

June 2022



In Tune



The Printemps Tour - Report and Pictures

GUILDFORD MOTOR CLUB

Founded 1953



Recognised
Club

Editorial

Welcome to the June edition of the magazine..

This month's edition features the recent Printemps Tour which turned out to be hugely popular event, run in glorious sunshine. Slickly organised by Mark and Lorraine. Our next Touring event is on September 25th, so make a note in your diary now!

Pash reports on the Weald 12 car challenge for this year. We continue with reprints from past magazines, this time around we have two, both with a link to the Printemps. Also in this month's edition we have unearthed some more pictures which relate to an article published a year ago. Out about visits Mallory Park, Donington and Goodwood. Do not forget the selection of DVDs which are available for hire. The regular delve into the donated pictures continues with a series of pictures from an event at Brooklands in 1987.

Any reports, anecdotes and articles always gratefully received.

Stay Safe

Annette & Robert Clayson

Cover Picture - The MG Midget of Chris and Susan Ashworth. Photo - John Wort

Social Calendar

June

5th Farnham Festival of Transport from 10am Hart Car Park

14th Clubnight 20:00 Will be at The Fox at Fox Corner, Worplesdon GU3 3PP

21st Committee Meeting

28th Pubnight 20:00 The Fox at Fox Corner

Goodwood Events - June

11th Classic Alfa Track day

18-19th Players Classic, Ticketed.

21st CKL Track day

Brooklands Events - June

11th Cosworth Drivers Club and Club Lotus

18-19th Brooklands Double 12

26th On the Buses

Competition

Coming Up in **June 11 - 12th** Abingdon Carnival. The Stage Rally is on the 12th and Marshals are required, more details later in the magazine.

December 3rd is the date for The Southdowns Stages at Goodwood.

Full details on the website

Weald MC 12 Car Challenge
Challenge starts later in the year.

Abingdon Carnival Stages 2022

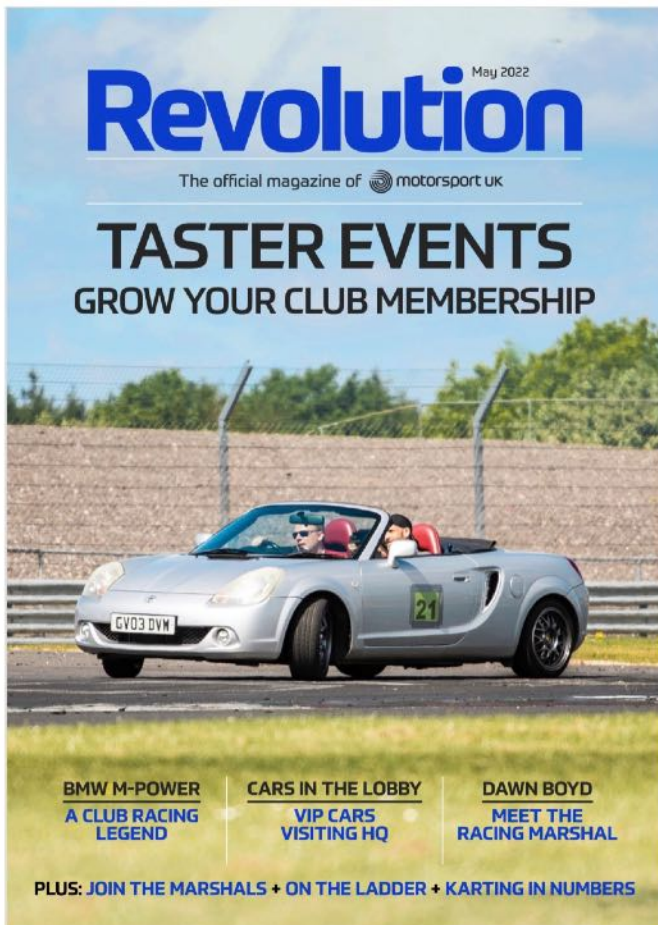
The Carnival is back in its usual slot of early June.

As usual the organisers need marshals to make a safe and successful event.

If you're interested in helping out, and there will be a few GMC bodies going, you need to register your interest online. Click [here](#) and complete the form – the organisers will be in touch in the near future. As it's an MOD site, if you don't fill in the form, you won't be allowed in.

