



In Tune



GUILDFORD MOTOR CLUB

Social Calendar

December

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

20th Committee Meeting

28th Pubnight 20:00 - The Fox at Fox Corner **Note This is a Wednesday.**

10th January AGM 20:00 - The Fox at Fox Corner, Worplesdon GU3 3PP

Goodwood Events - December

3rd South Downs stages

Brooklands Events - January

1st New Year's Day Classic Gathering

Competition Calendar

2nd December Southern CC - Southern Soiree 12 car. Starts Tandridge.

3rd December Southsea MC - South Downs Stages. Goodwood. GMC running the finish control.

3rd - 4th December - Devizes & DMC Driveshaft 20/20 rally. Starts Chippenham Cerne.

9th December - Southsea MC 12 car Starts Near Privett.

9th December - Cranleigh MC Yuletide Gallop scatter.

10th-11th December - Chelmsford MC The Preston, road rally. Starts Snetterton Circuit.

16th December - F&DMC the Gwynn Jones Memorial 12 car. 16/12. Starts Hen & Chicken near Froyle.

25th January - Monte Carlo Historique UK Section starts from Brooklands.

10th February - Guildford MC 'Wheeled 12 car' for the Weald championship

Weald MC 12 Car Challenge

Friday, 7th October 2022 (Borough-18)

Friday, 21st October 2022 (Croydon)

Friday, 18th November 2022 (Sevenoaks)

Friday, 9th December 2022 (Southern)

Friday, 20th January 2023 (Maidstone)

Friday, 10th February 2023 (Guildford)

Friday, 24th February 2023 (Eastbourne)

Friday, 10th March 2023 (Bexley)

Friday, 31st March 2023 (Blackpalfrey)

Guildford Motor Club Event 2023 Dates

10th February our round in the Weald 12 Car Series - The Wheeled 12 Car

7th May Printemps Touring Assembly

20th August David Roscoe Memorial Dimanche Tour - Touring Assembly

29th September Rapsallion (Scatter or 12 Car)

Editorial

Welcome to the December edition of the magazine. Firstly may we wish you all a Merry Christmas and a Happy New Year.

Also as a reminder the Annual General Meeting is on the 10th January.

What do we have for you this month ... Well we could do with a few more marshals on the South Downs stages, see Mark's note below.

Mark also writes about Marshalling on the London to Brighton Veteran Car run in Crawley which was a very wet day. Robert writes about Club Trophy which we have just recently been reunited with. We also have a couple of reprints from the May 2000 edition of the newsletter. We have been able to unearth some photographs to accompany both articles.

Welcome to two new members Chris Wickens and Tom Sherlock.

Any reports, anecdotes and articles always gratefully received.

Stay Safe

Annette & Robert Clayson

The Phil Collings Memorial South Downs Stages

GMC are running the finish controls at this year's event at the Goodwood circuit on the 3rd of December. It's going to be dry but cold (apparently) and you would be most welcome to come and help out.

Lunch is provided, but it will be a long day. The last two stages are run in darkness (remember to bring head torches). There is a full entry of 55 cars, so we'll be busy all day.

Contact Mark Feeney to get signing-on details and other useful stuff.



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

Reunited ...

A few weeks back Pash was contacted by Simon Fox having seen a trophy listed for sale on Facebook Market Place and wondered whether the GMC on the trophy was Guildford Motor Club. Pash checked the listing and indeed it was one of cups which had gone astray in the 1970's. The vendor was contacted and the trophy is now back in our hands.

This trophy was presented to the club by founding member David Roscoe, for the winner of the Rallye Printemps. It disappeared in the 1970's. We also have The Tilthams Trophy which was presented on the Rally Printemps.

