

May 2022



In Tune



GUILDFORD MOTOR CLUB

Founded 1953



Recognised
Club

Editorial

Welcome to the May edition of the magazine..

A reminder, the Club and Pub nights are at The Fox, Pirbright from 20:00.

Hopefully you will find some interesting reads this month. Mark has provided an update on the The Printemps Tour which happens on Sunday May 8th and it is still not too late to get your entry in! Mark also writes about the new Marshal pathway and has appeal for Marshals on the forthcoming Abingdon Carnival, particularly on the Rally Stage. Out and About Brooklands Easter Classic Gathering, the start of the HERO London to Lisbon Rally, the BTCC Media and Test Day, the Goodwood Members' Meeting and finally last weekend at the Bicester Heritage Sunday Scramble, lots of outings and lots of pictures!

We continue with reprints from past magazines, this time we visit August 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 an event based in Cornwall in 1969!

Any reports, anecdotes and articles always gratefully received.

Stay Safe

Annette & Robert Clayson

Social Calendar

May

10th Clubnight 20:00 Will be at The Fox at Fox Corner, Worplesdon GU3 3PP

17th Committee Meeting

24th Pubnight 20:00 The Fox at Fox Corner

Goodwood Events - May

7th B&HMC Sprint

21-22nd Retro Rides Weekend, Ticketed.

28th Ferrari Owners Club

Brooklands Events - May

April 30th Italian Car Day

15th Jaguar Driver Club Centenary

29th Mopar Muscle Association

Competition

Coming Up in **June 11 - 12th** Abingdon Carnival. The Stage Rally is on the 12th and Marshals are required, more details later in the magazine.

Full details on the website

Weald MC 12 Car Challenge

Challenge starts later in the year.

2022 Printemps Tour

By the time you read this, there will be just a week to go before the inaugural Printemps Tour.

Lorraine and I drove the route a few weeks ago to get the exact mileages but had to give up when a fallen tree blocked the road leading up to Abinger Common. We went out again last week and the tree was gone, so the mileages are now complete. We have a 47 mile route. I just need to change a couple of the Tulip Diagrams in the road book to reflect the junctions more accurately at Greendene/Crocknorth and Alfold Crossways before I start printing them.

We've still got plenty of spaces left for you to enter and here is the entry list as of Friday 22nd April.

Printemps Tour 8th May 2022 Entry List										
No.	Driver	Club	Navigator	Club	Make	Model	Year	CC	Colour	Reg
1	Alan Hurst	SAOC	Nicola Hurst-Smith		Sunbeam	Alpine	1967	1725	Green	KJF 855E
2	Brian Cainey		Michelle Cainey		Triumph	Herald	1968	1147	Grey	SNX 429G
3	Stephen Grant	SAOC	Hazel Tyler		Sunbeam	Alpine	1963	1600	Pale Blue	ALC 68A
4	Robert Clayson	GMC	Annette Clayson	GMC	Rover	Mini Cooper	1994	1275	Red/White	L576 TAP
5	Chris Ashworth	MASC	Susan Ashworth	MASC	MG	Midget	1971	1275	Red	ODR 977K
6	Graham Moore	MMOC	Carol Moore		Morris	Minor	1969	1098	Smoke Grey	TPN 434H
7	Kenneth Hunter	MCR	Margaret Hunter		Austin	Cooper MkII	1968	998	Red/Black	UCH 66G
8	Mike Hughes	GMC	Debbie Hughes	GMC	Morgan	Plus 4	2008	2000	White	H1 WEX
9	Ian Macfadyen	GMC	James Macfadyen	GMC	Mercedes	SLK 180	2019	1598	Grey	F16 MCF
10	Alan Harrin		TBC		Mazda	MX5				
11	Neil Burrows	GMC	Geoffrey Duncan		VW	Golf	2017	2000	Black	MM66 TJZ
12	Sharon Skingle	GMC	Graham Skingle	GMC						
13										
20		GMC	Guildford Motor Club							
21		SAOC	Sunbeam Alpine Owners Club							
22		MASC	Midget & Sprite Club							
23		MMOC	Morris Minor Owners Club							
24		MCR	Mini Cooper Register							
25										

We've had promises of several other cars coming out, including a 1935 Rolls Royce.

If you are planning on entering, please do so sooner rather than later, as it gives me more time to get the paperwork sorted.

Give me a call if you have any questions.

Mark.

The New Marshals Pathway

Some of you, if you're registered marshals with Motorsport UK, will already know all this, but for those newer members and those who haven't applied for their Marshal's Accreditation, things they are a changin'.

