

January 2023



In Tune



South Downs Stages at Goodwood - Report and Pictures

GUILDFORD MOTOR CLUB

Social Calendar

January

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

17th Committee Meeting

24th Pubnight 20:00 - The Fox at Fox Corner

Goodwood Events - January

Brooklands Events - January

1st New Year's Day Classic Gathering

29th VSCC Driving Tests

Competition Calendar

6th January SMC, Meon Monte 12 car, Angel Hotel 55 miles 186.

14th – 15th January VCRR Carpet Bagger, Chard, 200 miles in Somerset & Devon.

21st January Brands Hatch Stages

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

We wish you a Happy New Year and welcome to the January edition of the magazine.

A reminder that the Annual General Meeting is on the 10th January at The Fox at Fox Corner we hope some of you can come along. Also subscriptions are now due, renewal details are below.

What do we have for you this month? ... Mark writes and Robert supplies the pictures, about the Phil Collings South Downs stages at Goodwood at the beginning of December. Robert visited the Plum Pudding Sporting Trial just after Christmas. There is also a reprint from the August 2000 edition of the newsletter. We have been able to unearth some photographs to accompany the article.

Any reports, anecdotes and articles always gratefully received.

Stay Safe

Annette & Robert Clayson

Membership Renewals

**A reminder that the subscriptions
are due on the 1st January 2022.**

**These need to be forwarded to Mark
as soon as possible and he will issue
you with a new membership card!**

**Full Membership is £15 and £20 for
Family Membership.**

Why not renew at the AGM!

**Membership can be renewed
via our bank account.**

Sort Code 40 - 22 - 26

Account Number 31750348

**Please quote your surname as
the reference and email Mark
to confirm you have paid.**



Guildford Motor Club

Annual General Meeting

Tuesday 14th January 2020

The Fox at Fox Corner

From 8pm

Five get cold in Sussex*

The last time GMC marshalled at the South Downs Stages on Goodwood circuit; it was a balmy sunny day. A near tropical breeze gently wafted across the circuit. The long grass swaying under the August sun. T-shirts and factor 50 were the order of the day. Courtesy of Covid, the South Downs Stages had swapped its traditional winter schedule for one of late summer.



Now that we're gradually coming to terms with the dreaded disease, things are beginning to return to some sort of a pre-2020 normality. And so it was that at least five and probably eight, stalwart members of GMC ventured out on a dark, windswept cold and drizzly December morn. The reason I'm a bit vague regarding the numbers is that whilst I didn't see 'Team Full', Ed, Anthony and Paul have never missed this event, so I'm pretty sure they were out there manning the start radio and helping keep the event running smoothly.

As for the other five – Francis, Barry, Jon, Paul and yours truly, we were going to be running the finish control. Having been offered and declined the start controls, on the grounds of preferring not to have our ear drums perforated by cars using launch control, we had opted for the relatively quiet life on the finish. There was some confusion when we arrived to find another 4 people also running the finish. After a bit of discussion, it was decided that 'they' would look after the stop line, and 'we' would take care of the flying finish line.

Having five on the flying finish was a tad of overkill, but our position up on the bank did allow for a spot of spectating for the ones not working. As it was quite chilly, it did also allow us to rotate our duties a bit.



* Had Enid Blyton been interested in rallying, she would, almost certainly, have used this title.

Having three spares also came in useful when car 55, a Toyota Celica GT-4, got a bit hot under the collar and overheated and stopped just before the FF line. Prompt action by Jon, Paul and Francis prevented having the rescue vehicle come out to move it and thus kept the event on schedule.

By mid-afternoon, the chill wind and persistent drizzle was beginning to have an effect on us. Jon, who is recovering from a mystery illness, decided he was getting a cold draught down his neck, so went to his bag to get his scarf. Imagine his surprise when, instead of a 4 foot long length of woollen comfort, he found he'd packed his pair of slippers. At least the rest of us found it funny.

Barry, who doesn't have a great deal of experience of marshalling, had ventured out somewhat ill-prepared for the conditions. By 15:30, and with darkness not far over the horizon, he made the decision to call it a day and head for home. His reasoning being that we had sufficient people to cope with the control, and his concern over the amount of paperwork I'd need to complete should he succumb to hypothermia and need medical evacuation.

Finally, my choice of footwear for the day was causing some concern. Having decided that trainers and a pair of 'performance socks' would be sufficient, I found that by 16:00 the



1st - Ian Hucklebridge/Oliver Hucklebridge



2nd - Richard Weaver/James Pink



3rd - Ed Fossey/Steve Hobbs



performance was beginning to degrade and the damp and cold had permeated my feet and was by now beginning to climb my shins.