This is always a great event held at Abingdon Airfield. It consists of 8 stages totalling almost 90 miles of very fast tarmac. First car is away at 09:01 and it's usually all wrapped up by 17:30 or so.

Mark



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)

Printemps Tour 2022

Words: Mark Feeney - All Photos by John Wort except where noted.

As most of you know, early May was the time for the Jedi 12 car and had been for many years. The pandemic put it on hold for a couple of years, and when I went out to decide on a route, found that 40MPH limits were beginning to creep inexorably into the Surrey Hills.

I discussed the issue with the committee and took the decision not to run the event as a 12 car, but to put on a Touring Assembly instead. That way we could use any public road irrespective of speed limits, as a Touring Assembly can have no competitive road element and must be timed at 20MPH or less.

We decided on calling it the Printemps, as this had been used by many successful GMC events in the past. From 1980 to about 1995 we ran the Printemps as a scatter event and before that I believe it was a sprint event. There is an ornate silver plated trophy somewhere for it, but I think it was awarded to someone who emigrated and took it with them!

We took a drive out on one Sunday in March. We wanted to drive the route on a Sunday to gauge the number of cyclists we might



Mike & Debbie Hughes



Alan & Nicola Hurst-Smith



Stephen & Margaret Darvill



Graham & Carol Moore



Philip Gardner & Juliet Cuthbert with the Model A



Philip Gardner & Juliet Cuthbert with the Vauxhall Celeche



Alan & Pauline Harrin

encounter, and to get the exact mileages between junctions. Leaving Guildford Park, negotiating the one-way system and heading out towards One Tree Hill Road we were glad to get away from the shoppers and get into some lanes. Once past the Silent Pool and up into Combe Lane, the lycra army appeared. Since the 2012 Olympics and the Ride London events that followed, the Surrey Hills have been a mecca for cyclists at weekends. There were hundreds of them. Most ride sensibly and will move over and beckon you past when safe, a few ride in the middle of the road and seem to take pleasure in holding up traffic behind. As with most things, the few get the majority a bad name.

All was going well, until coming into Abinger Common a tree was across the road and we couldn't get past. So we had to abandon the mileage recording, take a short detour and just drive the rest of the route checking for road closures.

A week or so later we re-drove the route and got the mileages we needed. The tree was gone, as were the road closed signs at Baynards Lane.

By the 1st May we had 19 crews entered, the paperwork was all printed and collated and we were ready to go. Even the weather looked promising.

I've had a few late entries in the past, but Graham gets special mention for emailing me just 3 hours before the start to say he'd got a guy from the village who'd like to take part, and could we fit him in? Of course we



Bob & Jackie Wardell



Geoffrey Duncan & Neil Burrows



Brian & Michelle Caaney

Photo : Robert Clayton



Ian & James Macfadyen

could. It turned out that he was driving a Ferrari 308GTB, but didn't have a navigator. So, true gentleman that he is, Graham ditched his ride with Sharron in the Hyundai and jumped in the Ferrari instead.

With the drivers' briefing over, everyone seemed to know what they were doing, or at least didn't let on if they didn't. Rob and Annette were first away in the Banana Splits car, a bright yellow Kia. Rob's Mini didn't want to come out to play, so they switched cars at the last minute.

It seems that almost everyone wrong slotted at some point on the route. Alan and Pauline in their MX-5 were the first. Taking the left into Woodbridge Road at the Police Station roundabout, they quickly spotted their error and were back on track and going the correct way up York Road. Some people got confused on the A25 junction at the Silent Pool and went round twice, others missed an



Barry Dreghorn & Jack Janikowski

easy slot Left at the Parrot in Forest Green. The biggest detour, by his own admission was Barry in the Model T Ford, which behaved immaculately all day. He went left at the Alfold crossways and headed off towards Loxwood and managed to put in some impressive additional mileage, before getting back on the right route and heading through Dunsfold. Sadly, by the time he got back to Guildford, the other crews and I had left the finish as we thought he'd called it a day – sorry about that Barry.

The other pre-war Ford, the Model A of Philip Gardner was suffering a nasty wheel wobble, despite the wooden rims having been recently rebuilt. Luckily, the route went close to his home, so he detoured, parked up the Model A and got his immaculate 1948 Vauxhall Caleche instead.