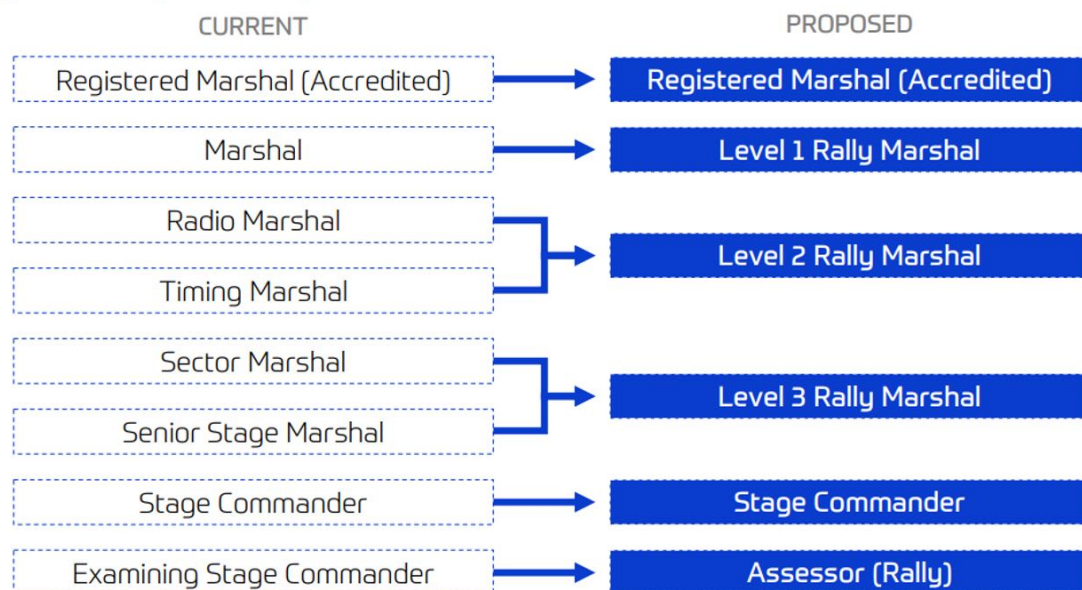
Long gone are the days when a club would be allocated a stage to run. The club would allocate a stage commander and he or she would organise and share the various roles out amongst the members. The more experienced taking on new members and teaching them the intricacies of running starts, finishes, safety and spectator control.

Now, we all (should) hold the required MUK accreditation before we can set foot on the stage. It's all thought to be a bit confusing, so to try and make it more 'understandable' a new marshals pathway is being proposed.

And this is what it's probably going to look like –

Marshals' Pathway Grade Mapping

(Rally & Comp Safari)



There are similar proposals and diagrams for Race, Kart and Speed marshals, if you're interested in those, check out the MUK website for info.

Personally, I think this is change for changes sake and makes the progression through the marshalling hierarchy less clear than it currently is. Or is that just me being a grumpy old luddite?

Mark.

Abingdon Carnival Stages 2022

The Carnival is back in its usual slot of early June.

As usual the organisers need marshals to make a safe and successful event.

If you're interested in helping out, and there will be a few GMC bodies going, you need to register your interest online. Click [here](#) and complete the form – the organisers will be in touch in the near future. As it's an MOD site, if you don't fill in the form, you won't be allowed in.

This is always a great event held at Abingdon Airfield. It consists of 8 stages totalling almost 90 miles of very fast tarmac. First car is away at 09:01 and it's usually all wrapped up by 17:30 or so.

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.](#) You can also access the Motor Sport Year Book from this link.

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

May 2022

Out and About - Brooklands Easter Classic Gathering

The Easter Classic Gathering was a replacement for the New Years Day Meeting which was cancelled due to Covid. It was well attended by the rare and unusual and benefitted from the spring sunshine.



Out and About - HERO London to Lisbon Rally

The entrants for the HERO (Historic Endurance Rally Organisation) London to Lisbon Rally gathered at Brooklands for the pre event checks and the first test the following day, by the time you read this they will be arriving in Lisbon.



Reprints

This month we continue to revisit past magazines. Out of the box this time came the magazine for August 1993. With an article from Steve Cole.

Skeletal Scatter by Steve Cole

I answer the phone: “Haddo Steve”. Brief pause for explosive sneeze at the other end of line. “What are you doing on Sadurday dight?” “Nothing comes to mind. Why?” “Jules can’t make the Skeletal, so you’re doing it.”

“Am I?”