It's unusual for crews to have accidents on the last stage, as they all know the corners and braking points, and most don't want to risk a DNF on the last stage. There was a three way battle for overall honours between cars 1, the Lancer Evo of Weaver & Pink, 3 the MkII Escort of Hucklebridge & Hucklebridge, and 5, the Proton Satria Millington of Fossey & Hobbs. Only 7 seconds split the 3 cars going into stage 8. A blinding drive from the Hucklebridges saw them take 9 seconds out of the Lancer and take a deserved victory, but a bit of exuberance from the Proton crew saw them understeer into the fence on the last corner of the last stage. The resulting time loss cost them a solid second place.

The course closer didn't come round a moment too soon, and we quickly had the FF paraphernalia all boxed up and our part of the stage furniture cleared and stacked.

With the heater on full-blast, the drive home saw some feeling return to my extremities, but I wasn't properly warm until after a long, hot, bath.

Wishing you all a fantastic New Year.

Mark





South Downs Stages Snippet!

To round out the coverage of the South Downs stages a series of pictures of the MK2 RS2000 of Howard Redhouse and Mark Donaldson. It is a very original LHD Group 1 car from Italy, first registered in 1977 and imported into the UK in May 2018.

When I posted a picture of it on Facebook in a rallying group I was contacted by an earlier owner who I was trying to persuade to supply me with some more information about the car hopefully something might emerge!



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



Plum Pudding Sporting Trial - 27th December

On the Tuesday after Christmas I headed to the Queen Elizabeth Country Park near Buriton for the Plum Pudding Sporting Trial co-promoted by the 750 MC Sporting Trials and Southsea Motor Club.

To start with a few words about Sporting Trials

Sporting trials are all about how far you go, not how fast you go. Yet it is an exhilarating and fun motorsport. The object is for competitors to get to the top of each challenging uphill section, driving between numbered gates marked by pairs of coloured poles, in sequence and without touching them, stalling or going backwards. Cars must maintain forward motion. The gates on each hill are numbered from 12 at the bottom to 1 at the top. Penalty points are given for stopping before clearing the top. Passing the No. 1 gate counts as a 'clear' and zero penalty points. A driver only needs to get the centre of one of the front wheels past a gate to get the next gate's score. The scoring is illustrated in the diagram opposite. Each purpose-built car has a driver and a passenger. It's the passenger's job to move their weight around the car to help maximise grip and keep it counter-balanced when traversing cross-slopes.

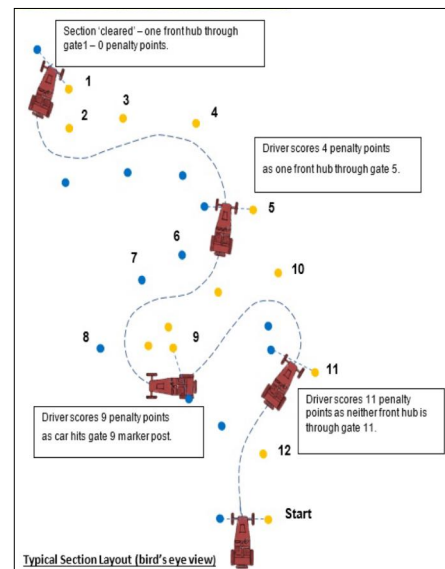
Events typically consist of 3 or 4 rounds of 6 to 8 hills. The winner of the event is the competitor with the lowest overall score.

The event started just after 10am, very civilised and the weather was dry. At this venue there are two areas where the tests are located. For this event the sizeable entry was divided in to modern and historic, mind you I couldn't tell the difference between the two! The moderns went to one set of tests and the historic the other. Each location comprised of a set of six tests which would be undertaken twice before lunch with another run through after lunch to wind up around three o'clock.

Robert



Typical competing cars





Reprints

This month we revisit past magazines. This article was published in August 2000, with the article I have been able to include some pictures from the event which wasn't possible in the magazine when it was published.

