

August 2022



In Tune



GUILDFORD MOTOR CLUB

Founded 1953



Recognised
Club

Editorial

Welcome to the August edition of the magazine..

Hopefully you will find some interesting reads this month. Mark reports on marshalling on the London to Brighton Summer Run a 32 mile circular jaunt out from Epsom and Robert provides a few photographs. We have a report from Constant Busch on the HERO challenge 2, which he and his navigator Najib Nakad won, so congratulations to them. With David Roscoe Memorial Dimanche Tour on 25th September the regs and entry form have now been published they are attached to the email which advises you of the publication of the newsletter and they can also be found on the web site.

Out and About visits the "Historics on the Hill" at Lydden Hill and Truck Racing at Thruxton.

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 1967

Any reports, anecdotes and articles always gratefully received.

Stay Safe

Annette & Robert Clayson

Social Calendar

August

9th Clubnight 20:00 - The Fox at Fox Corner, Worplesdon GU3 3PP

16th Committee Meeting

23rd Pubnight 20:00 - The Fox at Fox Corner

25th Sept David Roscoe Memorial Dimanche Tour

Goodwood Events - August

13th B&HMC Sprint

23rd CKL Developments

24, 30, 31 Revival Test Days

Brooklands Events - August

14th Aston Martin Heritage Festival

4th Sept American Day

Competition

10th September Weald MC Kent Forestry Targa Rally – Marshals Required.

1st October HERO Challenge 3 Based in Petersfield.

16th October – CSMA Topographia Start/Finish The Wheatsheaf, North Waltham, Basingstoke - See advert on page 13.

21st October – Our Rapsallion 12 car (revised date)

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.

David Roscoe Memorial Dimanche Tour 25th September 2022.

As mentioned last month, organisation for the DRMDT is well under way.

We were unable to get the village hall we wanted, so a new route has been devised.

The lunch halt will now be in Bentley. The start and finish will be at the Fox PH, Worplesdon.

Entries are now open and regs and entry form are here on the David Roscoe Memorial Dimanche Tour page on the [website](#). They are also attachments to the email which distributed the newsletter.



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](#))



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 and Hampshire.

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 Lunch Halt at about halfway in Bentley.

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

Summer Veteran Car Run - Mark Feeney

A few weeks ago, Barry Guess of Sutton & Cheam MC, posted a plea for marshals on a new event he was organising. As the event was on a Thursday, I only contacted those of us with sufficient life experience to be without the burden of work commitments. i.e. old and retired. So Francis Carlisle-Kitz, Barry Dreghorn and I put our names forward. Rob Clayson came along as photographer and his shots are included with in this report.



Mark, Barry and Francis alongside an Argyll from 1904

The summer run was a shake-down event for the annual London to Brighton emancipation run, held in November to celebrate the lifting of the Locomotives on Highways Act of 1896. In keeping with the London to Brighton event, only cars made before 1905 could participate. That's about where any similarity between the two events ended. Our start time was 10:30 (LtB 04:00), the weather was sunny with an average temperature 25 degrees (LtB usually very wet, often sub Zero), the circular 32 mile route started and finished at the Royal Automobile Club, Woodcote Park in Epsom (LtB 56 miles Hyde park to Madeira drive).

Most of the entrants had assembled on the Cedar Lawn at Woodcote Park by the time we signed on at 09:00 and everyone was milling around enjoying the cars, ambience and gratis bacon rolls, pastries and coffee. The schedule was for the cars to leave at minute intervals from 10:30 drive south to Dorking, along the A25 to Betchworth, then south again to the lunch halt between Charlwood and Newdigate, where the first cars were due at about 12:10. After a leisurely lunch at Gildings Barns, the cars set off at



Some of the entrants at Gilding Barn

14:00 heading back to Woodcote via Parkgate, Brockham, Dorking and Leatherhead. The GMC role was to run the lunch time controls and organise the cars as they arrived at Gildings Barns.

