

March 2022



# In Tune



## GUILDFORD MOTOR CLUB

Founded 1953



Recognised  
Club

## Editorial

Welcome to the March edition of the magazine..

*A final reminder that subscriptions were due on the 1st January.*

### **The important news this month is that the Club and Pub nights restart at The Fox**

Hopefully you will find some interesting reads this month. Mark reports on some drive problems he has been having with his Land Rover Discovery, fortunately all resolved. There is a report from Pash on the Wheeled 12 Car held last month. Our round in the Weald MC 12 Car Challenge. Out and About looks at the VSCC Driving test held at Brooklands Museum at the end of January along with the a general track day at Goodwood.

We continue with the second part of an article published in 1998 of Robert's trip on that year's Mini Monte and we have added some pictures from the event, when the article was first published it wasn't possible to have them included. Do not forget the selection of DVD's which are available for hire. The regular delve into the donated picture continues.

Any reports, anecdotes and articles always gratefully received.

Stay Safe

*Annette & Robert Clayson*

## Social Calendar

### **March**

**8th** Clubnight 20:00 Will be at The Fox at Fox Corner, Worplesdon GU3 3PP

**15th** Committee Meeting

**25th** Pubnight 20:00 The Fox at Fox Corner

**Goodwood Events** - Member's Meeting Testing 16th, 23rd, 24th, 28th.

HRDC 15th and CKL 22nd

### **Brooklands Events**

13th Stag Owners Club

27th Brooklands Mini Day

The Printemps Touring Assembly  
8th May 2022

Regulations and Entry Form are attached to the email distributing this newsletter and will also available on the website.

## Competition

### **March**

11th - Southsea MC -The Hunt 12 car

11th - Cranleigh MC - The Meander Scatter

Full details on the the [website](#)

### **Weald MC 12 Car Challenge**

4th March Eastbourne & Ram MC

25th March - Bexley LCC

## 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. Payment may be made via a cheque or directly to our bank account – sort code 40 22 26 Account Code 31750348, please use your surname as the reference**

## GMC Events 2022

### 12 Cars

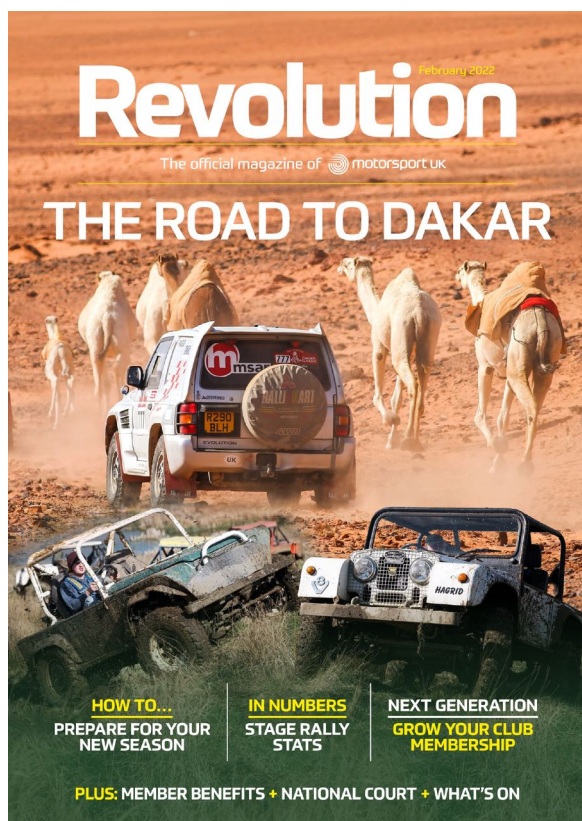
11th February, Friday – The GMC Round in the Weald MC 12-car series.

7th October, Friday - The Rapscaillon.

### Touring Assemblies

8th May, Sunday - The Printemps

25th September, Sunday - David Roscoe Memorial Dimanche Tour



## 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.](#)

[Download the magazine as a .pdf. \(This downloads the magazine from Motorsport UK website\)](#)

## Four by Four or Two by Four? - by Mark Feeney

Most of you will have read in these hallowed tomes, that last June I bought a well-used Land Rover Freelander2. The main purpose of which is to cart my chainsawing stuff to and from the canal, safe in the knowledge that should the going get a bit muddy, I could get out without too much bother.

I hadn't really used it on the loose stuff much, as the tracks were all quite well drained and dry. Until just after Christmas.