The Winners Trophy was presented as follows:

1961 S Actman - P Jones

1962 T Straker - B Stevens

1963 M J Robertson - M H Addington

1964 D H Ray - S R Gray

1965 J F Barnes - A C Petite / P K Sandeman - M H Addington (Tie)

1970 Lintott - Lintott



Hopefully we can award the trophy when the Printemps is next run, with the Printemps being a touring assembly we can't actually have winners! Something for us to work on!!

As the Tilthams Trophy remained with the Club whilst being present on the Rallye Printemps which over the years became our regular Scatter event ran in March / April each year.



The Winners Trophy reunited with the Tilthams Trophy after many years.

1961 J L Cameron - G H Fillingham

1962 N Thorne - D Pratt

1963 A W Maslen - B J Vice

1964 J G Ivil - D Pratt

1965 J Church - J Mace / R J Smith - J Gale (Tie)

1970 R Voller - D Jelley

1978 M Hawes - B Palmer

1982 B Palmer - M Hawes

1985 M Davies - S Hawes

1988 M Davies - S Hawes

1989 M Davies - S Hawes

1990 J Walker - S Hawes

1991 D Smart - G Parsons - C Feakes

1992 D Smart - G Parsons

1993 J Golbey - R Blows

1995 S Cole - R Duggan

1996 D Smart - G Parsons

1997 D Smart - G Parsons - C Feakes

1998 G Diston - K Diston

1999 D Turner - T Lloyd



Winners Trophy



Tilthams Trophy

Out and About - Classic Motor Show, NEC Birmingham



L2B, or not 2B? That is the question.

I always take a weather forecast with a large pinch of salt. I firmly believe that the met office has difficulty in telling us what weather we've just had, let alone accurately predicting what we're going to get, a bit like Astrologists (not Astronomers). I was born in late May, which makes me a Gemini. As a Gemini, I'm a great person, a natural athlete, a superb artist, I suffer fools gladly and I drive rally cars really, really fast. All of it absolute horse sh*t.

Still, out of curiosity, I checked the met office. The weather forecast didn't make good reading. This time I was tending to agree with them. Sunday 6th November was going to be chilly and wet. Wet and windy. So, as if a day of cold horizontal rain wasn't bad enough, we had to spend 6 hours of it standing outside, in Crawley. Not a town renowned for its architectural beauty, nor pleasant, tree lined avenues. It did, however, have the London to Brighton Veteran Car run passing through, and we were going to help make sure it did so without issue.

Six of us were allocated 'The Boulevard' to marshal. A ¼ mile straight with good sight lines. Two lanes with a pedestrian crossing and ample public parking, near to the town centre. Francis and I arrived early, mainly to check out the coffee shops we could use. Fortunately, there were several, so things were looking up.

The first of the veteran cars was due at about 08:30, by which time the rain was descending in biblical proportions. Most of us had remembered to bring full wets, except Chris who forgot his waterproof trousers and was beginning to show signs of rising damp. Chris and Robin headed off to the roundabout at the far end of the road to ensure the cars went the right way, whilst Francis, Graham, Barry and I remained near the public access areas to control the crowds and help any struggling cars (or bikes).

We needn't have worried. The rain was keeping most sensible people indoors and the few that did venture out were all well behaved, mostly with small children coming out to see the old bangers as well as the veteran cars.

There were 350 entrants that should have left Hyde Park Corner from 07:02 onwards. The cycles -penny-farthings and single-speed iron framed monsters, had all left at 06:45.

It didn't seem like we'd had very many cars through when the course closer gave us the good news that we could stand down and get out of the rain, but of the 350 entrants, 327 had started and 315 made it to Brighton – including the (barking mad) cyclists. The vast majority soaked to the skin as very few had windscreens nor roofs.

Special mention to the team on the day of Francis and Barry, both GMC, Chris and Graham, both WACT and Robin from Aylesbury.

I have it on good authority that Chris's rising damp, which had risen well above the knee was successfully treated with a tap on the ankle. (sorry)

Mark.