The latest wrong slot goes to Bob and Jackie in their NG they missed the last turn of the event into the car park and made it to Guildford Cathedral before turning round and getting to the finish.

Although there was no competitive element, we did have a bottle of fizz as a prize. Each crew was asked to vote for their favourite car/crew on the event. In the end it was a close run thing between Barry and Jack in the 1926 Model T and Stephen and Margaret in the 1935 Rolls Royce. The roller took it by one vote.

Unfortunately, we couldn't make the presentation as the bottle was locked in my Freelander and so were the keys! A quick blast over the Hogs Back to get the



Chris & Susan Ashworth



Elaine Hempstead & Paul Nazir



Bill & Rueben Anthony



Clinton Everard & Graham Skingle

June 2022

spare set was needed, but not before I helped sort out the last mechanical issue of the day. The MG Midget wouldn't start, so a quick jiggle of the wires on the solenoid was administered and she fired up.

Judging by the comments, everyone had a good day out, although next time we'll add in a couple of comfort breaks and have a start and finish venue with toilets.

Talking of next time – it'll be the **David Roscoe Memorial Dimanche Tour** on the **25th Sept**, and will start and finish at the Fox PH just North of Worplesdon.

Many thanks to all who took part and made the organising of it worthwhile. To John Wort and Rob Clayson for their photographic skills and of course, Lorraine for being the secretary of the event.

Mark.



Ken & Margaret Hunter



Annette & Robert Clayson



Stephen Grant & Hazel Tyler



Jon Marlow & Kym Forder



Type to enter text



Printemps Tour										
8th May 2022										
Entry List (Final)										
No.	Driver	Club	Navigator	Club	Make	Model	Year	CC	Colour	Reg
1	Robert Clayson	GMC	Annette Clayson	GMC	Rover	Mini Cooper	1994	1275	Red/White	L576 TAP
2	Mike Hughes	GMC	Debbie Hughes	GMC	Morgan	Plus 4	2008	2000	White	H1 WEX
3	Stephen Grant	SAOC	Hazel Tyler	SOAC	Sunbeam	Alpine	1963	1600	Pale Blue	ALC 68A
4	Alan Hurst	SAOC	Nicola Hurst-Smith	SAOC	Sunbeam	Alpine	1967	1725	Green	KJF 855E
5	Brian Caaney		Michelle Caaney		Triumph	Herald	1968	1147	Grey	SNX 429G
6	Graham Moore	MMOC	Carol Moore	MMOC	Morris	Minor	1969	1098	Smoke Grey	TPN 434H
7	Kenneth Hunter	MCR	Margaret Hunter	MCR	Austin	Cooper MkII	1968	998	Red/Black	UCH 66G
8	Chris Ashworth	MASC	Susan Ashworth	MASC	MG	Midget	1971	1275	Red	ODR 977K
9	Barry Dreghorn	GMC	Jack Janikowski		Ford	Model T	1925	2900	Black	SV 8844
10	Philip Gardner	VOC	Juliet Cuthbert	VOC	Ford	Model A	1928	3025	Brown	SV 9357
				or	Vauxhall	Caleche	1948	1444	Magnolia	XV 660
11	Geoffrey Duncan	GMC	Neil Burrows	GMC	Mercedes	230CE	1985	2299	Green	B475 EFL
12	Bob Wardle		Jackie Wardle		NG	TF	1971	1800	White	HGC 699J
14	Ian Macfadyen	GMC	James Macfadyen	GMC	Mercedes	SLK 180	2019	1598	Grey	F16 MCF
15	Alan Harrin		Pauline Harrin		Mazda	MX-5	1997	1800	Green	P863KRW
16	Sharon Skingle	GMC	Graham Skingle	GMC	Hyundai	i10	2017	1000	White	HK17 JNZ
17	Bill Anthony	GMC	Reuben Anthony	GMC	Alfa Romeo	SZ	1990	3000	Red	H19 LFA
18	Stephen Darvill	RREC	Margaret Darvill	RREC	Rolls Royce	20/25	1935		White	BYW314
19	Elaine Hampstead		Paul Nazir		Mazda	MX-5		1800	Red	RY58 EZK
20	Jon Marlow	GMC	Kym Forder	GMC	BMW	320M		2000	Black	
21	Clinton Everard		Graham Skingle	GMC	Ferrari	308 GTB	1980	3000	Red	BOR 158V
		GMC	Guildford Motor Club							
		SAOC	Sunbeam Alpine Owners Club							
		MASC	Midget & Sprite Club							
		MMOC	Morris Minor Owners Club							
		MCR	Mini Cooper Register							
		VOC	Vauxhall Owners Club							
		RREC	Rolls Royce Enthusiasts Club							



Mark presents Mike and Debbie Hughes with the Trophy from the David Roscoe Memorial Dimanche Tour held last September.