The relaxed timing of the event meant that we could have a good look at the cars and chat with the crews. These cars were made before the advent of rubberised belts, so water pumps and Dynamos were driven by chain. Not safely enclosed like the more modern stuff, these were open to the elements and would easily remove fingers if they got too close to the spinning cogs. Only one car had a steering tiller, but most, if not all, had a steering column mounted throttle (I'll bet that makes it really difficult to Heel and Toe for spirited driving!) It was interesting to see some of the modern and reversible modifications people had made. Several had tiny cycle LED lamps fastened to the rear of the car, I saw one car with the headlamp wicks replaced with LED bulbs, held on place by blu-tac.



1902 Wolseley



1904 Renault



1902 Dennis



1903 M.M.C.



1903 Daimler

Quite a few had their exposed exhausts wrapped in heat insulting material. I even saw a Tupperware box replacing the traditional wicker hamper!

Chatting with one navigator, they said they had trouble following the Tulip roadbook. When I suggested they should be quite easy to follow if they used the intermediate mileages listed, she pointed out that none of the cars have speedo's, let alone a trip meter. Not something I'd appreciated until then. The crew all had mobile phones, so I suggested they quickly download the Rally Tripmeter app and use that.

We only had 17 cars to contend with and given their speed, we had enough time to watch a few of them leave the start before we headed off to the lunch stop. Sadly, car number 1, a single cylinder Clement Voiturette, with 2.75 horsepower lost all compression on the way to the start line and had to withdraw. Everyone else made it to the Barns, many of them in line astern procession as they played follow the leader down the narrow lanes.

Lunch



1903 Peerless

was very much an Us and Them affair. The crews retiring to the barn, whilst Francis, Barry and I were joined by Rob for our packed lunch in the adjacent field.

After lunch, some entertainment was provided in the form of a local old farmer who insisted on showing anyone and everyone some ancient farming equipment magazines with photos of old cars converted to Hay Pushers and suggesting to the assembled dignitaries that with beloved chariots that they could do the same. (A hay pusher was a 1930's invention that involved changing the rear wheels to toothed Iron rims and bolting what looks like a pallets to the front of the car to shove cut hay and straw around fields).

Only one car failed to make the restart. The 1901 Mors Tonneau had lost a gallon of water on the run down. The overheated engine was suffering from a stuck valve which couldn't be freed up, so it went home on the trailer. The crew made use of the RAC breakdown liveried Austin 7 Tourer of 1930's vintage, saving them from a long walk back to Epsom.



1903 Crestmobile



1902 De Dion Bouton



Renaults 1904 (L) 1902 (R)



1903 De Dietrich



1905 Cadillac



1904 Autocar

Start	Principal Driver	Make	Model	CC	Cylinders	HP	Reg No	Top Speed	Cruise
10:30	Mike Sewell	Clement	Voiturette	1900	1	2.75	BS 8417	25	20
10:32	RAC Club	Mors	Tonneau	1901	4		RAC 1		
10:33	Sarah Marsh	De Dion	Rear entry Tonneau	1902	1	6	BM 4	25	18
10:34	John Dennis	Dennis	Tonneau	1902	1	8	P26	20	16
10:35	Michael Edwards	De Dion Bouton	Rear Entrance Tonneau	1902	1	8	A 6814	28	23
10:36	John Orford	Renault	Rear Entrance Tonneau	1902	1	8	BS8632	35	20-25
10:37	Philip Oldman	Wolseley	Tonneau	1902	2	10	O-53	25	20
10:38	Clive Boothman	Napier	Tonneau	1902	4	12	HE 1	40	35
10:39	Christopher Myerscough	Crestmobile	Open 2 seater	1903	1	3.5	BS 8685	25	15
10:41	Peter Haynes	Daimler	Tonneau	1903	4	14	AP 221		
10:42	Andrew Hayden	Peerless	Rear-entrance tonneau	1903	2	16	AX733		
10:43	Henry Lawson	M.M.C	Tonneau	1903	4	20	AD91		
10:44	Ian Stanfield	De Dietrich	Tourer	1903	4	24	3 JOT	55	30
10:46	Nigel Knighton	Renault	Tonneau	1904	1	9	BS8298		
10:47	Joy Tacon	Autocar	Runabout	1904	2	10	MO7776		
10:48	Alistair Hacking	Argyll	Double Phaeton	1904	2	10 to 12	BT 15	35	30
10:49	Henry Willis	Cadillac	Tourer	1905	1	9			

Entry list above, note that only 3 manufacturers are still making cars.