We had been clearing a fallen oak of the access track to the slipway at Drungewick Lane (187/ 060310). Having burned the brash and rotten stuff, there was a huge pile of firewood left over. We stacked it to the side of the track ready for the team to return later and collect it.

A few days later, Lorraine and I decided to take a walk in that area and pick up some logs for her sister. With the Landy duly loaded I drove out of the track to park in the Lane. I was somewhat miffed when the car just spun its front wheels. No matter which driving mode I selected the rear wheels steadfastly refused to provide any traction. Having stuffed small branches under the only driving wheels, and enlisting the help of a passer-by, we finally got out of the mud and on to tarmac. We went for our walk, by I was a bit preoccupied in trying to work out why the rear wheels weren't driving.

I knew the Landy has an electronic clutch or Haldex unit, which provided drive to the rear when it was needed, so maybe that had packed up. The following day, I got the car up in the air with all four wheels turning freely. Into first gear and gingerly let the clutch up. Front wheels turning, nothing happening at the back. A look underneath with a mirror proved the propshaft was not turning, so the drive wasn't even reaching the Haldex unit, which is bolted to the rear diff. Time to consult the internet.

The most likely culprit was the Transfer Box or Power Take-off Unit. This is an aluminium cased unit bolted to the gearbox/front diff which takes drive from the output side of the diff, turns it through 90 degrees and connects to the propshaft to send the drive to the Haldex and rear diff.

A call to the specialists, Bell Engineering, confirmed my thoughts.

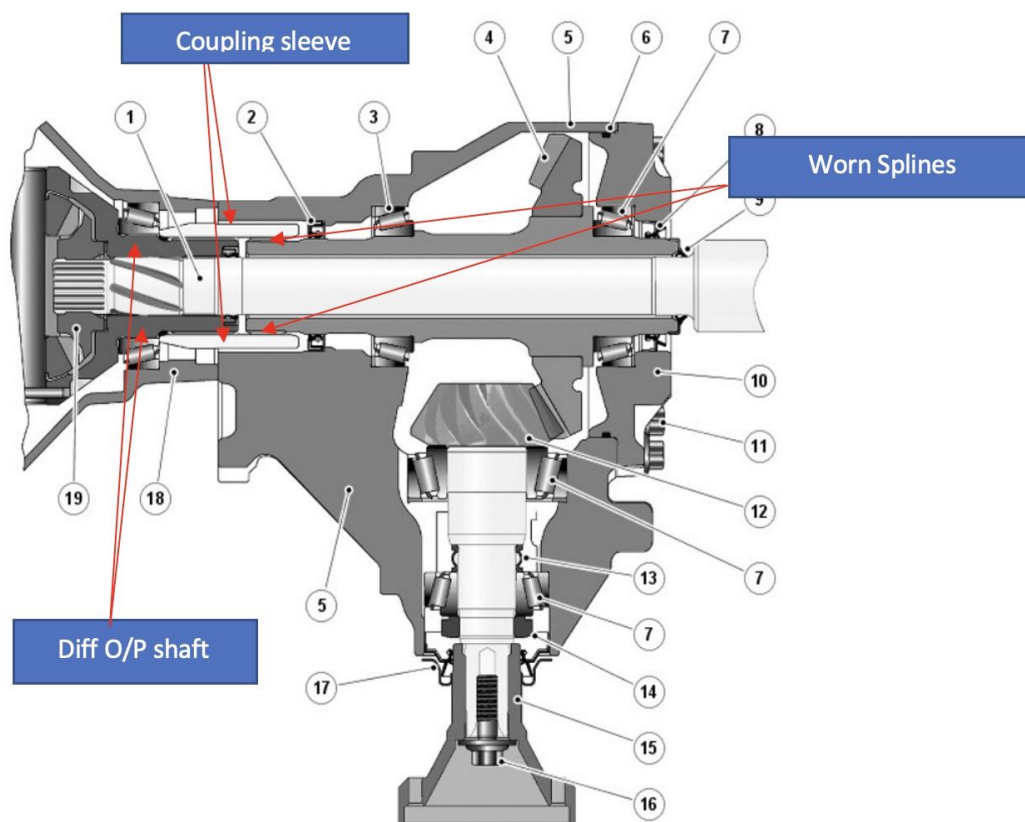
It seems that the hardened coupling sleeve, which joins the diff to the PTU is a splined affair and is known to let go. Sometimes they crack, sometimes they lose their teeth and if I'm really unlucky they wear the teeth off of the diff output shaft (new gearbox required).

