

July 2022



In Tune



GUILDFORD MOTOR CLUB

Founded 1953



Recognised
Club

Editorial

Welcome to the July edition of the magazine..

Hopefully you will find some interesting reads this month. Mark updates us with plans for the David Roscoe Memorial Dimanche Tour, save 25th September in your diary! He also reminds us that we should never work under a car with a jack alone. Whilst Robert reports from the Farnham Festival of Transport.

Out and About visits the Brooklands Double 12, Savile Row Concoours, a CKL Track Day at Goodwood, the Thruxton Historic and the Bicester Heritage Sunday Scramble, lots of outings and lots of pictures!

We continue with reprints from past magazines, this time we visit December 1992. 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 the West Country in 1964!

Any reports, anecdotes and articles always gratefully received.

Stay Safe

Annette & Robert Clayson

Social Calendar

July

12th Clubnight 20:00 Will be at The Fox at Fox Corner, Worplesdon GU3 3PP

19th Committee Meeting

26th Pubnight 20:00 The Fox at Fox Corner

Goodwood Events - July

13th Fiskens Track Day

24th Breakfast Club

30th Peter Saywell - Supercars

Brooklands Events - July

3rd Motorcycle Show

9th Brooklands Relived

24th Summer Classic Gathering and Autojumble

Competition

Coming Up:

Saturday **December 3rd** is the date for The Southdowns Stages at Goodwood.

The UK start of the Monte Carlo Historique this year is at Brooklands. **25th January 2023**. More details when we have them.

Weald MC 12 Car Challenge

Challenge starts later in the year.

The David Roscoe Memorial Dimanche Tour

Sunday 25th September

Plans for the David Roscoe Memorial Dimanche Tour (DRMDT) are now well under way.

Taking note of comments received after the Printemps Tour, we will make the DRMDT route a bit longer at about 70 miles and include a leisurely lunch halt at a village hall, where crews can enjoy their packed lunch or picnic and chat with the other teams. Also, there will be toilet facilities at the start, finish and lunch venues.

The start and finish venue has been confirmed as the Fox PH, just north of Worplesdon. We're still working on the lunch halt, but hope it will be in the Abinger Hammer or Holmbury St Mary area.

A tulip road book will be used to define the route, but proper navigators may want to bring OS maps 186 & 187 along,

Put the date in your diaries now, regs will be available by the end of July.

Mark & Rob.



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. \(This downloads the magazine from Motorsport UK website\)](#)

A salutary note

A friend of mine had to attend a funeral recently. It happens with depressing regularity at our age now, but this one was so preventable.

The victim was a car enthusiast and was working under his car without using axle stands or any other support, just the jack.

Either the jack failed or the car toppled, I don't know. The result was the same.

Please remember, even if it's just a quick check under the car, ALWAYS use proper supports and don't rely on the jack alone.

Mark.

Out and About - Brooklands Double Twelve 18th June





Guildford Motor Club present:

David Roscoe Memorial Dimanche Tour

Sunday 25th September 2022



This event has no competitive element and is intended as an opportunity for you to drive your 'Pride and Joy' through picturesque parts of Surrey.

The Start and Finish will be at the The Fox Public House just north of Worplesdon. The route will be slightly longer than in previous years and we will be stopping for a picnic at about halfway.

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 1

This month we continue to revisit past magazines. This time December 1992 came out of the box and the first article recounts a Practice Scatter.

Practice Scatter No 5: A Murder Mystery by Steve Pringle

"A scatter with a difference!" so the blurb said..... or it would have if I'd found the time to write it! The event was to take place in the relatively unknown area north of Bracknell, south of Maidenhead, east of Reading & west of Windsor, starting from an unmarked car park near Winkfield Row crossroads.

'Twas a bitterly cold and strangely eerie night, the night before Hallowe'en. The air was thick with anticipation, and by 8.30pm, 8 competing crews had gathered as a heavy mystery descended to envelop them.

One of the eleven GMC Committee members had committed a murder. It was their **task** to discover who murdered **whom** and with what! To do this they would **have** to visit "alibi" locations to eliminate ten of the eleven suspects thereby revealing the killer - this they could **do** by visiting either 10 straight **map** references or 5 not-so-straight map references or even both! They could also attempt to discover the identity of the victim (& what "weapon" was used) at the Crime Scene. A method of guessing the identity of the murderer was available in the form of a mobile Crime Investigation Unit which dispatched 'guessers' to "alibi" locations to confirm or reject their suspicions.