The 2000 Claret & Classic Rally by Robert Clayton

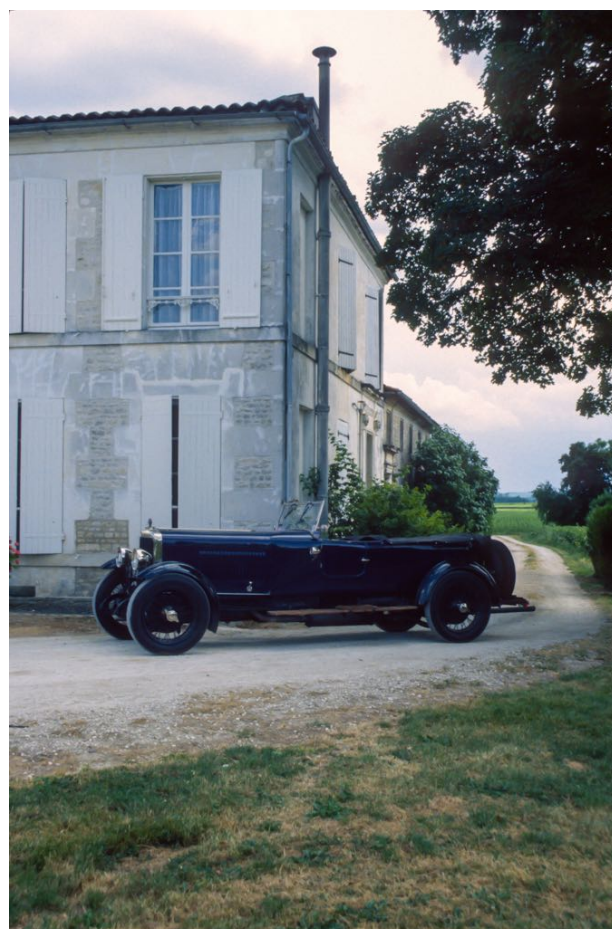
This year the 17th Annual Claret & Classic Rally, organised by Deeley Classics, took place over the week of the 1st to 7th July, inclusive. The reception and start was in La Rochelle and the route took us to Beaune, via Cognac, Angouleme, Chateauroux and Bourges. The format had the competitors attempting to maintain an exact, given, average speed over a route defined by Tulip instructions, but no mileages; there were surprise checkpoints where points were lost for every second early or late on arrival. Incorporated into the main competition were a team event (teams of four by blind draw) and an individual daily knockout.



Our car for the event, the E Type

Thirty-two starters, mostly from the UK but the USA, France and Switzerland were represented, were arranged into four classes. The pre-war section included some magnificent machinery including a 1925 Sunbeam Super Sports, a 1932 Riley 9 Gamecock, a 1933 Lagonda M45 Tourer and a 1934 Bentley 3 1/2 saloon. The other classes were for cars from the 50's, the 60's and novices. We were in the 60's class; Steve had already competed on a Deeley event and taken first novice, which consequently made us compete in the 60's class!

So, very early on the last day in June, we set off for the sunny Charente Maritime. Despite spending nearly an hour stationary in the Paris traffic, it was a Friday afternoon; it took us only about 12 hours to cover the 630 miles in time for a welcome meal and good night's sleep. Saturday morning saw us up early to clean the car and to drive the check distance, of 5.03Km, to calibrate our odometer, we did ten laps for accuracy, and then we computed our 50 KPH tables. This event precludes the use of any electronic gismos or even electronic calculators in the car.



Returning to the hotel, we thought we should fill up with petrol so drove out of La Rochelle on a main road. Only after some five miles did we realise that most garages have ceased to sell fuel as they have been undercut by the supermarkets. However, we eventually filled the tank and returned to the hotel to meet the others.



Saturday afternoon was taken up with booking in formalities, fixing a full size rally plate to the front of the car, not an easy job on an E-type, and general introductions of competitor, marshals and other officials. This was followed by an introductory talk by Roger Deeley; it was at this that the difficulties to come started to dawn on those whose first Claret & Classics this was and even so I, for one, did not yet realise how precisely the route instructions had to be followed. Just before the start each day we were given the route instructions for the day but with no clue as to where each section would end or how many there would be, so it was absolutely crucial to keep to the average speed.

That evening we were formally welcomed to La Rochelle by the Mayor with drinks at the magnificent old Hotel d'Ville. This was followed by an oyster and champagne reception on the quay by the Chain Tower of the old port and an excellent dinner in Restaurant André; both these as guests of the proprietor, Jacques Bourdin, an XK140 owner. No one got an early night!

Sunday dawned fine, which was more than could be said for some of the competitors' heads, so off onto the practice day for us all. This consisted of a three sections to the Northeast of La Rochelle, designed to give us all a feel for the real competition to come. We found we had a very steep learning curve to climb, but felt reasonably confident that we could do better in the rally proper. Following an inspection of the massive unsold stocks of brandy on the Isle de Ré, lunch was taken at the foot of the massive lighthouse on the western tip of the island; here the classic cars were parked on the lawn of the restaurant and attracted considerable close inspection by the French Sunday afternoon crowd.

