



In Tune



Rapscallion 12 Car Report
HERO Challenge 3 - Report and Pictures

GUILDFORD MOTOR CLUB

Editorial

Welcome to the November edition of the magazine.

October saw our Rapsallion 12 Car running on a damp Friday evening under the leadership of Pash. With 11 cars running, a full report and the results can be found in this edition.

Mark writes about Marshalling on the London to Brighton Veteran Car run, so if you fancy helping out on this world famous event then get in touch with Mark. He is also looking for Marshals to help out on the Southdowns Stages at Goodwood at the beginning of December. We also have an interesting article entitled "Two Tea or Not Two Tea" from Mark as well.

Robert writes about the HERO Challenge 3 event which was based in Petersfield and naturally it is accompanied by a few pictures! He also supplies pictures from the recent Sunday scramble at Bicester Heritage and finally Annette reports from the recent Annual Skittles Match with Hants & Berks and Basingstoke Classic Car Club

Any reports, anecdotes and articles always gratefully received.

Stay Safe

Annette & Robert Clayton

Front Cover Picture - Member Constant Busch along with Najib Nakad on the HERO Challenge 3.

Social Calendar

November

8th Clubnight 20:00 - The Fox at Fox Corner, Worplesdon GU3 3PP

15th Committee Meeting

22nd Pubnight 20:00 - The Fox at Fox Corner

Goodwood Events - November

6th Breakfast Club - Tickets in advance.

24/25th Goodwood Marshals Trackdays - For Charity

Brooklands Events - November

6th Military Vehicles Day

London to Brighton Veteran Car Run

6th November [Route Overview](#)

Competition

4th November – Basingstoke MC. Nick Ardern Memorial 12 car. Map 186. A30 Old Basing start.

5-6th November – South Hams MC. Harvest Road Rally. Map 202

6th November – FDMC. Targa rally. Rushmoor.

11th November – Southsea MC. 12 car.

13th November – Bournemouth MC. Challenger Stages. Bovington test grounds.

25th November – Basingstoke MC. Bumpkin '22 12 car. Starts Sutton Scotney.

26-27th November – Exmouth Memorial Road Rally. Maps 191 & 192.

3rd December – Southdown Stages – Goodwood

25th January – Monte Carlo Historique UK Section starts from Brooklands

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)

The Rapscaillon Navigational 12 Car Rally - 21st October 2022

The pre-event formalities were conducted at Norbury Park car park, Fetcham and ten crews arrived to compete on the Scally, after illness had unfortunately forced the withdrawal of Roy & Tim Cuthbert during the course of the day. The first control of the event was situated on the quiet dead-end yellow road leading to Polesdon Lacey and it was here where we encountered an organisational oversight. The National Trust operated site had launched its Christmas lights extravaganza on the same evening and having NOT checked the events calendar for the venue, we were totally unaware that most of Surrey were to descend on Great Bookham in their big-daft Chelsea Tractors! Traffic chaos thus ensued as we had all ten cars lined up ready for the off from MTC1, competently staffed by Sharron and Graham Skingle.

Anyway, we only contributed to the vehicular melee for a short period of time until all bar one of the crews had left and set off into the evening's first section. The exception being the MG BGT of Graham Skeggs & Peter Rushforth. The wee blue beastly refusing to fire up at their due start time. The AA, once again, proved to be totally inept and once Graham's son had arrived, sometime later, he diagnosed a very reluctant battery and the crew made it home safely that very same evening.

The event took in a route of 60.5 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 Duke of Wellington pub, East Horsley a couple of hours later.

Several crews fell foul to my first 'trap' by not visiting the viewpoint car park, along Ranmore Common, to pick up and note down codeboard V8. All the crews were then not troubled by finding RCB along the correct route to TC2, ably manned by messes Feeney & Carlise-Kitz. One crew starting to struggle with the new demands of plot 'n' bash navigation were novice crew of Mike & Henry East. This was Henry's first attempt at a 12 Car not on a marked map and he gave it a bloody good crack! Unfortunately, they were to fall OTL at TC3 and with Henry not feeling very well anymore, they decided to cut to TC5 and meet up with Mike's wife and Henry's mother, Elise East. After helping her run the control they all went home together for an early night.