Well done to Barry Guess and his team for organising a superb event and thanks to Francis, Barry (D) and Rob for helping make the lunch halt go smoothly.

I have a feeling we may be asked to help out on the big event in November. So get your thermals or excuses ready.

Mark



1901 Mors

After Three Days of Competition Valiant Volvo Takes the Win - Constant Busch

Last day, last opportunity to climb the leader board or throw the lead away. Keep calm, this is supposed to be fun, after all. Four regularities to sort the final order. Keep it steady, nothing rash, you can't win it on the first regularity after all, but you can sure as hell lose it. No time in it at the top, no time to lose, this is going to be fun...

In fact, this is fun, Summer Trial fun. An event pitched at those intermediate and beginner drivers, pushing for something more, trying to raise their game to something a little more difficult. A weekend that has so far seen some of the tightest competition all season, with the lead switching hands almost as quickly as the miles have ticked over on the trip. Whilst the positions on the leader board haven't been consistent, the one constant all weekend has been the smile on competitors faces, as they have rattled around the Lincolnshire countryside on a very enjoyable Summer Trial.

Big smiles under big skies, skies often filled with sun that glinted off of finely polished classic rally cars. Big performances too, from new-comers and those with a little more experience. But what of the final positions? Who would finally claim the slippery podium positions? Well, before that could be decided there was still some competition miles to contest.





Heading south today, the resplendent Belvoir Castle filled the horizon as the first regularity began, although many competitors would be about to curse it, as a dog show (whatever you're into), was causing traffic chaos as the doggy devotees had ignored the signs to use the main roads to approach the castle. It wasn't just the canine crowds that were causing consternation, the beautiful weather had also bought out the cyclists. Malcolm Dunderdale and Anita Wickins were one such crew to fall foul of those on two wheels, and even with their joker played they had seemingly fallen out of the race for the podium, though they were now odds on for the class win.

The second regularity quickly followed the first, just a few miles from Melton Mowbray, as the rally made its way into Leicestershire. A tricky road crossing, with a classic 'long way around a triangle' built into it was confusing more competitors, with car 42 one of the cars falling foul of the devilish junction. Anyone that had got hot and bothered by the crossing would soon have a chance to cool off, as the road descended into a ford with plenty of water in it, something that the number 40 Triumph crew of Lee and Max Clarke used to great effect after their morning had gone array. The podium hopefuls had dropped to sixth by the mid-point of the morning, and they weren't the only changes in position, as Tim and Mel Green had continued their upward march in the Mini, taking over in second.

Constant Busch and Najib Nakad were still out in front though, but with the longest regularity of the day still to come nothing could be guaranteed. Indeed, the times were so close that results wouldn't be declared final by the timekeepers until after 3 pm, more than two hours after the first cars started arriving back at the finishers arch.

Constant would no doubt be nervous, as during the last Summer Trial the wheels quite literally fell off of his weekend at the death, as a broken half shaft caused one wheel on his Volvo Amazon to buckle under the car on the last test, within sight of the flag. There would not be a repeat though, as he and navigator Najib held firm until the finish, taking eventual victory by a narrow 11 seconds.



Constant Busch: "We were flabbergasted that we were even on the podium, then absolutely delighted to win. Like many others we are sharing our home with a Ukrainian family, and it is days like this that make you realise just how fortunate we are to be able to enjoy ourselves like this."

Najib Nakad: "The last regularity it felt like we were serving for the match at Wimbledon! It was a great event all round, in a part of the country I did not know before."

At the end of it all though, the times were still incredibly tight at the top, on a route that has embraced what the Summer Trial is all about, challenging but not breaking crews and all whilst having fun in classic cars, in the beautiful June sunshine, with the added backstory of an entertaining and unpredictable tussle for the win.

Constant Busch



Topographia Rally 16th October 2022

Regs and entries are now available for the 2022 Topo.

For those of you who haven't done it, the Topo is a scatter rally run during daylight hours.

'All' you have to do is identify and visit locations on the map (185) from the photographs and questions the organiser supplies.