By 8.31pm, 8 crews were sat in their cars, open-mouthed, trying to comprehend that which had been thrust into their unsuspecting *hands.... the road-book* for a murder mystery! Just then there was a scream.... AEEEEHHHH!...., objects appeared to float rapidly towards me - or were they thrown?.... I can't be sure. At least two of the crews were certain of *one thing..* .. I was quite mad! And should be put away for a very long time! The rest, naturally, had murder on their minds, so I quickly and quietly took leave of them to depart for the scene of the crime at Pinkneys Green National Trust Car Park, to await our intrepid investigators.

The first crew arrived and with the instructions before them, proceeded to the starting point of the National Trust board, then went straight past it, and attempted to follow the instructions from a second (viable) board! Uh-oh! Having verbally corrected them, they **began** from the correct start point, but then marched confidently into a tree! Uh-oh! When the second crew arrived and did exactly the same I realised that something was afoot! My full powers of deductive reasoning led me to conclude that 1.) the start point was categorically inspecific, and that 2.) the **first bearing** was 345 not 355 ! ...Oh well! Better luck next time.... if there is one! Anyway, one by one, our *insipid....* I mean intrepid

investigators arrived, and supplied with corrected information, began the **gruesome search to locate and identify the body and** the murder weapon. Soon, the quiet darkness of the woods was intruded upon by the furtive sounds and penetrating torch beams of these desperate people. (Mental note 1. : legs need re-**calibration** for 1 metre pacing - it seems!) (Mental note 2. : to confuse competitors at search points, employ 2 *codeboards*, and *place them* on the same tree!) Despairingly, I left this pathetic scene (late) to set up the mobile Crime Investigation Unit and subsequently on to the finish at Crime HQ (the Jolly Gardener Pub in Money Row Green).

Apologies to Dave Mills and Richard Foxley who were the only crew to make use of the mobile Crime Investigation Unit, albeit after opening 15 minutes late due to problems at the Crime Scene. Even so they still managed the main task of identifying the murderer.

The only crew not to identify the murderer was Henry & Jean, who started fairly late, but did manage to identify the body and murder weapon at the Crime Scene. My thanks to them, to the GMC committee (for allowing me to use them as suspects and in one case the “**murderer**”) and everyone who participated for making the event worthwhile - I hope you all enjoyed it! Please use these pages to tell members what you thought **of** the event or any event for that matter! We want your opinions so hand **them** over!

The result, based on time of arrival at the finish, then the amount of “alibi’s” investigated:

Julie & Roy
Colin & Graham
Stephanie & Paul
Steve & May
Keith & Guy
Dave & Richard
A Driver (or A Navigator) & Jonathon
Henry & Jean

As to Whodunit? I’ve already told you!! And if you can’t figure that out why not find out next year..... maybe!

The real mystery, of course, is why I wasn’t murdered at some point during *the* event!

‘Til next time?

Editors note: The use of bold and italicised characters are exactly as the article was originally published.

Farnham Festival of Transport 5th June

At least it remained almost dry the whole day despite the promise of heavy rain and thunder storms which went some way of reducing the anticipated entry of some 250 cars. As it was the Platinum Jubilee weekend the organisers apologised for the lack of catering for some reason they where is short supply or had better offers! Cars rolled in from 8.45 and were parked up in the Upper Hart Car Park in Farnham.

Despite the reduced number there was quite a wide range of cars as you will see by the pictures. The cars remained parked up till lunchtime and then went on a parade around the town and along the A31 to outside Alton and back again. I opted not to do the run but went into the town to take some pictures of the parade.

As with most shows like this it attracts the unusual, the exotic and cars which were once common place but now rarely seen on the road.

Robert





1976 William Cyclo



Koenigsegg Agera



Reprints 2

Our second outing this month from December 1992 and Graham Skingle report on that years Nov Nav.

The Nov Nav, 1992 by Graham Skingle (His Sister's Brother!)

The Nov Nav was my first full scatter of 1992 — and it will probably be the last! I was brought out of hibernation by the fact that Newcastle United were playing somewhere where one of their most ardent supporters (His Brother-in-law) could conveniently support. As Newcastle United comes before the Nov Nav, this left His Sister without a driver. I usually sit behind what is commonly called a steering wheel on these events, so I was roped in to chauffeur the lady around for the evening!

To begin with, the event went well. We passed scrutineering with flying colours and our Tax Disc was current (Mark does enjoy sending entrants home because of expired Tax Discs; beware for future events). The 'Novigation', as it was called, was pitched at just about the right level of difficulty — sufficiently difficult to make the event interesting without being too off-putting for all but the top-notch experts. The one typo error was easily spotted and dealt with before Bob came round to point it out. The latitude longitude question caused a mild hiccup because the Longitude was not explicitly stated as West. This makes a big difference to the calculator program because a longitude West of Greenwich has to be entered as a NEGATIVE number. If this is not done, the resulting grid reference does not plot on the event map.