Only one thing for it – take it off and put a new (reconditioned) one on and hope the output shaft is OK.

I read up on the process and it all seemed pretty straightforward. Remove the O/S driveshaft, remove the propshaft, remove the engine mounting bracket and then remove the PTU.

Ah, don't you just love the optimism of ignorance. I've never worked on a Landy before. Imagine my surprise when I saw the size of the lower ball joint nut! These things are designed to be abused and are engineered accordingly. It took an hour to get the ball joint apart. Luckily, my neighbour and Dimanche Tour entrant, Bob, knows a shed load of stuff about Landies and came to help. We got the big hammer out and finally persuaded the stubborn ball joint to release its grip on the hub. Fortunately, that was the only difficult part and the rest of it came apart quite easily.

With the PTU out and on the bench, the issue became apparent. The teeth on the sleeve and the teeth on the PTU were both so worn, that no drive was being transferred. The sleeve just spun. There was some slight wear on the diff output shaft.



(Item 1 is the OSF driveshaft and passes through the PTU)

**March 2022**

Bell Engineering are based in Bewdsley, just West of Stourport on Severn, and at 09:00 the next day I was on my way down there to pick up the replacement PTU. It rained most of the way there, except for the bit over Birdlip, when it snowed. Apart from that it was an uneventful drive and by 14:30 I was home with a working unit, a litre of the specialist oil and a couple of oil seals.

The new unit was greased up and reinstalled without any problems. Of the seven bolts that should have been holding it to the gearbox/diff, only 4 were in place. So it looks like this unit has been changed in the past. It went back on with all seven bolts.

Even the lower ball joint went back in without complaining, although it will have to come apart before next June's MOT test, as the rubber boot has a bit of a crack in it. At least I know what to expect now.

All I have to do now is to find somewhere to test it. I'll be at Haybarn tomorrow sorting out a diseased Ash tree. Parking is on the grass track, so I'll have a play and make sure it all works as it should.

I'm confident I'll have a Four by Four and not a Two by Four now.

Mark.

## Reprints

This month we continue to revisit past magazines. This time with the second part of an article published in August 1998.

### **1996 Mini Monte by Robert Clayson**

#### **Day 3 - Aix-Les-Bains - Gap**

This was going to be an eventful day, mind you, we didn't know that at the time.

On leaving Aix, we again filled up with petrol, and headed towards Chambéry and it was still raining. We left Chambéry on a minor road, the organisers had included in the road book a town plan with the route marked on it, despite this a number of crews went wrong. Just outside the town as we climbed the Col du Grainer there was a regularity just short of 5 miles to the summit of the Col. Here we only



dropped 3 seconds. It was then over the Col du Cucheron and through the Gorges du Guiers Mort and the over the Col de la Placette. We then arrived in Voreppe, the road book said "CARE! Easy to miss small Junction..." we found that all right and managed to mess up the next! Instead of going straight on we turned right onto a dual carriageway on the map a roundabout was shown so we opted to use that to turn round. On this road we came across a scrap yard which had a mini body shell up a 10 foot high post obviously a photo opportunity!



Having just got ourselves back on the right route, we were supposed to go over the Col de Autrans. On the recce for the route the road was closed due to a landslide, it was still closed. We needed to use the alternative route which was in the road book. Back on the route proper we ended up in a queue of cars waiting for some workers to cut down and remove some trees! Further on from here there were signs saying the route we wanted was blocked because of road works. The organisers had been running along the route ahead of us and had put an arrow out advising to take another route. Looking at the map and talking with other competitors we all decided to take the original route! Only to find a couple of miles down the road in the next village the road was actually blocked. The locals pointed us in the



direction of a little road which would take us onto the alternative route. To get us back on the right route we had to drive at least two sides of a triangle! On this extra route we went over the Col du Carri and the Col de la Machine. We eventually arrived at St Jean en Royans for lunch, to discover again only a handful of cars had arrived. The village of St Jean has been used as start of stages on both the Monte and Alpine rallies. Out of St Jean it was over the Col de la Rochette, Col de la Croix, Col de Lachau and the Col de Rousset. The view down from top of the Rousset was breath taking, it was bitterly cold and still attempting to snow. Descending from the Rousset we dropped down into Die and a relatively long section on a main road which took us over the Col de Cabre and eventually down into Veynes. Just outside the village was the start of another regularity, this time some twenty five miles. It would take us over 4 Col's the Espreaux, de la Beaurne, Foureyssasse and Villar some 34kms from La Madeleine to Pellautier. The majority of this was single track and the early part was unfenced, or with very rusty iron railings which looked as though they would collapse with the slightest touch! The time for this stage in 1964 was some 33 mins 53 secs. Before this there was a test for the navigators, plot a six figure map reference, John set the fastest time of nine seconds. So, it was off on the regularity, at the start of the event the organisers had given us a set of speed and distance tables, these helped a lot with John telling me each mile on how much time over (usually) or under our average speed we were.