The photos range from easy to nigh-on impossible with points awarded accordingly.

The start and finish is at The Wheatsheaf PH in North Waltham, near Basingstoke.

The regulations and entry form are available on the Competition Page on our [website](#)

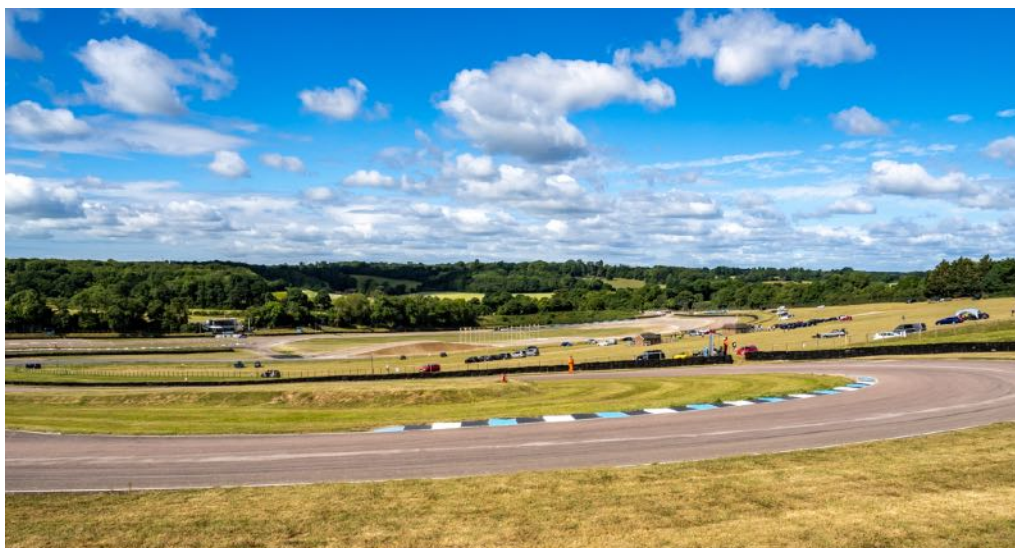
Suggest a Caption!

Mark giving
some close
inspection to a
1903 Peerless.

No prizes!



Out and About - HRDC "Historics on the Hill" Lydden Hill, Kent



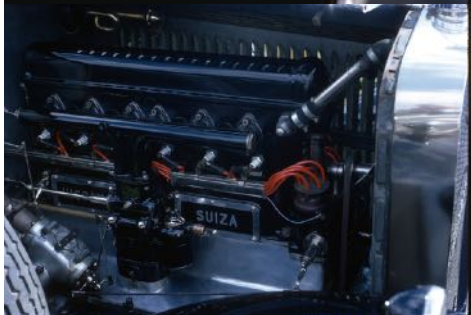
Out and About - Truck Racing, Thruxton



Pictures above from the support races



For this month's delve into the Slide Collection, we visit another Vintage Car Show looking at the pictures it would suggest the event was from the Cornwall Vintage Vehicle Society. All the pictures date from 1967 but I am unsure whether they are all the same event.