Stephen and Margaret Darvill with their Rolls Royce 20/25 winners of the favourite car of the event.

All John's pictures can be purchased from his [website](#).
Lots more pictures can be seen on our [website](#).

Reprints

This month we continue to revisit past magazines. Out of the box this time came two magazines both with a tenuous link to The Printemps Tour event you have just been reading about.

Jedi 12 Car - 9th May 2008 - by Mark Feeney from June 2008

At the beginning of the year, the committee decide which events we're going to put on and roughly when they will run. I'd offered to organise the Jedi again, with Lorraine, of course. It used to be called the Maybe until last year, when the date fell on Star Wars day. Being a regular user of 'the force' I had to change the name.

As we're a Surrey club, I like to use the Surrey roads, but this is becoming more and more difficult with the constant and frequently unnecessary speed limit changes. Always down, have you ever seen an interesting piece of road have the limit raised?

Well, we scratched a route on the map that had around 49 miles of mainly de-restricted stuff, with as few 40 MPH bits and villages in it as possible. Driving the route proved that it all worked although the limits had spread from when we last drove these lanes.

We checked the route on a particularly wet & windy Sunday morning, before most people were up and about. Which is a great idea as far as other road users is concerned, but a real nuisance when you find a tree almost blocking the narrow yellow at Wintershall, and have to man handle it out of the way on your own. I spend the rest of the morning covered in green algae and slowly drying out.

As it turned out, our route used many of the same roads that Steve was about to use on his March Hare 12 car, but in the opposite direction. I think next year, we'll use a different area. I have one in mind with a lot fewer 40 limits. Shame it's not in Surrey, but as Confucius probably never said "if you can't beat 'em, clear off and try somewhere else"!

The event was split into eight sections. We had a fairly short 3.5 miler to catch people out, but the rest were between 6.5 and 10 miles, giving the novices plenty of time to sort out the navigation and enjoy a bit of spirited driving between controls.

The event didn't have too many alternative routes, so the number of codeboards could be kept to a minimum, only 15 were used, and the compact area meant we could ask some of the marshals to run two controls. So, we had Gavin & Lee Johnson running MTC1 and then, putting out some codeboards, before running TC6, Ken & Heather

Jennings , from Cranleigh MC running TC2 and TC7, Graham Skingle ran TC3 and then cleared the codeboards to TC6, Sarah and Iain ran TC4 and ate cake, whilst Jules Golbey ran TC5 and MTC8. Many thanks to you all for coming out. These events can't run without you.

We had ten crews either enter or say they would be there, which is good enough. Sadly, one crew didn't make it, Roy Duggan had damaged his knee ligaments earlier in the day and was having X-rays on it as we were about to start. Having had something similar, I know he'd much rather have been doing the event.

Hydons Heath car park was a buzz of activity, everyone seemed to turn up early, in fact Gavin & Lee were there before Lorraine and I. Even Jon Marlow managed to get there before his due start time despite having been held up in the usual Friday night traffic chaos that is the M25.

The marshals were all happy with where they had to get to, and, more importantly, where the finish pub was!

Lorraine and I set off about ten minutes before car 1 as we still had a couple of boards to put out, close to the start. That done, we waited just up the road from the first give way junction of the evening, to make sure everyone behaved themselves and actually stopped on the line - they all did.

Ed & Tony Full were the first crew to drop time and pick up a fail for a wrong approach at TC2. The fail would cost them a top 5 place, as they went very well for the rest of the night, only dropping another 11 minutes.

Driving their 1.2 litre WRC Corsa, the MSA crew of James Betchley and Simon Fowler had a bit of a shaky start when they dropped four of the first seven codeboards. Even so, they managed to stay well within OTL, doing 'really quite well' around the Black Hole that is Dunsfold.