“Yes, and it will be awful because I’m really suffering from hay fever”. Brief pause for second explosion just to make sure I understand, then “I’ll ring you on Friday.”

Saturday was dry and very warm, which would not alleviate the dreaded hay fever, so, after collecting Bob from Guildford and driving back past my house, we set off for the start at Reading, stopping every few miles to refit the windscreen after one of Bob’s explosive sneezes had removed it. The hardest part of the evening was finding the way in to the start car park, which was extremely large and confusing, with the organisers having positioned themselves at the furthest point. I was beginning to wonder if I would need extra petrol even to reach scrutineering.

Having satisfied the scrutineer that the car would flash and beep on request, we were allowed to sign—on, where Bob Clark informed us that the navigation was not easier than that of the previous year, which Bob reckoned to be on the difficult side (“I couldn’t do any of the hard ones!”)

Despite the late start time of 20.45, it was still light and very warm when we were handed our navigation.

“Right, go” said Bob, who got on with the easy task of plotting, leaving me with the hard job of finding my way out of the car park. After several attempts, I spotted someone else leaving, and followed them onto the M4 (as luck would have it they were going the same way as us).

Bob occasionally looked up from what he was doing to give me another direction, which was nearly always “follow that car”, so by the time we reached the first travelling marshal he had plotted the majority of the points. We then went to the next marshal where we were given more navigation and I had to get out of the car to pretend to help Bob look for some small rectangular boards. Having found three such items Bob ran back to the marshal’s car, which makes me think that he was taking this event seriously. He then attempted some more navigation, but did not do very well, presumably due to

the fact that the car was no longer moving. I did try to help by offering some advice but he seemed quite confident that we were on the right map and that a Gaelic phrase book would not be needed. After that I decided to keep quiet.

Time for some more driving. I think we were now lost as we kept on going up and down narrow lanes without ever seeming to get anywhere. Every few miles Bob would tell me to stop so that he could jump out of the car and run over to the nearest hedge. I became concerned when I noticed that he was filling in some sort of form after each out-of-car experience. I could only conclude that he was feeling unwell and was keeping a record that could be used against me in some future legal proceeding.

When he next got out to jump into the hedge I took a quick look at the map and could immediately see the problem: there were pink arrows all over it, which must have been there to indicate our route, but the plotting was obviously so bad that they were going in all sorts of directions. I was about to move some of them to make things easier, when Bob returned and explained that he was in fact looking for more of the rectangular boards, and that the arrows were meant to show their positions.

After some miles of this activity we reached another marshal point. This was on the side of Walbury Hill, near Combe Gibbet, but we had obviously arrived too late as it was quite dark and we were unable to see any of the view. Instead Bob did some more plotting and we set off again the way we had come: he was clearly very confused. We did however make a fortuitous discovery while at this marshal: one of the organisers had stapled a piece of paper to the back of our navigation describing the objects on which the boards were to be found. This was soon found to be very useful.

After visiting another marshal and running around in the woods (no, I don't know why) we drove around for some more boards. After a little way Bob told me to stop 100 yards after the next junction. This I duly did, at a point where the road crossed a stream and the only solid objects around were the bridge parapets. Bob looked at the newly discovered paper: "Ah yes" he said, "the codeboard will be on a bridge parapet". Brilliant, I thought, what would we have done without it. It did eventually turn out to be helpful: we arrived at a footpath sign where Bob claimed there was a codeboard, but he checked on the paper anyway, only to find that it was meant to be on another bridge parapet. I suggested we discard the paper but Bob insisted we continue along the road. "This was a dodgy plot anyway" he told me. By this time I was beginning to lose confidence again, when I saw a bridge railing where the road crossed the stream. The road was very narrow here and it seemed unlikely that anyone would make you stop at such a place, but I got out to look anyway, and, would you believe it, there was a codeboard. Why was Bob finding this so difficult, I wondered, when all you had to do was look at the paper, find the nearest bridge parapet and where would be a codeboard.

Bob was putting the answers into a form of grid that resembled a bingo card, or what I imagine a bingo card must look like. He eventually decided that a full house was unlikely, but as he had completed a couple of rows he decided to ignore the remaining plots (probably dodgy anyway) and return to the finish.

By recent standards it was not a good event for GMC, with only 5.5 crews out, four of which were novices. Dave Mills and Richard Foxley had had a bad night due to mal de nav, so they just handed in their results and went home. Tim and Steve had suffered from the same problem while the Distons were OTL, neither crew actually finishing. Did this mean that the Marlows would be first novice? No, of course not. That honour actually did not go to GMC this time. Strangely the first novice navigator was actually leading driver in the ACSMC road rally championship until a few weeks previously when he blew up his engine!