Reprints

This month we revisit past magazines. This time two articles published in May 2000, with both articles I have been able to include some pictures which wasn't possible in the magazine when it was published

Haynes Two Day Classic 15th -16 April 2000 by Robert Clayson

About this time last year, a friend of ours purchased a 1965 E-type Jaguar. During last year he did a few events in the car. Picking a first novice award on a Jaguar Driver club rally.

Late last year he asked me if I was interested in doing the Claret and Classics rally across France in early July this year. Sounded like a good idea to me. Obviously, you will be able to read about our exploits in a forthcoming magazine. We decided that it would be a good idea to do some events before we travel to France. So we had an entry on this Haynes event and also we have an entry on the AXA at the end of May, we are doing the event over two days. When we get back, we are also doing the Footman James Retro run which forms part of the Coys Historic Meeting at Silverstone towards the end of July.

We were due at Donington for the start and scrutineering just after 9am. So this meant me staying over at Steve's for an early start. Leaving Whitchurch, it was pouring with rain and continued to do so until we joined the M40 when it started to brighten up, and we got to Donington just before nine. Once the first few cars had started we joined the queue to go a do six laps of the grand prix circuit. On our first lap round we were following a Triumph TR3 who thought it would be a good idea to avoid the loop of the grand prix circuit and use the national circuit only to find a tyre wall in front of him, he did stop in time. Having completed our laps, we headed out. All tulips, with the occasional directional arrow to confirm the route along the way, defined the route.

The first checkpoint was at the Bass Brewery in Burton on Trent, we couldn't find any samples on sale or to be given away! From here the next location was Twycross Zoo and then onto the Jaguar Daimler Heritage Trust in Coventry. It had started to rain again as we were heading south. We had expected to be able to get some lunch here — only coffee was being served. Though there were a



number of interesting cars on display. On leaving here we stopped for petrol and purchased some sandwiches. We stopped along the way to eat them on our way to the next checkpoint at Ragley Hall. On arriving at Ragley Hall we were able to park right in front of the house another photo opportunity apart from the rain. However, the café did a nice line in cream teas! From here it was onto the final checkpoint of the day at the British Motor Industry Heritage Trust at Gaydon. After arriving at Gaydon we checked into our hotel.



We needed to return to Gaydon in the evening for a champagne reception and dinner, where a number of awards would be presented. Although I go to Gaydon quite regularly for committee meetings of the Mini Cooper Register it was nice actually to have time to look round. We shared our table with another E type crew, two Welshmen in an MG Magnette and a couple from Odiham in a Bentley Continental. The after-dinner speaker was Stuart Turner who was as funny and cutting as usual.

The start the next day again was at Gaydon. The weather was much better. The first checkpoint was at Prescott Hill Climb; here we had the opportunity to have two runs up the hill. It was then onto Bourton on the Water to visit the Cotswold Motor Museum. The emphasis at the museum is placed on presenting nostalgia rather than lines of cars. From here it was onto Blenheim Palace, where we had lunch. Then onto the final sections to Chavenage House near Tetbury and Castle Coombe for the finish. At Castle Coombe we were presented with our finishers medals and were able to do six laps of the circuit.



A cup of tea and scone refilled us for the journey home. —
A good event a pity about the weather on the first day let's hope it's better on the next event the AXA.

Robert

Mini Europe Rally 2000 By Robert Clayson

John, my next-door neighbour and navigator for me on the 1998 Mini Monte and two events last year in Ireland had seen advertised in a Mini magazine an advert for the Mini Europe Rally 2000 (MER). After some discussion we decided to put an entry in. This rally would take us from Zurich in Switzerland to Maastricht in Holland over four days. Starting on Wednesday 29th March, we had decided to leave the UK on Monday to take a leisurely drive down over two days.