Generally, with regularities you don't know where the end of the section is, the road book said where it would be, but some four miles before the end the organisers were there and we clocked in early dropping 4 minutes 4 seconds. We did pick up the route checks on the route. It was a simple drive down into Gap from there. Stopping for the odd photographic opportunity which presented itself as the weather had improved somewhat. We arrived at the hotel only to find several of us had been relocated to another hotel, apparently very basic and some people objected to the standard and an hour and half stalemate with the manager of the hotel we were expecting stay in was resolved. We would be staying in the Gapotel just round the corner. Finally, we could sit down, but only briefly, so we could go out and have something to eat. The results at the end of the day put us in 3rd position, the afternoon regularity being cancelled (fortunately for us!) because crews were started off into the section, but the finish crew had packed up and gone! So today we only dropped 12 seconds.



## Day 4 - Gap - Eze (Monte Carlo)

The last day dawned sunny and bright. Within five minutes of leaving the hotel we were in a queue of Mini's waiting to start the first regularity of the day over the Col de la Sentinelle. In fact, we were the last but one on the road, we're not sure how we managed this! The views over the valley were glorious. So much so we almost missed the route check! We finished the regularity dropping 7 seconds. There was then some thirty miles to Sisteron a spectacular town on



The roads above Sisteron

the Durance river. The road had a considerable number of road works and allegedly one or two people got caught by the local law for either speeding or crossing the white lines. Sisteron is on the Route Napoleon, a road built to commemorate Napoleon's return from exile on Elba. Leaving Sisteron we climbed out on a minor road with great views back to the town. The next passage control was in a sort of a cafe situated in a sunny valley along side a fast running stream. It seemed difficult to leave here, we could have spent all day here, we left the crew from Mini World basking in the sun. We arrived just outside the village of Thoard and encountered lots of minis got all sorts of the directions looking for a route check. The route book said "turn left on D3 SP Thoard" the problem was that there were several turning left. Despite taking the right road we missed it. Fortunately for us we just retraced our route from a known point using the trip meter and found it. The route took us down into Digne, out again on a minor road over the Col de Corobin and into Barreme. Over the Col de Corobin there was another route check, in the road book there was a photograph of a grey box on a pole and the question was "What are the numbers shown ...." In fact the answer was a combination of letters and numbers! This route check caused a great deal of problems because of this. Because there was another grey box a little way away, but not the correct distance. (In fact we didn't see it!) There was another 25 mile drive along a main road going through the Clue de Vergons and over the Col de Toutes Aures. Soon afterwards we turned off to go up a minor road through the Gorges de Daluis to head up to the next regularity. We caught up several Minis here behind a four-wheel drive, they weren't going very quickly. John and I were aware of the time and the fact we still had a regularity to do and there was a Time Control at the lunch halt, we didn't want to go OTL. We decided to get a move on and make sure we didn't go OTL but lose more time on the regularity. We came round a corner nothing was coming with a clear view ahead we overtook the queue of five or six minis and the four-wheel drive, also later getting past a lorry and coach. Later on, speaking with the crew in the first car we passed, they said we wondered why we suddenly found a greater turn of speed, they too realised the timing implications and in

fact followed us into the time control.

We arrived at the start of the regularity which would take us up to Valberg. The scenery here was spectacular, the road twisted and turned through very red sandstone. Taking the decision to go as quick as we could, we dropped 2 minutes 36 seconds. The weather had now become overcast and as Valberg is a ski resort at over 4500 feet it was somewhat cold.