TC2 to TC3 took it's toll on the beginner crew of Greg Symes and Michael Duncan, also representing the MSA. Technically going OTL by dropping 23 minutes, they took 43 minutes to drive the 10 mile section. This sub 15 MPH average speed seemed to upset their rhythm as they missed the first two codeboards on the next section. Still, this was their first ever 12 car and only their second competitive event.

Crew 5, Derek Looker and the youngest navigator on the event, James Tapner put in a steady performance, only dropping 11 minutes all evening, but missed a codeboard in Dunsfold. It really is a dreadful place to try and navigate around!

Ian and Matt Brown were obviously using 'the Force' as they found the Dunsfold codeboard, their only problem was that they missed the passage check and codeboard preceding it! Other than that, they got round without dropping any time.

TC2 to TC3 claimed a second victim on the night. Expert crew Kevin Williams and Gary O'Grady dropped five minutes trying to find the five spot heights that marked the route. They also dropped another couple of minutes later so, they still wouldn't have finished higher than they did.

When Glynn Hayward enters his own club events he always gets penalised, just for being Glynn. A trifle harsh I think, but he and William Martin had a terrific evening by finishing first novice crew, only having dropped a minute. Guess where? Dunsfold of course. You can see why they closed the airfield. Pilots were running out of fuel trying to find the place!

Now we have a dilemma. Jon Marlow and Richard Pashley, running at car 1 and Steve Cole and Bob Blows, returning to his first GMC event in a few years, all managed to get round without dropping any time or codeboards. Bob suggested a tied decide based on the combined crew age — oldest wins. Pash thought the youngest should take the honours. I favoured a bare knuckle fight in the pub car park. But in the end I decided to declare it a tie.

VROOM. VROOM! SUNDAY 18TH MARCH 1990 From April 1990

Dear Diary.

Gosh what a jolly whizzo weekend I've just had. You wouldn't believe it. Went to work yesterday and you'll never guess what happened. Well Ian (Agate) came to see me. to arrange ourselves for a great big adventure we were planning for that night. Sure enough the 9th Printemps (you should know it stands for spring, we get told every year in those frightfully boring french lessons, with that old fruit Mrs Clayson (well I have to mention her somewhere!!)) was a fiendishly hard scatter with plenty of tricky questions which really taxed the old noddle.

Anyway we had plenty to be getting on with dashing round and round looking for bits of card in the dark, sounds like a silly game come to think of it. Still at least we could still find most of those Jolly old codeboards once we got there. In fact, we were really jolly lucky at some. actually tripping over the codeboards in our eagerness! Fwar. Fwar, Fwar. Snort.

It was frightfully exciting and everyone from the club did jolly well. Especially those old sticks, Janice and Graham. Apparently they are experts now. Gosh!

Not content with motor sport all night we decided to skip hockey practice we got up bright and early on the Sunday and trolled over to East Worldham where there were some frightfully devious and almost malicious chaps from Farnborough and District Motor Club who let us drive around some fields. up and down some hills and through lots of canes which they had rather carelessly left stuck around the field.

An absolutely delightful day and really beautiful setting. Must take the pony over there. Had a spiffing time helping my driver fit between all the canes. Almost as much fun as a Gymkhana, perhaps we should do one.

Yours in pen—readiness

Ian Mole 19 and three quarters

Out and About - HRDC Race Meeting at Mallory Park



Out and About - Donington Historic Festival



Out and About - Retro Rides Weekender, Goodwood



Revisited ...

In the [May 2021](#) edition of the magazine we reported on a pair of seemingly unrelated images in the donated slide collection. But they did have a common factor being of the same car a Bugatti.

Interestingly I have uncovered on the internet some more pictures of the car.

May 2021

Not what it seemed

Amongst the photographs in the donated slide collection were these two (the main pictures) initially I hadn't even noticed they show the same car as the one below is a colour print and the one opposite is from a colour slide. Eventually, I linked the two pictures together. The assumption was that the car, a Bugatti, had been located in Europe and brought back to the UK for restoration. It had no date for the first image but the date on the slide says it was processed in September 1987 so it could be either August or September.