The route to TC3 took in the infamous roads around Friday Street and several crews dropped time on this section, with the inclement weather and slippery road conditions not helping anyone's cause. The 'Spirit of the Rally award' must go to Bob Bridges, from Cranleigh Motor Club, and his Grandson Daniel Coupe. They agreed to marshal two controls (TC3 & TC8), at the eleventh hour, to help make the event a 'fully staffed' success. Special note here in that the only crew to clean this section were Glen Tuffnell & Martin Street. They were on a marked map, which obviously will have helped but, they were also in a Renault Modus Diesel, which obviously didn't!

The next section was relatively straight forward. The only expert crew to miss RCG was that of Barry Shurman & Steve Barber with a self-confessed "navigational error". The tricky narrow lanes around Peaslake caused some more time losses at TC4, which became crucial once the

final results were compiled! All beginner crews missed the loop containing RCG but, in all honesty, this may have been caused by an inappropriately folded marked map?!? TC4 is where we once again saw Graham Skingle standing outside his car, in his Hi-vis jacket. After all the crews had gone through, he then set about collecting in the codeboards RCH to RCM, a REALLY big help to a critically staffed event!

The route to TC5 took in the challenging lanes of Wintersfold Heath and, unavoidably, the less than inspiring High Street of Cranleigh. No challenge to the leading crews but this is where Eddie Gale, a regular driver on events, started to struggle somewhat. Sat alongside seasoned competitor Ian Donaldson, in his Clio 182, this section resulted in the crew missing both boards and picking up 11 minutes of penalty on their arrival into the East family's control. The hard-to-find slot off the B2128 onto Knowle Lane may have caught out the beginner crew of Rob & Amanda Barney, in their Mk1 Ford Focus, as they dropped 17 minutes on this section.

TC5 to TC6 was a more relaxed affair taking in the lovely flowing road that runs along the South of Dunsfold Aerodrome. The only complication on this section was negotiating the 'not as map' junction at Alfold Crossways. On arrival to an unmanned TC6, in the course car, I was worried that the marshal may still have been sat on his sofa eating his dinner and thinking "I am sure I'm supposed to be somewhere tonight". I was greatly relieved to see a pair of headlights appear, accompanied with a strong smell of burning brakes and coupled with a smiling Matt Fowle behind the wheel of his car announcing, "I make that just about on time for the control?!".

The next section of the event was probably my favourite, on some fantastic road rally lanes: Dunsfold triangle (to scare The Marlow brothers), Hook House Lane, Mare Lane (with its blind crest) and Thorncombe Street. Finishing at TC7 back with messes Feeney & Carlise-Kitz at Palmers Cross.

This was followed by a 'sting in the tail' sort of section to TC8. All expert crews dropping time journeying via Rushett common, Stroud Common, Farley Heath, the 'Brook' loop avoiding the level crossing at Albury Heath to eventually enter Silent Pool car park on the A25, through the EXTREMELY narrow cast iron bollards to visit Bob & Daniel once again. Two minutes dropped for the leading two crews, six minutes each for the crews of Chris Pratt & Glynn Hayward and John Considine & Andy Holligham, and 11 minutes dropped for Barry & Steve in the little blue Proton.

The final section didn't cause any bother at all, with everyone cleaning it at MTC9. On calculating the results, I fear I may have made the event a tad too tight for the prevailing weather conditions, but I was comforted in the fact that no-one was OTL and I still got a result by one minute. The fateful one-minute extra being dropped at TC4 by second placed crew Ian Hazleton & Brian Cammack. Brian fresh back for competing on the Mull Rally only a few days prior!

So, congratulations must go to Colin Woodhouse & Roger Davidson in the Rover, with just five minutes being dropped. Scallywags once again, with that being three on the trot now!