Meanwhile at a committee meeting we had received details of two Haynes events, The Haynes two day Classic, which I am navigating on in an E type and their Spring Classic. Reading the regulations for the event I realised the Mini was eligible to take part so I promptly put an entry in. The Spring Classic is described as a Tour for motor sport enthusiasts. It was only after we had got the entry confirmed we realised it was the day before leaving for Switzerland!

Just before leaving for an Ireland event in September we discovered a problem with the rockers, a friend made a temporary repair - but recommended it would need to be sorted properly. So a couple of weeks before we left a new set of roller tipped rockers were fitted.

The first part of this tale is about the Haynes Tour - but I will keep it brief! Of course it was on the Sunday when the clocks went forward! Our drive to the start at Castle Coombe started in glorious sunshine but by the time we had reached the start it was raining, which set the pattern for the day. After very brief scrutineering we waited for our turn, for six laps around the circuit in the wet. We were out with Porsches, Morgans and Jaguars. On leaving the circuit we headed off to Bowood house for a drive through the grounds of the Stately Home, this is often used as a rally stage. Very entertaining, we had the option of two runs through. From there it was onto the hill climb course at Gurston Down, this was the lunch break. They served some very nice bacon rolls!

Again we had the option of two runs, though we only took one run. The organisation here was a shambles, very long queues and no sense of order. The run up the hill, with it raining even more, although brief was probably the best part of the day.

On leaving Gurston it was a drive south to Bovington Camp, for two runs round the sprint course at the Tank Museum. Here it was much better organised. Again it was still raining! Finally it was back to the Haynes museum at Sparkford - for an autotest, which was untimed. All the activities were not timed. They provided tea and sandwiches that we gladly devoured, before heading home. A good event if a little expensive, but the organisation could well be improved. We arrived back home at about 7.30. Needing to leave for the MER rally the next day at 9am.

So now for the trip across Europe. We took the Shuttle to Calais and headed to Troyes for our first night stop. The next day took us to Zurich in readiness for the start the next day. The organisers had sent a map of where the start was, Zuficon. This is a suburb of Zurich that did not appear on any of the maps we had! Finding Nick's Garage was fairly straight forward, just look for a large number of minis. On our arrival we joined some of the 30 cars, which were already there, eventually this increased to 52. Amongst the entries where about 10 cars from the UK, the rest of the entry was from Holland, Belgium, Germany and Switzerland. The cars entered ranged from a 1961 850 mini (the oldest known mini in Holland) to the latest Rover Coopers. Of the more unusual were a Mini Marcos, two minivans and a Domino Pimilco from the UK. At signing on we were given a bag containing the road book (in an A4 binder!), T-shirts, Michelin Maps covering the route,



rally plates and various other goodies. Two large stickers were put on the doors. On studying the road book the afternoons run, in the form of a prologue would take us to Chaumont, above Neuchatel in Switzerland. Running at Car 35 we would start at 13.35. Here I had better explain that the entry was divided into classes. A starter class, these crews did only some of the sections. A touring class, which we were in, had more questions to answer and more time in which to complete a section. The experts were in the Rally Class where the timing was much tighter but had fewer questions to answer.



After leaving the start we ran into a few problems with the road book, all the way down through France we had been saying we must calibrate the trip, as the road book would be in kilometres. Part of the route we took would be along an autoroute; here we were able to reset the trip accurately. In fact we got it so it was 10 meters out in 10 kilometres. The first instructions were tulips, then a map search. We had to visit each location to answer further questions. The further west we went the wetter and colder it got. At the final location it was attempting to snow! Whilst we managed to find most of the answers, we did have difficulty locating some which were in a perfusion of roads owing to the scale of map we were using. No Ordnance Survey here!