It was time to find out more information, so I posted the two pictures on our Instagram and Facebook pages as well as on mine. Lots of interesting replies but there was the suggestion I should try the Bugatti Trust's Page. That was very useful indeed.

With the responses we received, it was definitely not what it had initially seemed to be.

The Bugatti is a Type 13/22 dating from 1913, at the time of pictures from Prescott it is was fitted with a Type 22 engine and the body dates from the 1920's. The rear springs are half elliptic. It was raced in France in the twenties and was found in a barn.

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In Tune



WEALD 12 Car Challenge 2021-2022 - by Pash

Round 1:

Southern Car Club ran the Southern Soiree 12 Car rally back on the 1st of October 2021 to kick off the WEALD championship. Starting and finishing at the Barley Mow in Tandridge, they offered up a route of 45 miles on maps 187 & 188. The nine reverse seeded competitors were served up eight sections of straightforward navigation, on a route that was a little bit different to the two previous running's of the event. Sterling and I won on 0 fails - 12 mins from Dave Bushby and Kevin Ablitt 3 minutes in arrears.

Round 2:

Borough 18 Motor Club's offering came 21 days later. Starting from Maidstone Services at J8 of the M20. Eight sections on maps 178 & 189 awaited the conventionally seeded 11 crews, finishing at Newham Court Inn 45 miles later. Sterling and I won on 0 fails - 4 mins from Derek Arnold and Simon Fuidge 5 minutes in arrears.

Round 3:

Sevenoaks & District MC's event took place in November, with 45 miles all on map 188, starting and finishing from The Bell in Kemsing. The championship receiving its first full entry of the season with all 12 crews presented with seven sections of tricky navigation. Well, not that tricky in solvability but the way it was presented on the handout proved challenging. It was for me anyway as I cocked up on the second section, having to go back to find a couple of missed boards on the next section (compounded by the fact that one of those boards had actually gone missing!) Sterling and I finished third on 0 fails - 13 mins, behind Wug Utting & Bob Stokoe and Toby Galbrath & Andy Mucklow, both on 12 minutes and they had to be separated on furthest cleanest.

Round 4:

The Andy Gibson 12 Car Rally was run in December by Blackpalfrey Motor Club, once again receiving a full entry, and once again approximately 45 miles on map 188, starting and finishing at Newham Court Inn. Sterling and I finished on 0 fails - 1 min along with Wug & Bob in their Mini and we had to be separated on cubic capacity, because we had both dropped our minute on the final section. We ended up finishing second though, with Phil Littlemore & Tim Smith cleaning the event. Though I do wonder if this had been the outcome if Tim had run in the expert class, like he did on the rest of the WEALD events, and not as a Semi-expert as he did on this one? (Semi-experts get novice

navigation in their envelopes!) Toby & Andy went off, well and truly, about half a mile from the final control.

Round 5:

Maidstone and Mid Kent MC kicked off 2022 with their event in January, starting and Finishing at The Sugar Loaves in Hollingbourne, with guess what? 45 miles on map 188, split into eight sections, with a full 12 cars. Liz Jordan was on the organising committee, and it turned out to be a great event, although a little loosely timed. Sterling and I finished clean along with Wug & Bob and Toby & Andy. The result had to be decided by cubic capacity, which went our way.

Round 6:

Was ours, Guildford MC's event, in February and a full write up can be read in the March edition of the In Tune magazine, following this link:

<https://guildfordmotorclub.org.uk/wp-content/uploads/2022/03/in-tune-2203-optimized.pdf>

Round 7:

March saw the running of Eastbourne & Ram MC's March Mist event. Covid saw a full entry drop down to ten crews on the night. 45 miles on map 199 with the start and finish at The Bear Inn in Burwash. Tim Smith was the CofC on the event and a very good event he put on, consisting of seven sections of well-suited navigation, on an excellent route. Sterling and I cleaned the event along with Mick & Chris Rose in the Felicia. Thus, the only tie decided available was engine C.C., which went the way of the Roses and we were subsequently second. A bit of a bugger for us considering the fact that Mick & Chris did the event as beginners and were on a marked map!