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

Graham & Sharron Skingle (MTC1 & TC4), Mark Feeney & Francis Carlise-Kitz (TC2 & TC7), Bob Bridges & Daniel Coupe (TC3 & TC8), Elise East (TC5), Matt Fowle (TC6).

And Steve Pashley for checking the navigation from 200 miles away!

Everybody at Guildford Motor club and I hoped you all enjoyed the Rapsallion 2022.

The Rapsallion Navigational 12 Car - 21.10.2022 - RESULTS																																																											
									MTC1	RCA	RCB	TC2	RCC	RCD	TC3	RCE	RCF	RCG	TC4	RCH	RCI	TC5	RCJ	TC6	RCX	RCY	RCM	TC7	RCN	RCO	RCP	TC8	RCQ	RCR	MTC9																								
No.	Driver:	Navigator:	Club:	Class:	Make:	Model:	Capacity:	Colour:	V8	E2	B3	M2	E7	W2	K6	C3	A4	H8	C7	A5	L2	T9	X4	S3	K7	L9	Penalty	Class	O/A																														
1	Colin Woodhouse	Roger Davidson	BMC/FDMC	Expert	Rover	25	1796	Blue					2			1										2								5	-	1st																							
3	Ian Hazleton	Brian Cammack	BMC/OMC	Expert	MG	ZR	1396	Blue								2										2								6	1st	2nd																							
2	Chris Pratt	Glynn Hayward	Basingstoke	Expert	Renault	Clio 197	1998	Blue					4			3			1			1			6									15	2nd	3rd																							
4	John Considine	Andy Hollingham	Southsea	Expert	Ford	Fiesta ST150	1999	White		5			5			2									6									18	3rd	4th																							
5	Barry Shurman	Steve Barber	SMC/CSMA	Expert	Proton	Satria	1299	Blue					4		5			2				7			11									29	4th	5th																							
10	Glen Tuffnell	Martin Street	FDMC	Beginner	Renault	Modus D	1461	Silver		5					5				2					1										13	1st	B																							
8	Ian Donaldson	Eddie Gale	BMC/SMC	Beginner	Renault	Clio 182	1998	Black		5			1		5		5	5	11															32	2nd	B																							
9	Rob Barney	Amanda Barney	Southsea	Beginner	Ford	Focus	1796	Black		5	2		4		5			17	1			1			4									39	3rd	B																							
7	Mike East	Henry East	FDMC	Novice	Ford	Fiesta MKVI	1242	White		5	11																									DNF																							
6	Graham Skeggs	Peter Rushforth	FDMC/BMC	Expert	MG	BGT	1798	Blue	Mechanical drama's at MTC1, primarily concerning the battery department.																																																		DNS

A massive thank you to all the marshals in helping to run the event:-

Graham and Sharron Skingle - MTC1 & TC4 and codeboard collection (RCH - RCM).
 Mark Feeney and Francis Carlise-Kitz - TC2 & TC7 and Codeboard collection (RCN - RCR).
 Bob Bridges and his grandson Daniel Coupe - TC3 & TC8.
 Elise East - TC5
 Matt Fowle - TC6 (Just!)

Steve Pashley (Rotherham Motor Club) for checking the navigation.

Well done to the winning crew... Colin Woodhouse and Roger Davidson..... Again!

Thank you to The Duke of Wellington Public House for the finish venue.

5 = Missed codeboard.
 F = Missed TC.

Pash

Revolution October 2022

The official magazine of motorsport uk

BUILDING THE FUTURE
 HOW THE ACADEMY BUILDS GREAT BRITAIN'S
 NEXT MOTORSPORT STARS

ANDERSON

JAG AND

HILL CLIMBING
 TIPS FROM GRAHAM BLACKWELL

ON TOUR
 HOW TO ORGANISE A CLUB TOUR

TECHNICAL TITAN
 BTCC'S PETER RICHES TELLS HIS STORY

PLUS: NATIONAL COURT + WHAT'S ON + CHAMPIONSHIP RESULTS

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

London to Brighton Veteran Car Run

GMC are running a section of the London to Brighton Veteran car run on Nov 6th. We have a team of five volunteers but could do with a couple more. It's not an outrageously early start and we should be all done and dusted by 15:00. There are over 350 cars, motorcycles and push bikes, all build before 1904 taking part. So, if you're available and would like to see these iconic cars close up, please call Mark Feeney as soon as you can to get registered and have the signing on details sent to you.