5 and 10 point question plotting continued on our way down to Mark's marshal point, to the East of Winchester and by the time we got there, most of these questions had been solved successfully. We then picked up a few codeboards and a couple of unmanned search points before visiting Henry at 1 1:30 pm. Up to this point, the weather had been misty in places with light drizzle, but now it really started to rain very heavily. The inside of the car misted up after every codeboard, when I returned to the car considerably wetter than when I left it. The roads were becoming waterlogged and it was common to be swamped by the bow wave from approaching cars. Finally, at codeboard number 9, the trusty steed said 'no more' and stopped. It would not start again, and by now the wind was driving the heavy rain horizontally across the road. It must be one of those unwritten laws, but the driving rain was coming from such a direction that when the bonnet was opened the distributor was the first thing it encountered. At this point I must pay particular thanks to my navigator (or should that be 'novigator') who got out of the car on the windward side with an umbrella and tried to shield the engine from the worst of the rain. However, I'm not too certain that the owner of the umbrella will appreciate the grease marks on the white panels. Half a toilet roll later (I always carry a toilet roll in the car; as a Boy Scout I come prepared for all eventualities!) and a good deal of WD40

and the engine would still not start. Any moment now, I thought, those people (if there were any) in the orange VW camper van parked next to the codeboard will come out and offer to help. No luck though, and to my utter amazement another competitor (I assume it was a competitor, unless it is common practice in those parts to drive around the countryside on a filthy wet Saturday night inspecting the underneath of stiles) turned up, collected the codeboard and drove away again without not so much as a 'What's up mate?'. Ian Young then arrived, switched the engine off and found the codeboard. He showed some concern that we were having engine trouble and would have given me a lift to the nearest telephone if they had been going in the right direction and they did offer to pass the message to Bob that we were retiring with a sick engine. Ironically, when he tried to start his car again, it would not go. It, too, was a little damp. I went over with the torch, WD40 and cloth and after several attempts Ian got it running again and soon sped off down the road. We were left alone, with only the prospect of a long, cold, wet and windy walk to the nearest telephone. One more try I thought and to my great relief the engine started and kept going, although it did not sound or feel on top form. The object now was to get home, preferably via the finish so that we could inform Bob and Steve that we were OK. By now, even the Basingstoke ring roads were completely flooded and several times I had my windscreen washed by oncoming cars. When we arrived at the finish car park the only people there were fellow GMC retirees, Roy and Julie Duggan. With the engine running, we had a quick chat then headed for home. However, just as we pulled out of the car park and across the road, the engine died again. With Roy and Julie's help we pushed the car back into the car park and decided to have a hot drink and something to eat while waiting for some more help to turn up. If all else failed, I could at least get a tow home from here after the event. Shortly afterwards, Robert, then Henry and then Bob and Steve arrived. The bonnet was up once more and with the aid of a direct WD40 injection up the air intake, the engine started. This time, I'm glad to say, it kept going all the way home and we completed our round trip of the evening.

If it had not been for the weather, we would have had a most enjoyable time and I would like to thank Bob and Steve for all the hard work that they put in to organising and running the event under the most difficult of conditions. Thanks too to the marshals, Mark and Henry, and to the steward, Robert, all of whom could have found more pleasant ways to spend a Saturday evening.

Next morning we learned that Saturday had not been a complete wash-out, Newcastle had won 3:1 away from home against Charlton !

July 2022

Out and About - Savile Row Concours 16th June



Out and About CKL - Track Day Goodwood 21st June



Out and About - Thruxton Historic 11-12th June



In Tune



Out and About - Bicester Heritage Sunday Scramble 19th June



For this month's delve into the Slide Collection, we visit a Vintage Car Show looking at the pictures somewhere around the west country. Other than the pictures date from 1964 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](#),

