

May 2023



In Tune



GUILDFORD MOTOR CLUB

Social Calendar

May

9th Clubnight 20:00 - The Fox at Fox Corner, Worplesdon GU3 3PP

16th Committee Meeting

23rd Pubnight 20:00 - The Fox at Fox Corner

Goodwood Events - May

6th BHMC Sprint **20-21st** Retro Rides (Ticketed) **27th** Ferrari OC

Brooklands Events - May

7th Best of British **28th** Mopar Muscle

Competition Calendar

May

13th - HERO Rally; in and around Amesbury

June

3/4th Abingdon Carnival Stages

December

2nd - Southdowns Stages - Goodwood

Weald MC 12 Car Challenge

Resumes in the Autumn.

Guildford Motor Club Event 2023 Dates

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

14th May Printemps Touring Assembly

20th August David Roscoe Memorial Dimanche Tour - Touring Assembly

29th September Rapsallion (Scatter or 12 Car)

An Invite - 16th July

The Mini Cooper Register - Thames Valley and the Windsor Forest Group of the TR Register invite us to 'The Thames Valley Tour' – Minis, MINI's, and TR's and classics over 35 years old.

Based in Hook, Hampshire, the event is a gentle tour of the surrounding countryside for only 30 cars. Breakfast and lunch at a quality venue will be provided as well as a detailed road book and a rally plate.

All for only £58 for a crew of two. Excellent value I think you will agree!

[Regs and Entry form here.](#)

Editorial

Welcome to the May edition of the magazine.

There is still time to get your entry in for The Printemps, Mark provides an update on the event. The regulations and entry form are with the email which distributes the newsletter and also available from the link on page 4 of this Newsletter.

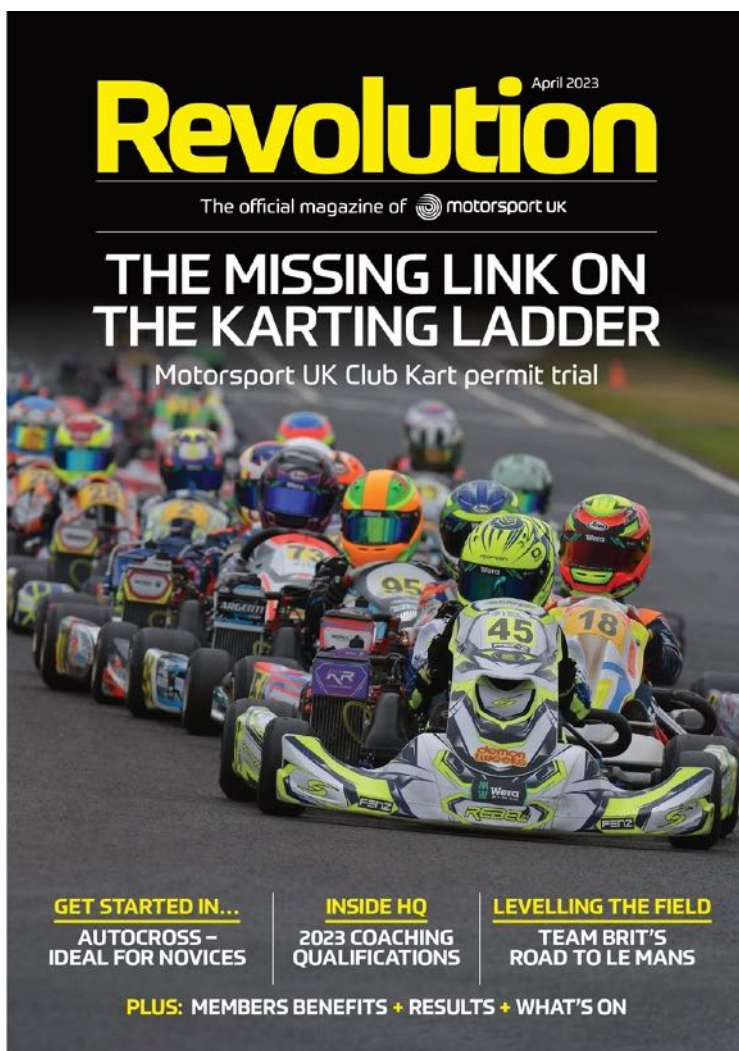
Ian MacFadyen has provided a series articles about his uncle, Gordon Sutherland who was a Director of Aston Martin in the early years, these articles look at his Sixty Years in Motoring and will be published starting this month and over the next few months. there is also an invite to a Mike Hawthorn Track Day at Goodwood in July.

