



In Tune



GUILDFORD MOTOR CLUB

Editorial

Welcome to the September edition of the magazine..

Highlight of the month is the David Roscoe Memorial Dimanche Tour on the 25th September. It's not too late to get your entry in! Regulations and Entry forms are attached to the email which brings you this magazine and of course they are also available on the website.

Hopefully you will find some interesting reads this month. Mark reports onsite maladies whilst preparing for the David Roscoe Memorial Dimanche Tour, Hamish Roscoe writes as our Northern Correspondent, we have a request for help on the London to Brighton Veteran Car run and Robert writes about a car he came across at Goodwood.

Out and About visits the Aston Martin Heritage Day at Brooklands, a track day at Goodwood, the British Motor Show at Farnborough and the Brands Hatch Mini Festival.

Do not forget the selection of DVD's which are available for hire.

Any reports, anecdotes and articles always gratefully received.

Stay Safe

Annette & Robert Clayson

Social Calendar

September

13th Clubnight 20:00 - The Fox at Fox Corner, Worplesdon GU3 3PP

20th Committee Meeting

25th David Roscoe Memorial Dimanche Tour

27th Pubnight 20:00 - The Fox at Fox Corner

27th Oct H&B Skittles

Goodwood Events - September

5th Revival Test Day

10th AC Owners Sprint

16-18th Revival

Brooklands Events - September

4th American Day

11th Emergency Services 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.



Guildford Motor Club present:

David Roscoe Memorial Dimanche Tour

Sunday 25th September 2022



GET YOUR ENTRY IN!!!

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



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)

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](#)

David Roscoe Memorial Dimanche Tour

(Help save the NHS money and enter the DRMDT).

Everything is going pretty much to plan with the organisation of the event.

However, we still need more entries. As it stands with less than a month to go, we won't be running it.

I am confident that we will make it to the minimum number of 10 cars. But you'll all be doing my dicky ticker the world of good if you get your entries in sooner rather than later.

Mark.

DRMDT maladies.

Lorraine and I have driven most of the route for this year's event and have the exact mileages for the road book. I say 'most', as we were almost halfway through the return leg of the route and approaching the staggered crossroads at Kingsley, when a warning light came on on the Mazda dash.

It told me the front nearside tyre was low on pressure at 25PSI. Nothing much to worry about, I'll pump it up when we get home, say's I.

By the time we'd travelled a couple of hundred yards further North to the junction, it was down to 15PSI – something a bit more serious was going on. Rather than stop on the busy B3004, we stayed on the route, went across the crossroads and stopped in the old sand pit entrance. PSI was now down to single figures. A quick look confirmed it was definitely flat. Luckily, only at the bottom, so I opened the boot to get the spare.

Oh, silly me. This being a modern car and build to a very strict budget there is no spare, just a small compressor and a tub of gloop. Following the instructions, I removed the valve core and poured the gloop in. Replaced the valve core and connected the compressor up. I was expecting a small amount of the white gloop to trickle from the hole, but it gushed out. At least I knew now where the puncture was. A large sharp stone had punched a hole the size of the Mersey Tunnel into the shoulder of the tyre. By now, the entire tub of gloop was running down the road and the tyre was flatter than a flat thing.

Fortunately, I'm also a member of CSMA which comes with Britannia rescue, so I made the call, and we suffered the ignominy of being taken home of the back of a truck.

What a damn nuisance. If we'd had a spare, we could have finished the route and still got home at the same time. Whilst sitting in the drizzle at the side of the road to South Hay and Binstead, I vowed never to buy another car that doesn't have a spare tyre. A bottle of gloop and a compressor are of no use at all if you suffer anything other than a tiny hole in the middle of the tread.

Heed the words of a bitter and twisted man, who must now go back out and finish the mileage checks, when he should be in his garage putting his Alpine back together.

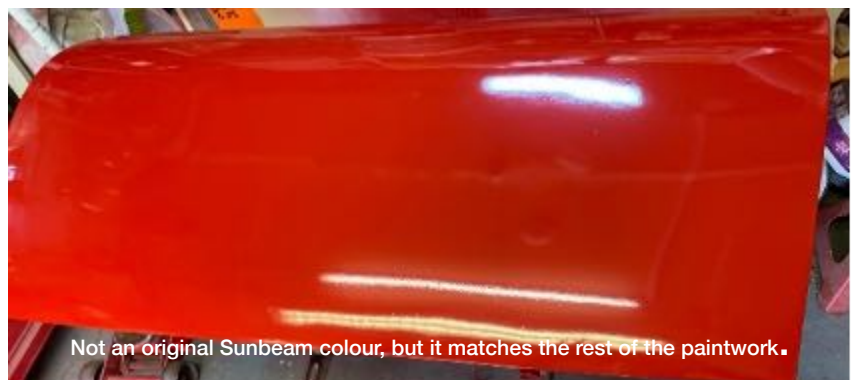
And talking of the Alpine – after deciding during the initial lockdown (2+ years ago), that I would 'just' fix the paintwork at the front of the Alpine – it looked like it had developed a nasty rash and gone 'bobbly', I have finally got my a*sse into gear and put some colour back on it.