Mark

Two Tea or Not Two Tea – that is the question

I'd got everything sorted for a nice spot of Friday night 12 car marshalling. The maps, clipboards, headtorch, pens and clock were all present and correct. An hour or so before departure, Lorraine asked if I would like a flask of Tea or Coffee. Neither I replied. Francis was coming with me, and he always brings a flask of tea or coffee and a couple of Tunnocks each. I picked up Francis at the appointed hour, and we made our way to Fetcham for the start of the RapsCALLION 12 car. Having signed on and had a chat with the other marshals and a couple of the competitors, we decided to make an early start to our first TC of the night at Leasers Barn on Whitedown, get set up and have a quick cup of tea before the cars arrived. I'd parked in the entrance to the car park and was walking back from putting the Control Board out, when I heard a cry of utter anguish.

I hurried back to the car to find Francis in a state of utter devastation. He was standing at the back of the landy with the boot open. In front of him were two empty white mugs and the thermos of hot water. He was desperately rummaging through his backpack looking for something. Something that he knew wasn't there.

More Victor Meldrew than Francis C-K "I don't believe it" he cried, "I've left the F*cking tea bags at home"!

Francis is a mild-mannered man, not one to utter profanities, so such an outburst just had me in fits of laughter. At least he'd remembered to pack the Caramel wafers.



Two mugs of very anaemic looking 'not tea'

Mark

South Down Stages 2022

The organisers of the South Downs Stages at Goodwood circuit have been in touch. Asking if we'd be able to run the Start or Finish controls at this year's event.

Having suffered earache from the backfiring cars using launch control at last year's rally, I declined the invitation, so this year we'll be out on the circuit doing safety marshal duties.

The event is on the **3rd December**, first car is away at 09:01, so signing-on will be from 07:00. The last two stages usually run in the dark and we should be leaving the circuit by about 18:00. Oh, and lunch will be provided. The weather is always unpredictable at Goodwood, but I can say with absolute certainty that it won't be as warm as it was last year.

We don't get many rallies in the southeast anymore, so if you'd like to be involved in this one, please let me know.

Mark





The HERO Challenge 3 - 1st October

HERO or to give them their full name the Historic Endurance Rally Organisation organise primarily long distance events in the UK such as the Le Jog (Lands End to John O'Groats) the Rally of the Tests and the 1000 Mile Trial along with London to Lisbon, Peking to Paris and the Classic Marathon overseas. With the on going popularity of the events they organise several one day events of varying levels of competitiveness. The HERO Challenge events are suitable for all competitors held in the Spring, Summer and Autumn. With daytime driving only and on mixed surfaces. The series of the events go to finding a champion driver and navigator along with a number of other awards. The first round of the challenge was based around Chester and the second round centred on Bicester.

Challenge 3 was based at the Old Thorns near Liphook, with the pre event noise test being undertaken there and scrutineering at Vintage Bentley in Hill Brow, near Liss. The start was from The Old Thorns at 8am, with a coffee halt at The Jolly Farmer at Blacknest, lunch was held outside Midhurst at the The Royal Oak with the finish at Petersfield Golf Club.

Leaving the start it was a short run to undertake four tests at Bordon, then a pair of regularities, one around Selbourne and the other behind Bentley. After the coffee halt it was back to Bordon to another four tests. There then followed another pair of regularities south of Liphook and Haslemere and ending up at the lunch halt. A longish road section took the crews to Tangmere for another pair of tests. On leaving Tangmere another three regularities were undertaken before arriving at the finish. A short one just north of Chichester, a much longer one from near Chilgrove to Buriton and the final one from near Langrish through to Hawkley with just a short run to the finish.