Round 8:

Bexley Light Car Club ran the second event in March, The Monte Minor 12 Car, Starting and Finishing from The Chequers Pub in Darenth. 45 miles awaited the 11 crews on maps 177 & 188, comprising of six sections of complex navigation, including a circular herringbone. Sterling and I won on 0 fails - 4 mins from Dave Bushby & Kevin Ablitt 4 minutes in arrears. This result secured us the championship win, as we couldn't be beaten mathematically.

Round 9:

Friday 22nd April was Croydon & District MC's turn to organise an event of the challenge. This final event of the championship started at Wolfe Garage in Westerham and finished at The Rose Revived in Hadlow. Due to the event taking place during BST it was a later start than usual. Therefore the 11 crews that took part were only treated to a route of only 35 miles on map 187 & 188, consisting of five sections. Sterling and I made a complete hash of the event, with a mistake each, finishing on 2 fails - 0 min. The novice crew of Toby Galbrath & Andy Mucklow won in their Mazda Eunos, cleaning it. We'd won the challenge prior to this final event and without the pressure to log a decent score we enjoyed the run out.



Pash – 2021/22 WEALD 12 Car Challenge Champion Navigator.

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For this month's delve into the Slide Collection, this time around something a little more recent from the collection. These date from July 1987 and a gathering at Brooklands. It appears the cars are parked on what is now the Mercedes Benz World demonstration track.



A series of DVDs 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.

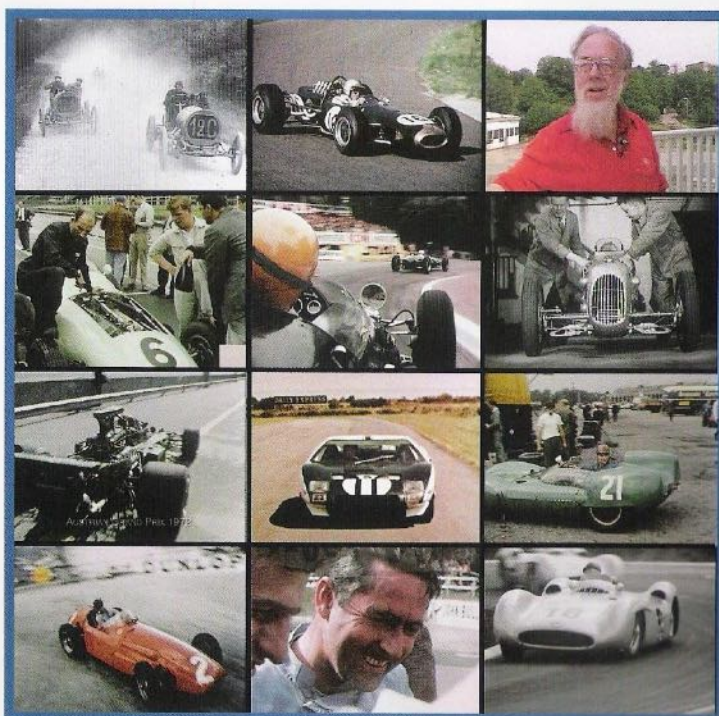
DVD's can be collected from the Librarian at both Club and Pub nights. Hiring cost will be £1 per month with a £10 deposit.

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

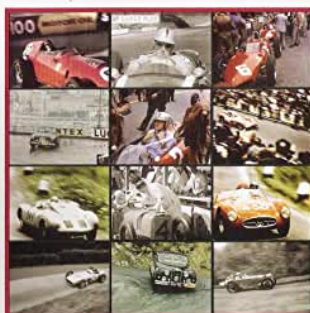


Birth of the Ford GT
1954 French Grand Prix
Morris Mayhem
Austin Twin-Cam Racers

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

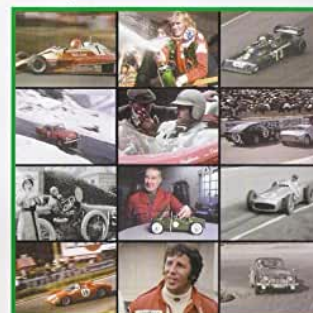


1961 Belgian Grand Prix
1934 Austin 'Sevenism'
1955 Monte Carlo Rally

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 - Contact Details

Chairman, Secretary, Safeguarding Officer:
Mark Feeney

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GU10 1BD
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Competition Secretary: Richard Pashley

The Old Baliffs House, 152 Brox Road,
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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:

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