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](#),

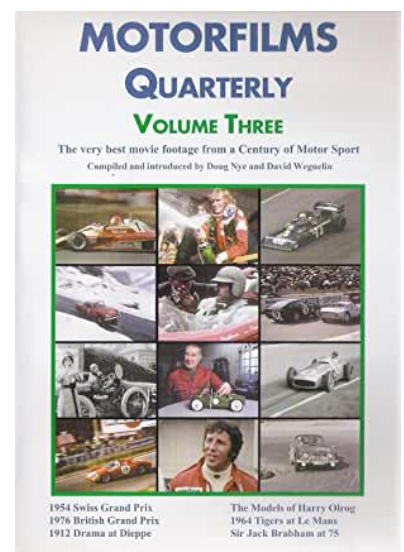
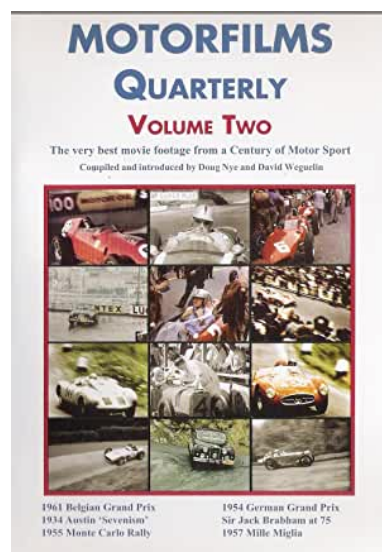
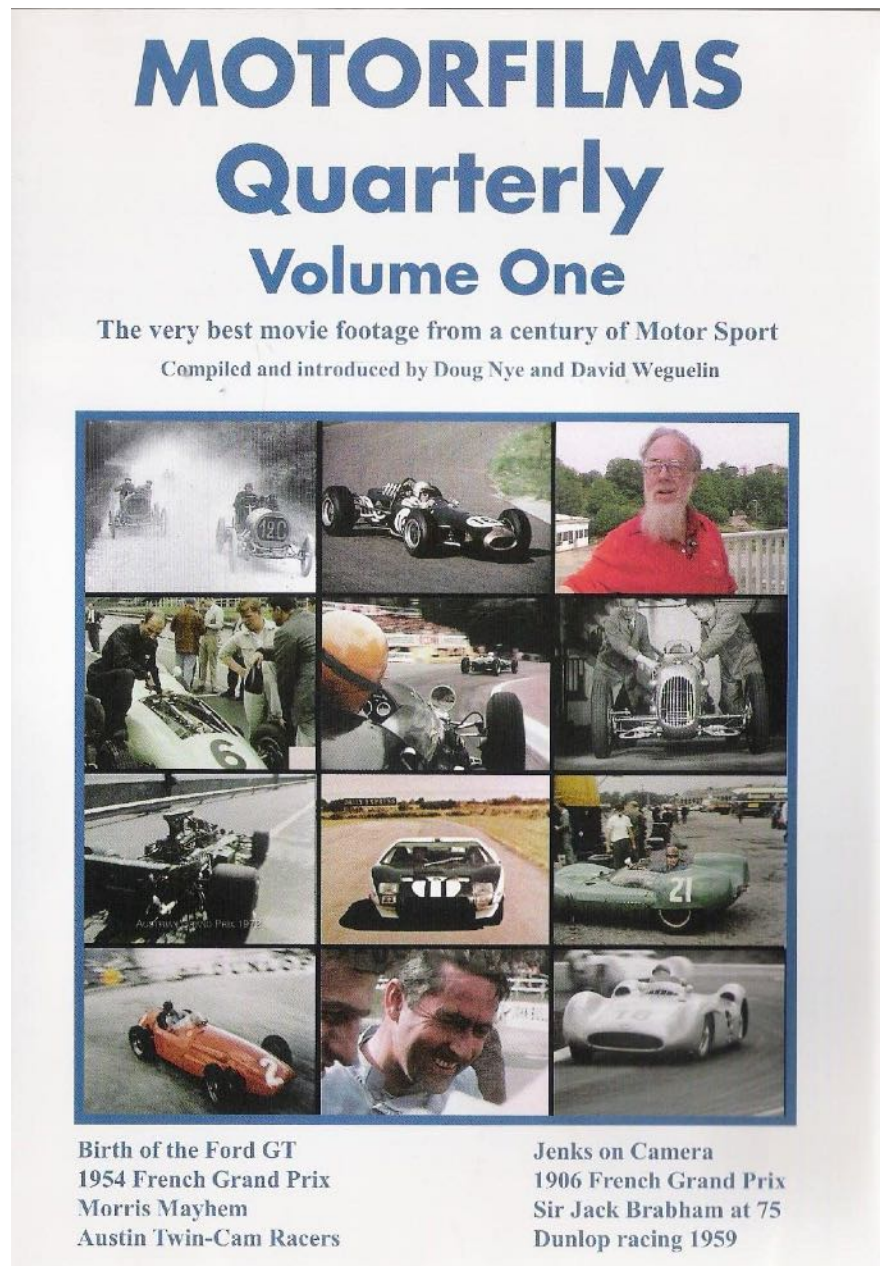
or use this: <https://tinyurl.com/ad4nez2m>

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

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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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