The entry list was over 100 cars spread into eight different classes. The oldest car on the event was a Riley Sprite from 1936. With the upper age limit set for 1990, we had a Jaguar XJS from that year along with a Peugeot 205 GTi. Amongst the entries was GMC member Constant Busch and his navigator Najib Nakad in their 1980 Volvo Amazon.

Having photographed on HERO events before I approached them to see if I could get some idea of the route or controls along with the timings. They very kindly provided me



1990 Jaguar XJS.



1936 Riley Sprite



1990 Peugeot 205 GTi

with a series of marked maps and the control times on the condition I didn't pass them on to anyone else, particularly competitors!

Friday afternoon I headed to the Old Thorns where the cars were being unloaded and arriving in readiness for the Noise Check before going off to Vintage Bentley for scrutineering after which they checked the measured mile and headed back to the hotel. Pictures were in order then it decided to rain, but I braved it out for a while, sheltering under some trees then resorted to an umbrella!



Whilst photographing such events I tend to go to one location and see all the cars through before moving on. For the morning I had selected a narrow stretch of road behind Bentley where the road dropped down quite steeply (local knowledge!) The first car wasn't due through there until nearly 10 o'clock so I decided to look for somewhere close to the start, which was at 8 o'clock. I decided on the road through Stanford. We would stay there for about an hour or so before driving the relatively short distance to our favoured location at Bentley. In selecting locations I look for somewhere which will give me opportunity for varied photographs. We stayed here until all the cars had gone through.

Whilst the cars headed to a second round of tests at Bordon and onto Midhurst for lunch I dropped Annette off at home, the event was that close and grabbed a spot of lunch before heading out to near Froxfield Green where in an interesting junction turned out to be a good spot for photographs. See the accompanying extract from Google street view. This was on the final regularity before the finish.



Coming into this event Alistair Leckie and Matt Outhwaite were leading the overall challenge using a SAAB 900, with the SAAB suffering engine maladies prior to the event and it being repaired in readiness for the Lands End to John O'Groats event in December they were able to borrow an MG TC for this event. Despite being almost last at the first time control they managed to climb up to 14th by the end of the event and clinch the championship and also win the vintage class on the event.



One of the more unusual cars on the event was the Renault 12 Gordini of Malcolm Dunderdale and Anita Wickins. You rarely see a 12 these days let alone a Gordini, unless you are in France! Anita Wickens took the final championship podium position for navigators after a difficult day encountering traffic, particularly in the morning in the Gordini driven by Malcolm Dunderdale who ended up fourth in the drivers standings. They finished eight overall and first in class in HERO Challenge Three after a fine recovery in the afternoon.



In the navigators seat of the Audi 80 Quattro was journalist, author and commentator Maurice Hamilton, making his debut on a Regularity Road Rally. He shared the car with Harry Sherrard. Maurice said *"This is totally different to anything else I've ever done, I didn't really know what to expect with lots of different jobs to do at the same time, but I love the variety, the map reading, checking the times in my mind. It's a lot tougher than I thought but I loved it because it's totally different to what you and I have done, which has been to go flat out everywhere. Here it's going at a certain regular pace and that's very much more difficult than I ever would have thought, but I really enjoyed that. I'd like to do another, I got the whole idea of the regularity, the speed tests and everything, The route finding was fine, it was good and that all worked well."*

Over from Germany were the crew of Thomas Boemmer and Nils Marose who really enjoyed the rally as they were competing here for preparation do to the LeJog in their VW Sirocco.