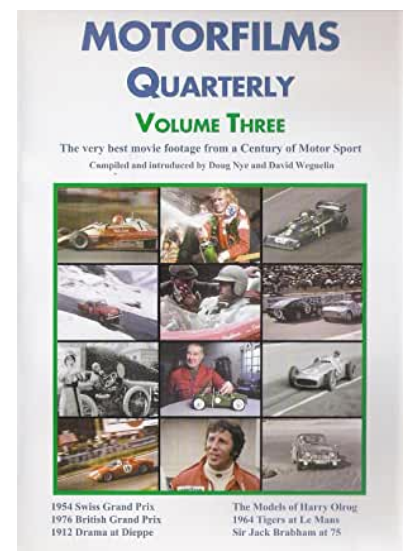
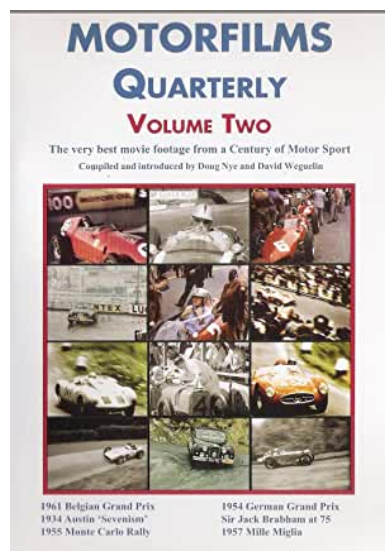
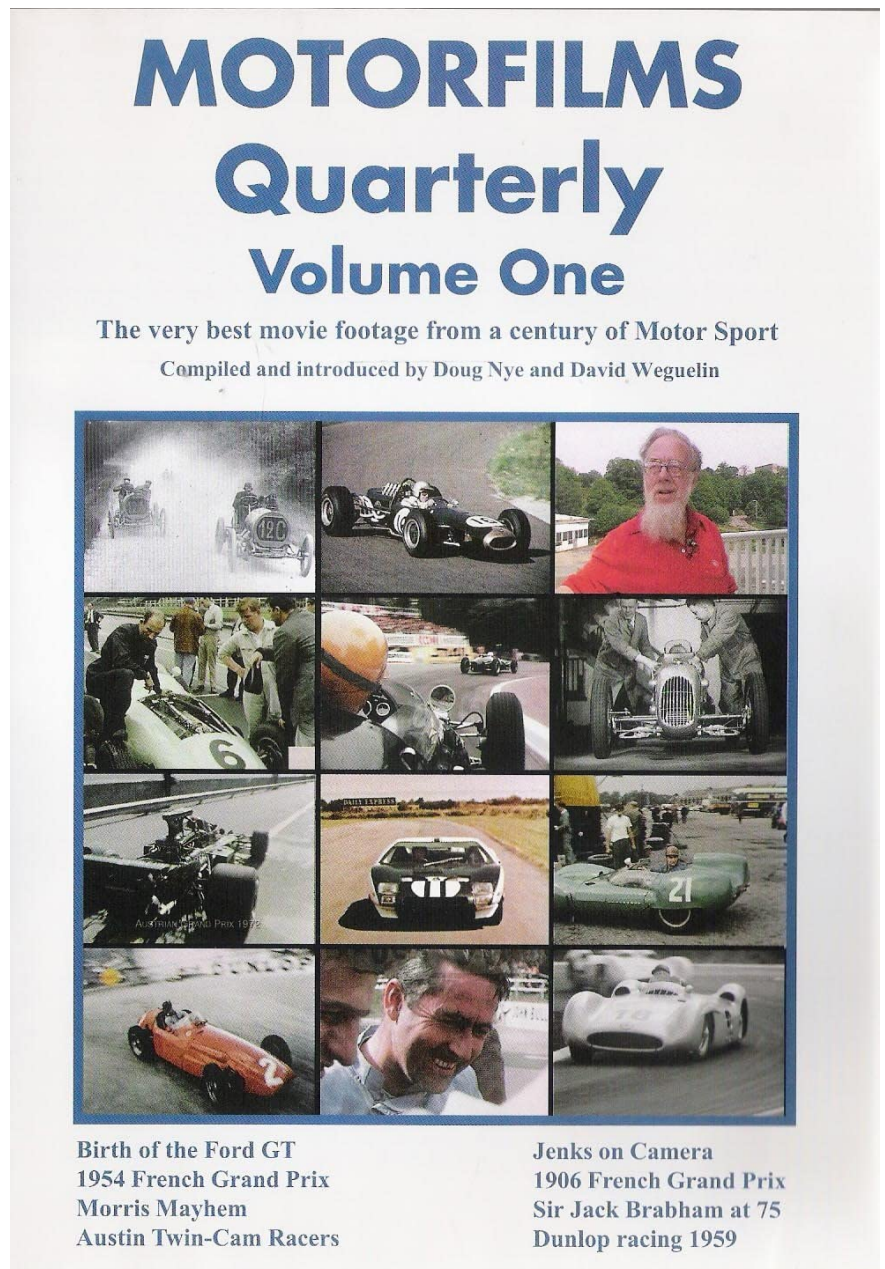
or use this: <https://tinyurl.com/ad4nez2m>

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!



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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