Having collected another two route checks, there was another Passage Control on the Col St Martin. It was then onto the Col de Turini and another passage control, again it was bleak and cold up here. On the descent from the Turini it again started to rain, and there were three more route

checks to find. The first was a picture of a gate with a gargoyle on it. The road book said it could be found after 1.7 miles, it was certainly further than that and we had almost giving up hope of finding it but coming to a hairpin bend there it was. The next one said "name the bar on the left in Le Grave" could we find it? No. Did anyone else find it? No. Between the recce for the route being done and the event it had disappeared and turned into something else! The final one was much easier to find - thank goodness as time was getting on, and fortunately it was only a short run into the Hotel at Eze. We handed our timecard in and it was down to waiting for the results. For today we had dropped 2 minutes 43 seconds and most of that was on the second regularity. It was still raining, we opted to eat in the hotel with two other crews. We were almost the first into the restaurant and almost the last to leave!



Descending the Col de Turini

## Day 5 - Monte Carlo

The results were displayed on a notice board in the foyer of the hotel, it had declared us in 4th place having dropped a total of 4 minutes 37 seconds. Though there were some disputes about the route check on the grey box, one crew were more affected by this than some of the others in that it cost them winning.



Having checked out of the hotel we made our way to Monte Carlo, parked up and had a wander round. Before going to the Cafe de Paris for the awards lunch. Here we had a buffet lunch and the award were presented. Everyone who finished got a Finisher's Award.

The results were

- 1st Tony Fall and Mike Wood 2:48
  - 2nd Geoff and Elspeth Humphries 2:56 (on their first event)
  - 3rd Robert Thornley and Jonathan Binns 3:39
  - 4th Robert Clayson and John Wilkins 4:37
  - 5th Roger Turner and Martin Stretton 5:00
- The top five were close, 6th was on 12:41 and 7th on 17:25.

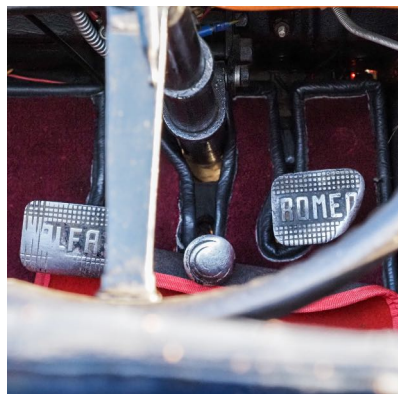


With all the awards presented, it was time to head off into Nice to put the car on the train back to Calais. We were back home by about 3pm the next day. To conclude the roads used on the event were superb and it was this made it more of a challenge, which was to our liking. But the organisation left something to be desired in some places.

A couple of thanks - John for doing an excellent job on the navigation and getting the regularities under control. Annette and Celia for letting us boys go out a play!

Robert

A trip to Brooklands Museum at the end of January for the Vintage Sports Car Clubs Driving Tests, always entertaining!



## The Wheeled Navigational 12 Car Rally by Richard Pashley

11<sup>th</sup> February 2022 - Round 6 of the WEALD 12 Car Challenge 2022-2022

We had ten crews make it to the start of the Guildford Motor Club promotion at the Jovial Sailor in Ripley, after Covid had forced the withdrawal of two crews in the week leading up to the event. Nine regular WEALD 12 Car Challenge crews and the Beginner crew of Rupert and Carole Burne, who contacted the club via social media asking about getting a few 12 Car events under their belts before going and trying some historic Road Rallying. Rupert had competed before on targa timed road rallies back in the 80's but his wife Carole was new to the whole experience.

The event took in a route of 48 miles of the Beautiful Surrey Hills utilising some straightforward navigational techniques, with a couple of tricky bits thrown in for good measure by yours truly, finishing back at the Jovial Sailor an hour and a half later.

The first crew to fall foul of one of my 'traps' was the crew of Mick Rose and Neil Ayling. Neil not picking up on the 'not as map' plan of the car park which hosted TC2, and rather than coming into the control around the clump of trees Mick's little Skoda Felicia came in as the crow flies straight to the feet of Mr Feeney and his merry band of helpers (Lawrence, Cameron and Alicia).

Graham Child/Tim Smith in the BMW and Paul Dent/Grant Savell both started to struggle with either the navigation or the tricky roads from TC3 onwards, with the latter getting into a little bit of a tizzy with the summer timecard format and actually arriving ahead of their scheduled time at two time controls after missing TC4 in their Ford Focus.

David Balderson and Rob Thompson in their little red Citroen C1 started to lose too much time at TC6 and decided to cut and run the route, missing TC8 enroute to make MTC9 within time limit, and arrived on their last Minute before they went OTL.