Thomas; *"It's wonderful. It's very wonderful. We love it. Really, really and we come back in December. Of course, we told you yesterday we are learning, but it was a good experience."*

Nils; *"I'm going with the navigation now, I think it's quite good so the route with the correct road since today I think it's no problem, but that's a nearly no problem until the real results are published. "The time management I think it's quite hard without the time being reset at the same point, with intermediate distance at the right moment automatically, so I have to push a lot of buttons at the same time, it's a tough job being a navigator, but we loved the event."*



November 2022

After a great performance was the Ford Fiesta of Jacqui and Chris Hellings in fifth place overall beating a lot of former champions into the bargain!



So the final results saw **1st**. Tim and Mel Green in their Austin Mini, **2nd** Paul Hernaman and Ray Crowther with the Porsche Carrera and **3rd** John and Tracy King with their appropriately registered Toyota MR2!



So a few more pictures!

Robert







Further information

For those curious about the navigation used on this and similar events here is a [link](#) to a document on the HERO website.

The video of the event can be seen on YouTube [here](#)

HERO Challenge Events 2023:

13th May Basingstoke - 9th September Bicester - 7th October Preston



November 2022

For this month's delve into the Slide Collection, we revisit the 1968 London to Brighton Veteran Car Run. Especially as this year's running happens on Sunday 6th November are we out marshalling on the event this year. The pictures were all taken at the finish in Brighton.



From the Slide Collection

Annual Skittles Match

Hants and Berks, Guildford Motor Club and Basingstoke Classic Car Club

Every year (mostly) a few of us GMC members together with a few more (many more) Hants and Berks and Basingstoke Classic Car Club Members take part in a convivial skittles match at the Jolly Farmer in Blacknest. To those of us who have been GMC members since the 70's and 80's there are many familiar faces, albeit the colour of the hair on our heads has changed (not through the dying process!) or disappeared.

The redoubtable team this year was Robert and I, Mark and Francis - some avid readers will note that it is the same team as last year !- Well again we valiantly rolled three (very small) wooden balls into 10 wooden skittles which generally refused to budge even when struck. Francis -with an 'i' (they kept on expecting a Frances with an 'e'!) remained in the match longer than the rest of us but sadly fell one skittle behind the final victor who scooped the amazing prize of a box of Celebrations!

The food and drinks were good and a fun time was had by all. Do join us next year – you are all invited.

Annette



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!

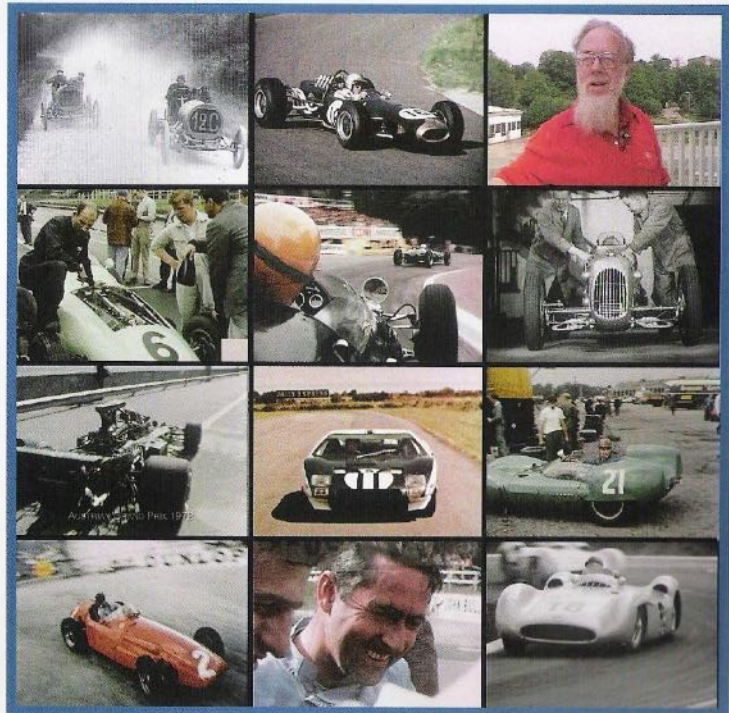
Individual DVDs are available to hire from the Club to members only.

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 '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 - 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**