After a disastrous first attempt at applying the colour, when I had the spray gun set up completely wrong and had to sand off the paint I'd applied. I have now got my act together and sorted the gun. The photos of the nearside wing and door show a nice shiny finish. I'll now move the car over to the other side of my narrow garage, apply a bit of high-build primer and several coats of red gloss.

With a bit of good fortune, a following wind and no more punctures, I might, just, have it ready to use on the DRMDT.

Mark.



From our Northern Correspondent - Hamish Roscoe

I just want to apologies for not being able to join you on Dad's memorial run. Unfortunately I have clashes - but at least it's motorsport reasons and not something trivial like family birthdays or weddings, so I hope Dad and you will forgive me.

It's been a busy season for me, doing sprints and hill climbs in my 1959 TR3a (which I'm proud to see still features on the clubs web banner 😊). successful so far with some class outright and handicap wins with lots of new personal best times. My latest claim is faster round Curborough fig 8 sprint than a Ferrari F430 !!!



You can see the runs for that event here https://youtu.be/6lR2qMAS2_0

And all mine and Dads films here - <https://youtube.com/c/HamishRacing>

Mum is so pleased that you have been able to continue the memorial event post Covid. She is doing very well and more on the ball than I am (not saying much I know !!) but she holds very fond memories of those initial years at the club where she helped out a lot, producing the newsletter (she put all those early ones together herself.)

My Family;s thanks to the club for remembering dad and again my apologies for not being able to join you all.

Hamish

p.s

Feel free to use any of the above in the club magazine. I am after all a “northern member at heart - it's in the jeans” and I know it's sometimes hard to find material.

London to Brighton Veteran Car Run 6th November

Barry Guess is running the London to Brighton Veteran Car Run this year and would like a bit of help.

Below is his email and if you'd like to help out, let me know as soon as you can and I'll pass the names on to Barry.

Taking place on Sunday 6th November, running between London's Hyde Park Corner and Madeira Drive Brighton, the VCR is the oldest motoring event in the world and is celebrates its 126th year with over 370 pre-1905 veteran cars (plus a few motorcycles and even Penny-Farthing) all battling their way down the A23 towards the seaside.



The spectacle can be watched by somewhere between 50,000 - 100,000 people, all lining the 60-mile route, waving and cheering these worthy veterans who are celebrating the scrapping of the 4mph speed limit, and the need for that man with a Red Flag.

Keeping this iconic event flowing and safe is where you may be able to help me as it takes an army of volunteers to simply keep an eye on everybody, some sitting in their cars at road junctions, or for the energetic, helping at the more complex or 'difficult' sections throughout the various towns and villages. I am also still seeking observant car counters for half a dozen 'checkpoints' along the route so if you are good in that area then please let me know.

Mostly however, its giving the veterans a hearty wave as they pass by with just a wary eye on anybody standing somewhere stupid (yes they do!). The traffic flow is generally managed by certified Traffic Marshals and so you will not be asked to confront or stop angry motorists as that's not your job.

The time frame ranges throughout the early part of the day, dependant on location with the London / Surrey area running predominantly from 6:30am - 10 whilst Surrey and Sussex spring into life a little later.

Email, phone or see me at the Fox if you're interested.

Mark



Out and About - Aston Martin Heritage Day -Brooklands



Spotted ...

The recent well supported Brighton and Hove MC Sprint at Goodwood in August contained the usual entry for most sprints a wide selection of road cars along with a few modified ones. Because of their nature you will find ex competition cars and single seaters running as well. All of course having to comply with Goodwood's noise restrictions.

The entry for the Brighton event was no exception, however, lurking in the paddock bays was a very orange single seater. The colour was a bit of a give-away - a McLaren M18 F5000 car. Speaking with the owner/driver Martin Cowell and a spot of research I was able to find out more about the cars history.

This car was built for 1971 F5000 season by Team Trojan for McLaren, Team Trojan built McLaren's customer cars at that time. For 1971 the Swede Ulf Norinder raced the car, its first race was at Silverstone in May 1971. In 1972 the car was taken over by Speed International Racing who entered the car for Ray Allen who contested most of that year's F5000 championship. With the rounds that Ray Allen didn't contest the car was taken over by David Prophet and Gijs van Lennep.

The car was not seen during the following year and emerged in 1974 as a show car for Shell who sponsored the F5000 Championship. The trail then goes cold, until 1984 when it re-appeared in the hands of Gerry Walton who raced it for several years in HSCC event before crashing it at Oulton Park. It was subsequently repaired but only to become damaged again when a lorry reversed into it!

The current owner Martin Cowell purchased the car in 1996 and had it repainted in the iconic McLaren colours.

Robert





Out and About - Ric Wood Track Day, Goodwood



Ric Wood prepares and builds very competitive Ford Capris and also races Nissan Skylines. He is often involved with the Car SOS television programme assisting them in some of their more complex restorations.