Andrea Sterry and Si Kellow were forced to make a last-minute change of vehicle to the big Volvo XC60, when their little Nissan Micra decided not to play at the eleventh hour. They had a storming run only dropping three minutes all night but unfortunately, they were one of the first to fall foul of my little sting in the tail. They picked up a fail for missing the code board at RCM which was situated on a little link road on the A25 by Silent Poll car park.

Dave Bushby and Kevin Ablitt had an uneventful evening until the last Junction. It wasn't planned to be a trap, but it did cause some confusion for the crew when they found

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themselves on the wrong side of the central reservation trying to get into MTC9 the right direction.

But not as much confusion as Wug Utting and Bob Stokoe found themselves having at the last junction. We saw them coming at MTC9 and they were on time (they would have cleaned the event), then the Mini Cooper just disappeared! Wug had inadvertently turned right on to the Southbound slip road for the A3, forcing the crew to travel down the A3 to Burpham before being able to turn around and come back up the A3 to Burntcommon. They then re-joined the road taking them to the Southbound slip road, on the other side of the central reservation past our location, before doing a U-turn and approaching the correct direction into the final control. They avoided a fail for WD but the subsequent five minute time loss dropped them from first to third! Wug wasn't happy at the finish and understandably Bob was miffed.

Second overall was Derek Arnold and Simon Fuidge in the big Skoda Superb estate leaving the novice crew of Toby Galbraith and Andy Mucklow in the little white Mazda Eunos as the winners, only dropping two minutes all night.

A big thank you must go out to all the marshals that came out and helped run the event:

Graham and Sharron Skingle, Mark Feeney, Lawrence, Cameron, Alicia, Jon and Paul Marlow, Graham Skeggs, Andrew Parr, John and Nick Taylor and Sterling Ernstzen for driving me round in the course car.

WEALD 12 Car Challenge Rnd.6 - Guildford Motor Club - The Wheeled Navigational 12 Car - 11.02.2022 - RESULTS																								
Car	Driver	Navigator	Club	Class	Car	Colour	MTC1	PCA	PCB	TC1	TC2	TC3	TC4	TC5	TC6	TC7	TC8	TC9	TC10	TC11	TC12	TC13	TC14	TC15
7	Toby Galbraith	Andy Mucklow	7oaks/B18	Novice	Mazda	White																		
3	Derek Arnold	Simon Fuidge	SCC/CMC	Expert	Skoda	Silver																		
1	Wug Utting	Bob Stokoe	CDMC	Expert	BMW	Grey																		
2	Dave Bushby	Kevin Ablitt	B18/CMC	Expert	MG	Black																		
8	Andrea Sterry	Si Kellow	MMK/MC	Novice	Volvo	Blue																		
4	Mick Rose	Neil Ayling	Blpfy/SCC	Expert	Skoda	Red																		
10	Rupert Burne	Carole Burne	Blackpalfrey	Beginner	Citroën	Black																		
6	David Balderson	Rob Thompson	Sevenoaks	Expert	Citroën	Red																		
5	Graham Child	Tim Smith	7oaks/ERM	Expert	BMW	Orange																		
9	Paul Dent	Grant Savell	Sevenoaks	Novice	Ford	Focus																		

Well done to the winning crew... Toby Galbraith and Andy Mucklow.

Thank you to The Jovial Sailor Public House for the start and finish venue.

A massive thank you to all the marshals in helping to run the event:-  
Graham and Sharron Skingle - MTC1 & TC6 and codeboard collection.

Mark Feeney, Lawrence, Cameron and Alicia - TC2 & TC7.

Jon and Paul Marlow - TC3 & TC8.

Graham Skeggs and Andrew Parr - TC4

John and Nick Taylor - TC5

Sterling Ernstzen for course opener duties.

f = Missed codeboard.

F = Missed TC.

F = Wrong approach.

F = Ahead of schedule time.

