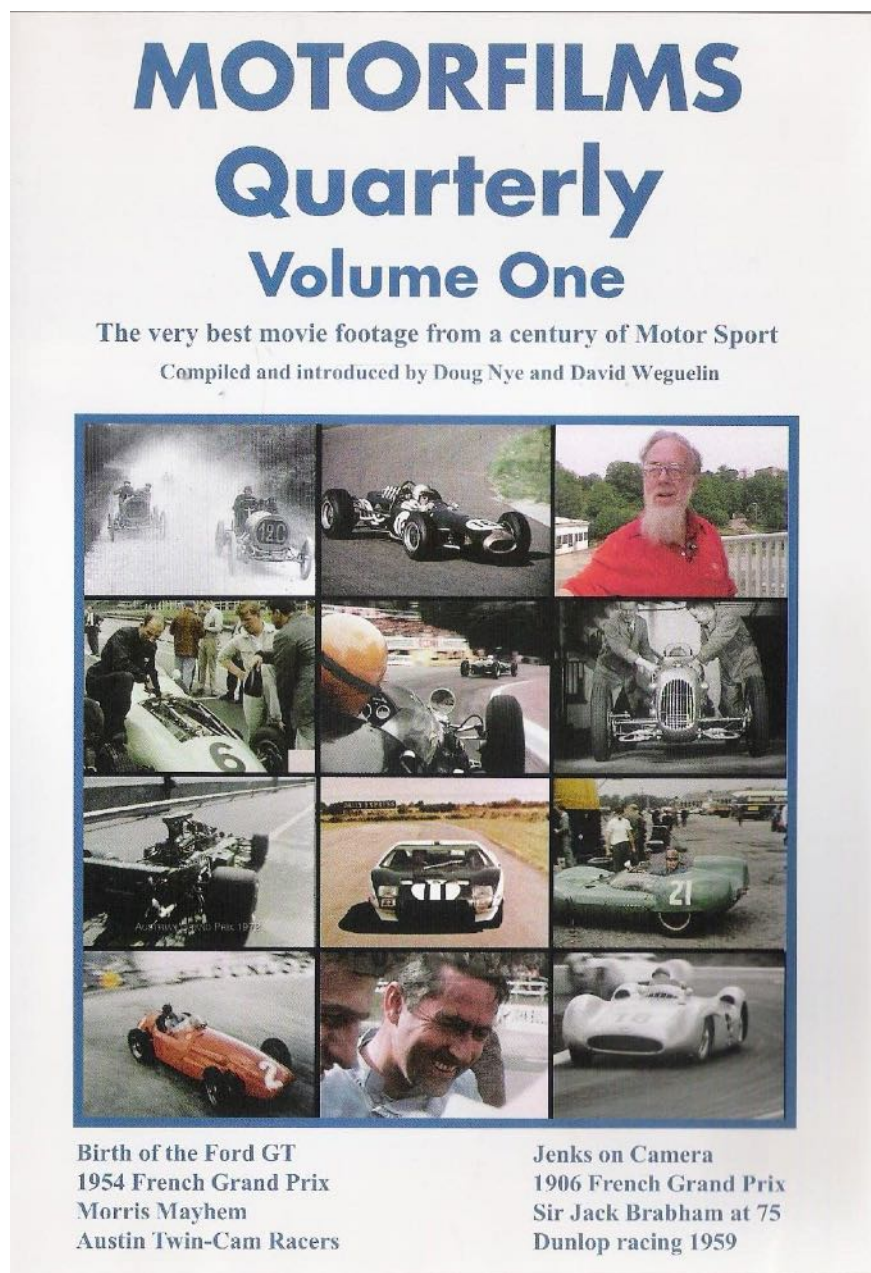
or use this: <https://tinyurl.com/ad4nez2m>

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!



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

Chairman, Secretary, Safeguarding Officer:
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

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](#).

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