When the results were calculated it was evident that Bob was better at bingo than the other crews, or at least he could add up better, as we had more bonus points for complete rows and columns than anyone else, which, together with Bob's incredible turn of speed at marshal points put us in front.

Some people claimed that the navigation was too difficult, pointing out that few of the highest scoring codeboards were found, but with six levels of navigation available I would have thought that it was obvious that the hardest would be almost impossible and those spending time attempting to solve them (especially any non-experts) were bound to be making a tactical error. The best thing about this scatter from the drivers' point of view was that it used the southern part of map 174, which contains some excellent lanes and allowed for a fairly compact event with few built-up areas or main roads to be traversed. I was initially concerned that the use of a start venue on the adjacent map (175), which had been adopted as it was more convenient for the majority of crews, would leave us with a thrash back along the M4 to reach the finish, and it is possible that for some people this was the case. However, we found that there was a reasonable amount of time to collect the maximum allowed number of codeboards and we did not need to return along the M4 anyway.

Steve



A pair of Jaguars from among several which turned up at The Barley Mow in Tilford to remember Mike Hawthorn's Birthday.



Out and About - BTCC Media and Test Day at Thruxton



Adam Morgan



Ash Sutton



Rory Butcher



Dexter Patterson



Jason Plato



Stephen Jelly



Jake Hill



Sam Osborne

Out and About - The 79th Goodwood Members' Meeting





Out and About - Bicester Heritage Sunday Scramble



For this month's delve into the Slide Collection, we visit a Vintage Tour, looking at the pictures somewhere around the west country. Other than the pictures date from 1969 we have little other information.



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!

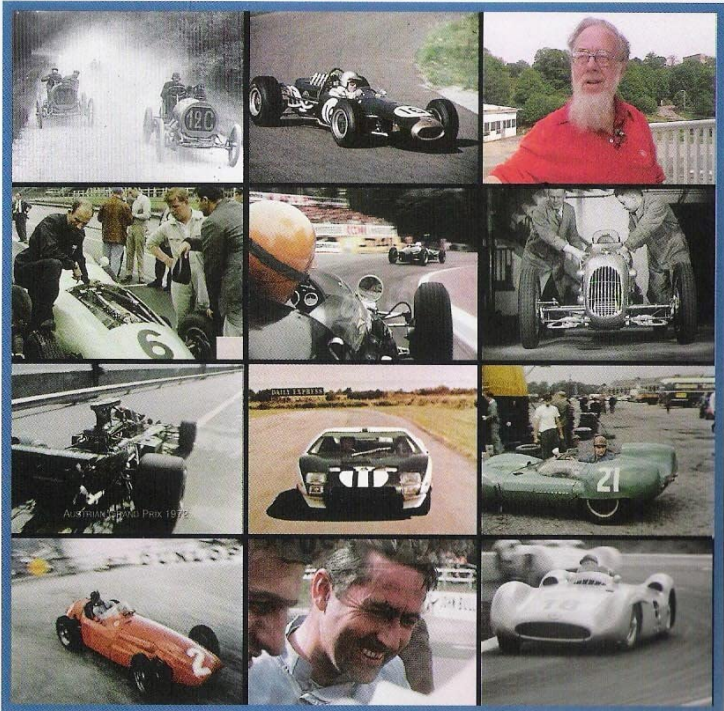
Individual DVDs are available to hire from the Club to members only.

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!

MOTORFILMS Quarterly Volume One

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

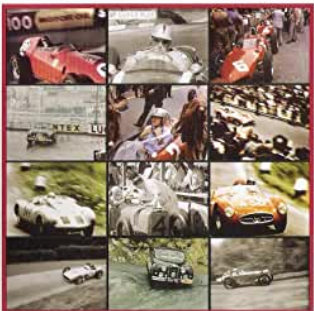


Birth of the Ford GT
1954 French Grand Prix
Morris Mayhem
Austin Twin-Cam Racers

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

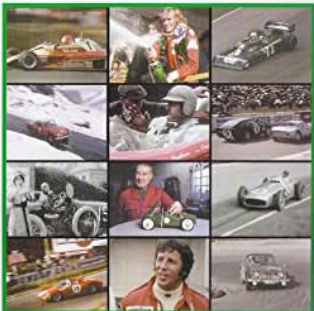


1961 Belgian Grand Prix
1934 Austin "Sevenston"
1955 Monte Carlo Rally

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 - 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



**Recognised
Club**