On Monday the rally proper started and we really learned how important it was to check every little detail of the route. We managed the first section, a little slow but we got a time. However in attempting to make up for a diversion off route we skipped a couple of miles and missed a check point; thus failing to



complete stage 2 or to start stage 3. We were no longer part of the knockout and were almost last of the runners.

The town generously provided lunch in Cognac and we were introduced to the aperitif of cognac and tonic that the producers hope will catch on with the young make up for the falling demand for digestif cognac due to drink/driving laws. In the afternoon, we were split into three groups and ours visited the smallest producer of Cognac; the proprietor was in his twenties and he employed only two full time staff; we all wished him bon-chance in his fight for survival amongst the giant producers with all their economies of scale. Then on to Angouleme for the night.

On Tuesday we reassigned the responsibilities in the car; Steve fitted a stopwatch and had sight of a speed table so that he could check the average speed and need not disturb the concentration of the navigator! Indeed, this worked much better, 'though at times when Steve could not take his eyes off the road, he still had to ask me to read out the tables.. So no more checkpoints were missed! Tuesday night was spent in Chateauroux and was memorable for the breakfast when we were herded into a side room and given a minimal meal!

Wednesday proved our best day. The new routine worked well as we kept to the route and had only 35 seconds penalty for the day, including one section of only 1. We felt we were at last getting the hang of things but a previous winner in his Frogeye Sprite, with less than 10 penalties, won the day. Wednesday afternoon and evening were spent exploring and enjoying the delightful town in the centre of France, Bourges.



Going to the start on Thursday, the 1934 Bentley broke a half-shaft and as he was in our team, this, effectively, put us out of contention for the team prize. The day saw us off to Beaune and another good day as we lost only 55 seconds on four sections and were very pleasantly surprised to find a picnic awaiting us at the last checkpoint. It was very hot when we got to the hotel and we needed lots of liquid refreshment to revive us for the visits to this historic town. It was very humid and warm that evening but fortunately a group of us found a restaurant in a cool cellar.

Despite the forecast for storms that had been with us since the weekend, Friday again dawned sunny and hot for our trip into the hills around Beaune. This was to be our final day and we hoped to make up a few places, however a tractor and trailer crawling down a long country lane put pay to our chances. There were many opportunities for him to pull off onto the verge and let us past but he chose not to and in the end he headed a convoy of five rally cars, in start order; this was reflected in our time penalties at the check point, which happened to be soon after he had turned off, and we were nearly 4 minutes late. At the next checkpoint which we arrived at on time, we were amazed to find that we were only the fourth car in despite being about the 25th to leave the start that day, this had to mean that many competitors ahead of us had lost points and so it proved, indeed on these windy tracks it was not unusual to see cars going in all directions, several of which were correct as they were on different sections. The last two sections of the day were completed successfully and so it was back to Beaune to cool down and prepare for the evening.

We were royally welcomed to Patriache et Fils, purveyors of fine Bourgundy wines. After an introduction to the wine we were shown the well stocked cellars and invited to try many; then to dine in their vaults. Finally, well after midnight, the prizes were presented. Much to our surprise, we were presented with the prize for the lowest score for Wednesday as those better than us had won more prestigious ones. At the time of writing we still hadn't received the detailed results, but on the night we had finished 14th overall.

Robert



From the Slide Collection

Another delve into the Slide Collection, this time we visit Silverstone in 1976 for probably a VSCC meeting. The slides have a process date of June, but judging by how people are dressed it might be a little earlier.