WEALD Motor Club 12 Car Challenge 2021-22														
Pos.	DRIVERS:	Car:	Class:	SCC	B18	7oaks	Bpalf	MMK	GMC	ERM	BEX	CDMC	Points	
1	Wug Utting	Citroen C2 Leob	E	9	11	10	11	12	0				53	
2	Derek Arnold	Skoda Estate	SE/E	7	10	4	8	9	9				47	
3	Toby Galbraith	Skoda Estate	N	6	11	1	11	10					39	
4	Dave Bushby	MG ZR	E	8	9		7	7					31	
5	Richard Graham	Skoda Felicia	SE	5	8	9	8						30	
6	Mick Rose	Skoda Felicia	SE/E	4	4	5	4	6	5				28	
7	Andrea Sterry	Nissan Micra	N	2	2	1	6	5	6	0			22	
8	Graham Child	BMW 318i	E	7	5		2						14	
9	David Balderson	Citroen C1	E	3	5								13	
10	Phil Littlemore	Ford Fiesta	E/SE				12						12	
11	Steve Burles	Citroen C2	E/N		1	3	7						11	
12	David Rowley	BMW 330D	B		8								8	
13	Nigel Mead	VW Polo	N			7							7	
14	Paul Wickes	VW Golf	E										7	
15	Paul Dent	Ford Focus	N				3	4					7	
16	Rich Baker	BMW 320	E			6			1				6	
17	Tim Smith	Vauxhall Corsa	E	1				3					4	
18	Rupert Burne	Citroen C1	B						4				4	
19	Mike Helm	Mercedes SLK	E		3								3	
20	Phil Bird	Ford Fiesta	E			2							2	
21	Joe McCann	Nissan Micra	B					2					2	
22	Geoffrey Russell	Ford Fiesta ST	SE					1					1	

WEALD Motor Club 12 Car Challenge 2021-22														
Pos.	NAVIGATORS:	Car:	Class:	SCC	B18	7oaks	Bpalf	MMK	GMC	ERM	BEX	CDMC	Points	
1	Richard Pashley	Citroen C2 Leob	E	9	11	10	11	12	0				53	
2	Bob Stokoe	BMW Mini	E	0	9	12	10	10	8				49	
3	Simon Fuidge	Skoda Estate	SE/E	7	10	4	8	9	9				47	
4	Andy Mucklow	Skoda Estate	N	6	11	1	11	10					39	
5	Kevin Ablitt	MG ZR/AMM	E	8	9	5	7	7					36	
6	Steve Thompson	Skoda Felicia	SE	5	8	9	8						30	
7	Tim Smith	BMW/Fiesta/Puma	E/SE		7	2	12		2	0			23	
8	Si Kellow	Nissan Micra	N	2	2	1	6	5	6	0			22	
9	Neil Ayling	Citroen C2	E	4	5								14	
10	Clive Simpson	BMW 330D	B		8								8	
11	Rob Thompson	Citroen C1	E	3			2						8	
12	Rosemary Mead	VW Polo	N			7			3				7	
13	Jack Cherritt	Citroen C2	N				7						7	
14	Tim Loftus	VW Golf	E			0	3	4					7	
15	Grant Savell	Ford Focus	N						1				7	
16	Ed Scott	BMW 320	E			6							6	
17	Roger McKenzie	Skoda Felicia	N						6				6	
18	Toby Galbraith	Citroen C1	E			5							5	
19	Phil Littlemore	Skoda Felicia	SE	4									4	
20	Dick Atthrow	MG ZR	E		1	3							4	
21	Dave Hughes	Skoda Felicia	SE				4						4	
22	Graham Child	Vauxhall Corsa	E	1					3				4	
23	Carole Burne	Citroen C1	B						4				4	
24	Jim Bowie	Mercedes SLK	E			3							3	
25	Tom McCann	Nissan Micra	B						2				2	
26	Philip Bird	Ford Fiesta ST	SE						1				1	



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## From the Slide Collection

For this month's delve into the Slide Collection, we make a return visit to the Rolls Royce Owners Club Tour of Britain in 1967. The selection this time around features pictures taken at Goodwood, this was the year after the circuit closed for racing in 1966.