The second day dawned with a dusting of snow around. The route today would take us from Neuchatel to Bollwiller in France (not too far from Mulhouse). The first section to the lunch halt at Montreux-Jeune in France, the navigation was again based on tulip diagrams. As we left the hotel we started to climb and the snow got thicker. There were various route checks on the way, once we understood the organiser's way of thinking and Dutch to English translations things started to be easier, but it wouldn't last! The snow-covered roads were very slippery and we were taking the cautious approach. Along one particular section we came across one of the English crews who had managed to hit a post, at a ninety right — they had just carried straight on. Arriving at a T-junction there was a queue of Minis waiting to go down a slight incline, which was particularly slippery. It turned out that the delay was caused by one mini running slightly out of control into the back of another. In



amongst all this confusion, we managed to get off the route and miss a route check, though we weren't the only ones. Once back on the rally route we picked up the remainder of the checks through to the lunch halt.

Before we could have our lunch we had a 44km loop to do which involved answering some picture questions. We spent a good deal of time in the wrong place looking for the answers. Once we understood the instructions! the pictures at the remaining locations were relatively easy to locate. We made it back to the lunch halt. After our meal we were advised that the two sections for the afternoon were to be cancelled due to too much snow, and we were to make our way to the hotel in Bollwiller directly. A pity because the route would have taken us over the Vosges mountains.

The next day would take us from Bollwiller to Luxembourg, via Germany. From the hotel we had about an hours run to the days start. We had been warned the previous evening that the first part of the route would not be run if the snow was any worse. As it happened the day dawned clear and bright and the roads were relatively clear of snow.

Today we were introduced to a style of navigation, which is peculiar to this event, a black arrow. Several crews had warned us about them and that it was easy to get off the intended route. The way they work as you can see in the picture alongside, the directions are given with the arrows, it does tell you what sort of junction is approaching, but you will note sometimes it does not give the interval distance, which can be tricky! We found that by relying only on the road book and not looking at the map we encountered no problems. We only used the map to identify where we had been! Of course, we encountered snow again on this section, but it wasn't as bad as the previous day. We found ourselves well ahead of our time, despite having to answer some picture questions along the way. We decided to stop and wait so we could book in on our due time; unfortunately, we had already passed a secret check! On arriving at the next control, we were given our next assignment a 38Km loop back to the control for lunch. All we had to do is drive the loop and list a number of code boards. After lunch the route would take us to Luxembourg via



MINI EUROPE RALLY 2000					
From		To		Section Number	
Hochberg		Bollwiller		1	
AVOIDANCE		TIME		DISTANCE	
Turntable		Time		Distance	
1		155		125.55	
SITUATION		SITUATION		NOTES	
1	★	★	↑	1st Question	
2	4000 M	←	→		
3	→	→	→		
4	5000 M	↑	Station de Ski		
5	1100 M	←	→		
6	2000 M	←	→		
7	200	↑	↑	7 QUESTION 1	
8	↑	←	→		
9	1300 M	↑	Surveillance	7 QUESTION 2	
10	2400 M	→	→		

Germany. The organisers had provided in the road book three pages of maps with locations that we had to visit and answer a number of questions. From the final location the road book had tulip diagrams to the hotel in Luxembourg City. We arrived in at about 6pm; crews were still arriving when we were sitting down to our evening meal. Today's driving had not finished, there was a 60 km run starting at 10pm. We left, John having made an emergency repair to our map light, which had broken earlier in the event. Having got about 30km into the run, again collecting code boards we came



in to a town and there were flashing blue lights at the end of the street, as we got nearer the minis in front of us had parked on the side of the road. Thinking there had been some sort of accident, it turned out the police had had a number of complaints about noise. So stopped the run. After a considerable wait, we all followed a police van back to the hotel — 52 minis in one queue! No further action by the police was taken.