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](#),

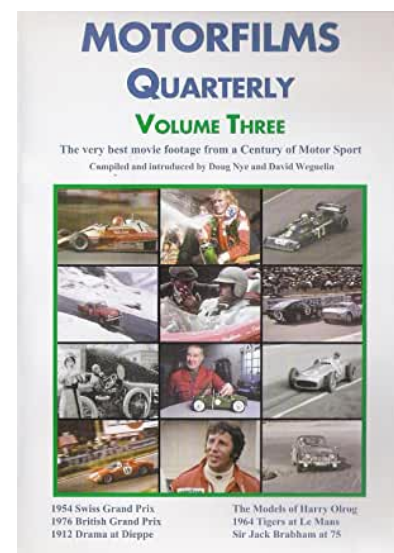
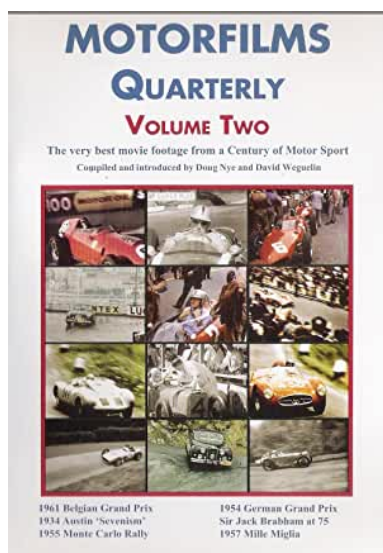
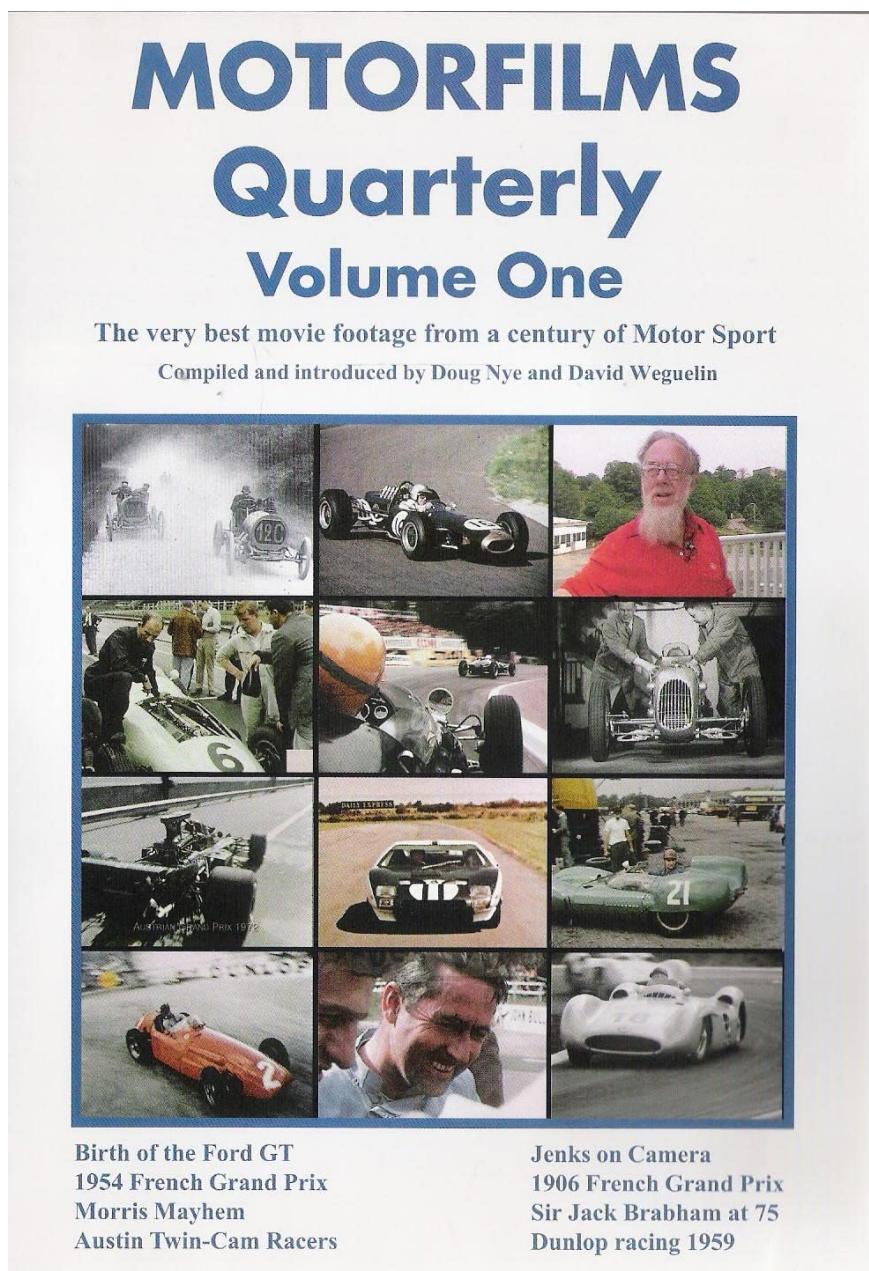
or use this: <https://tinyurl.com/ad4nez2m>

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>

twitter:

https://twitter.com/guildford_motor

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

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

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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