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](#),

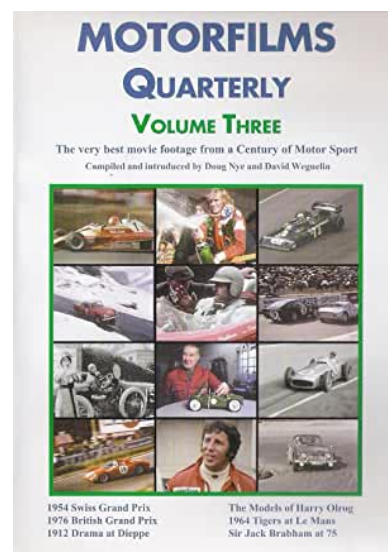
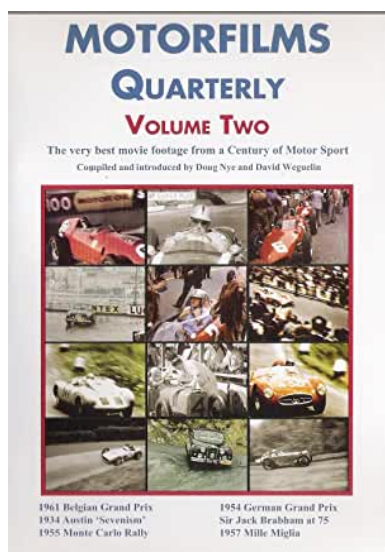
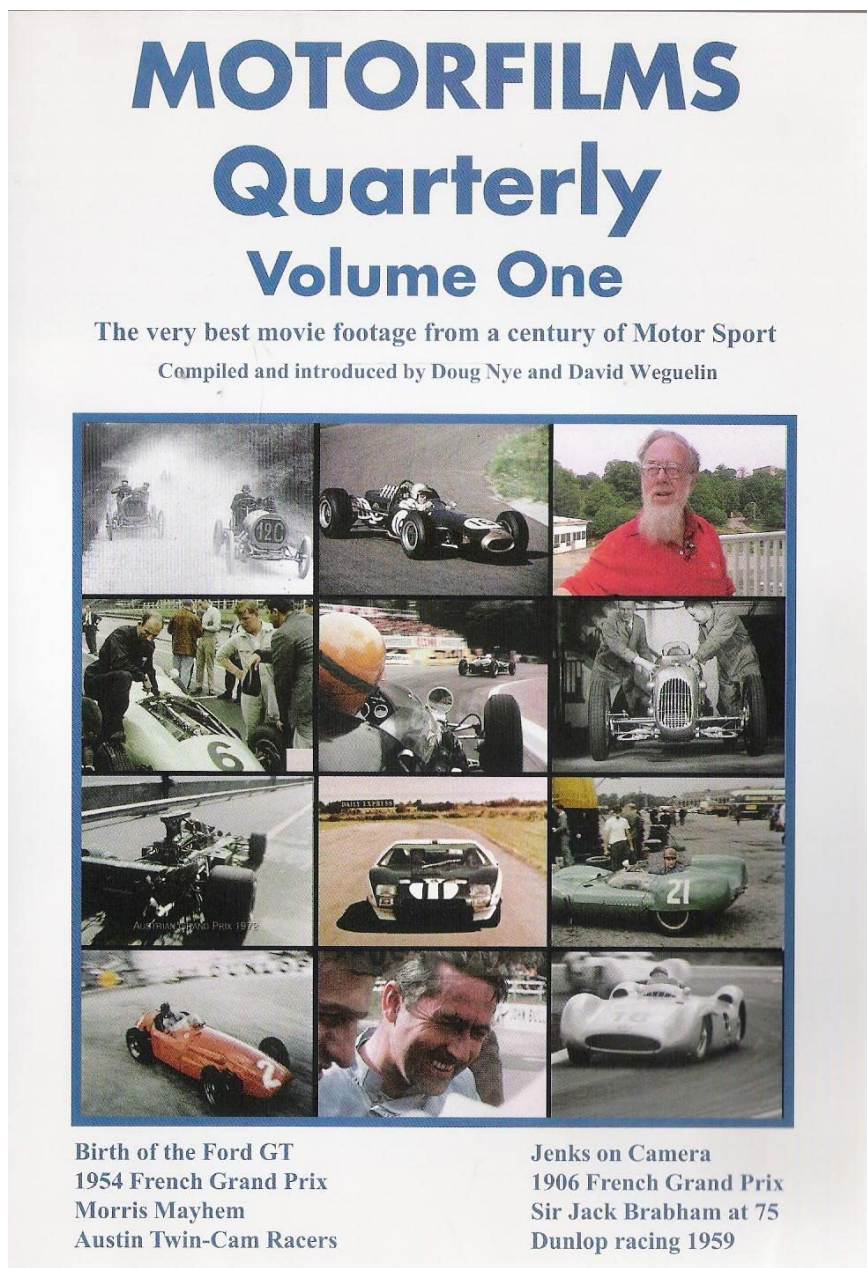
or use this: <https://tinyurl.com/ad4nez2m>

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](http://www.guildfordmotorclub.org.uk)

**facebook:**

[www.facebook.com/guildfordmotorclub](https://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

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**Recognised  
Club**