The final day from Luxembourg to Maastricht started with a 120km run following a map tracing and again with questions to answer along the way. The tracing, or more accurately a sheet of A4 with a line on covered the whole of the section. So locating the points where the questions had to be answered was a little bit hit and miss. We did get most of them. The now traditional loop at lunchtime saw another run of just short of 60km. Again we found all but one of the boards. After lunch we were on our way again — according to the road book we had another two sections to go. The next one was just tulips with a number of questions and picture questions to be answered along the way. This took us from Belgium into Holland. We arrived at the control at the end of section to be told that the next section was cancelled. All we needed was to drive into Maastricht and get to the finish. The instructions were not very clear, Maastricht looks a nice city, but we were desperate to find the hotel. Eventually we did, to be greeted with a glass of champagne, a warm welcome and another event completed.

The awards were presented at a buffet meal at the finish hotel; everyone who finished got a bottle of MER wine. As we had been booked into another hotel we had to come back in the morning for breakfast and the farewells. We headed off in the direction of Calais and the tunnel.

An excellent event and good value for money. We finished 13th in our class — but it's the taking part!

Robert



Finally back home!

From the Slide Collection

Another delve into the Slide Collection, this time we look at some more pictures taken at Montlhéry just outside Paris. The event was the 1st Coupe de "1 automobiliste" and the 3rd Coupe de Age D'Or. 20th October 1968.



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!

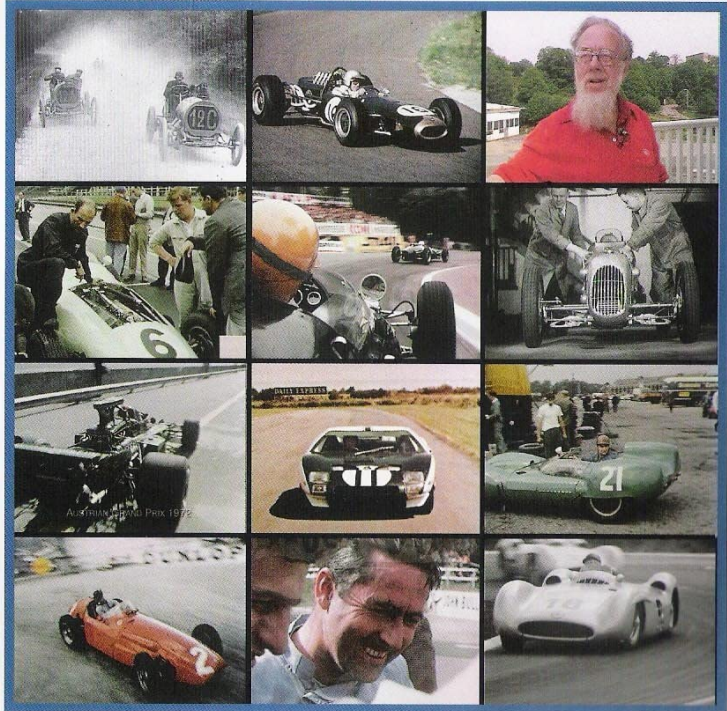
Individual DVDs are available to hire from the Club to members only.

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

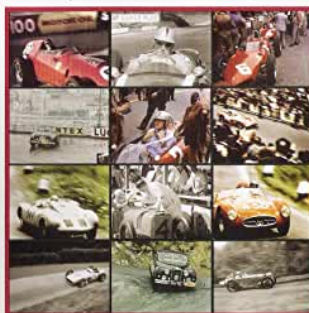


Birth of the Ford GT
1954 French Grand Prix
Morris Mayhem
Austin Twin-Cam Racers

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

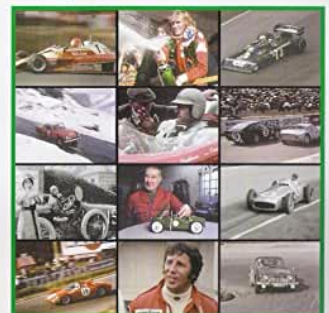


1961 Belgian Grand Prix
1934 Austin 'Sevenium'
1955 Monte Carlo Rally

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 - 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>

twitter:

https://twitter.com/guildford_motor

Hamish Roscoe's YouTube channel is [here](#).

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**Recognised
Club**