Out and About - British Motor Show Farnborough



Out and About - Brands Hatch Mini Festival



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](#),

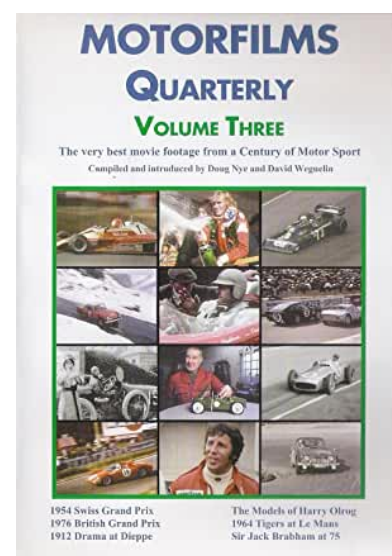
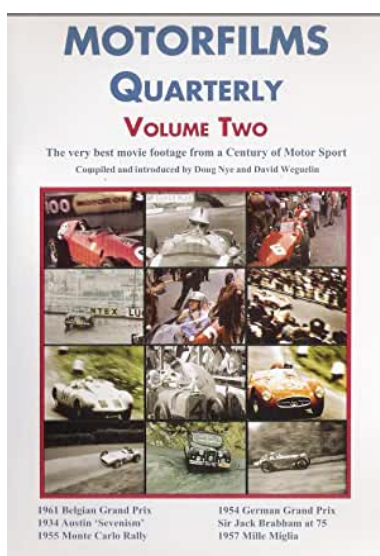
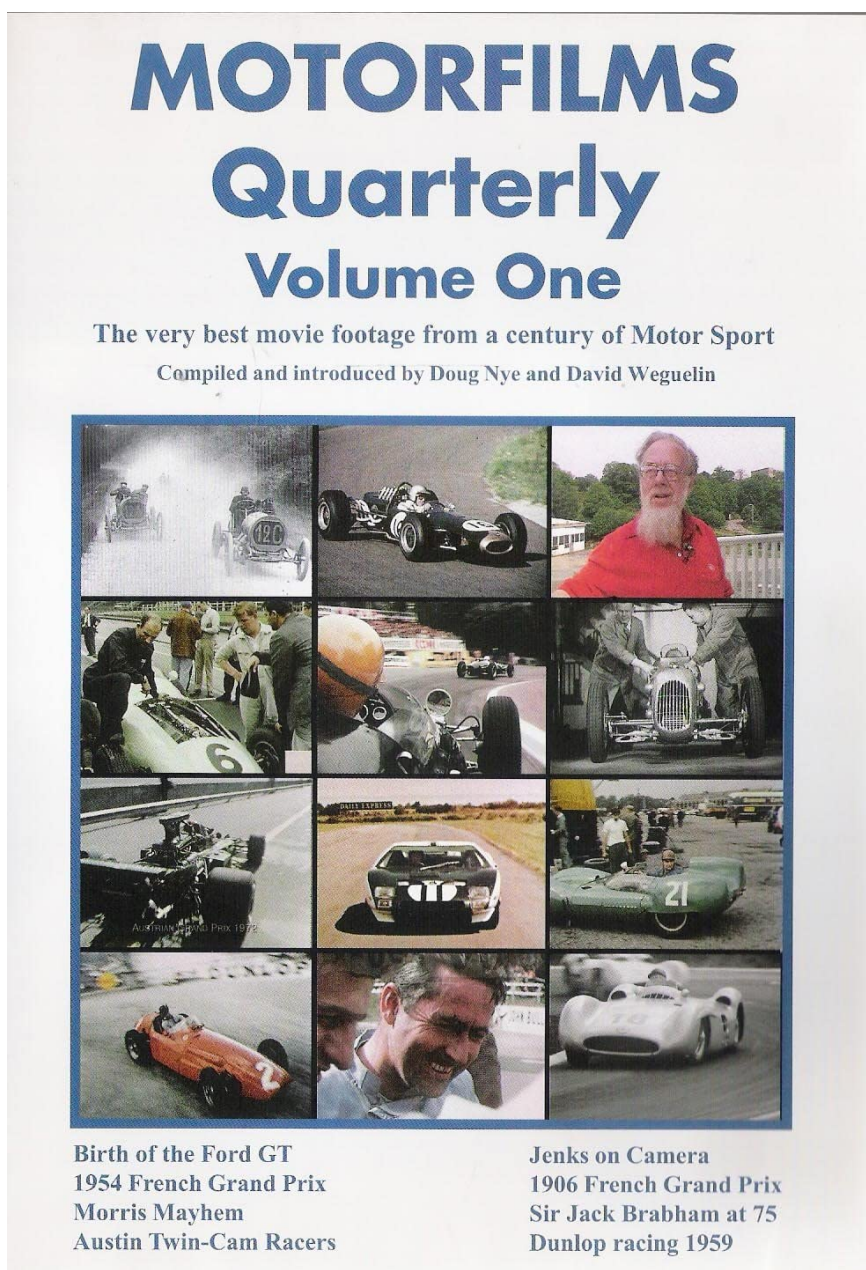
or use this: <https://tinyurl.com/ad4nez2m>

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



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