Robert has been out and about quite bit so naturally there are a few photographs to look at.

Any reports, anecdotes and articles always gratefully received.

Stay Safe

Annette & Robert Clayson



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

The Printemps Tour is almost upon us.

In keeping with other years, when Lorraine and I went out to check the route and record the mileages, we suffered not one, but two road closures en-route. The first, at Worplesdon station bridge where the road was flooded was easy to get round. A quick detour via Mayford got us back on track, but the second, in Effingham, would have taken us miles out of our way to get to the other side, so we abandoned the exercise and went home for coffee and biscuits. A couple of days later we had a much more successful time and the route is now confirmed and the total mileage is 46.6.

We currently have 16 entrants and one weather dependant maybe.

It would be nice to see a few of our newer members out on the event, so if you've not got anything better to do, we'd love to see you.

Here is the provisional unseeded entry list -

No.	Driver	Club	Navigator	Club	MakeGG6:G3	Model	Year
1	John Holcroft		Lorraine Holcroft		Ferrari	512BB	1979
2	Chris Ashworth	MASC	Susan Ashworth	MASC	MG	Midget	1971
3	Terry Schraider		Helen Schraider		Austin	Sprite	1971
4	Barry Green	WFTRG	Jenny Green	WFTRG	Triumph	TR4A	1966
5	Mike Hughes	GMC	Debbie Hughes	GMC	Morgan	+4	2008
6	Paul Beeson	BPMC	Bob Ellis	BPMC	Jaguar	S Type	1966
7	Graham Cannings	VSCC	Camilla Wood	VSCC	Sunbeam	Alpine	1963
8	Graham Moore	MMOC	Carol Moore	MMOC	Morris	Minor	1969
9	Bob Wardle		Jacki Wardle		NG	TF	1970
10	Andy Budden		Aiden Budden		MG	B GT	1967
11	Rob Walters	VSCC/GF	Richard Mason	GF	Alvis	Speed 20 SB	1933
12	Sharron Skingle	GMC	Graham Skingle	GMC	Hyundai	110	2017
14	Derek Hall		Margaret Hall		Triumph	Stag	1974
15	Stephen Darvill	RREC	Margaret Darvill	RREC	Rolls Royce	20/25	1935
16	Alan Harrin		Pauline HarrinS		Mazda	MX-5	1997
17	Barry Dreghorn	GMC	Ian Macfadyen	GMC	Ford	T	1925
18	Robert Clayson	GMC	Annette Clayson	GMC	Rover	Mini Cooper	1994

Mark

Calling Marshals.

We have been asked to help out on a couple of events – the Abingdon Stages and the London to Brighton Veteran Car run.

Two totally different events but both need a huge number of marshals to make them run safely.

Abingdon is on the 11th June, and already has a full entry of 100 cars. It's a long day, but if you're interested in joining us let me know sooner rather than later as you need to be registered with the organisers -you can't just turn up.

The L2B is months away but the organisers are already starting to get things in place. Actually, they are giving us advanced warning of the wet weather gear we'll need to get. Again, get in touch with me if want to help out.

Mark.

My Sixty Years of Motoring

We are grateful to member Ian Macfadyen for this article written by his uncle, Robert Gordon Sutherland, recounting his Sixty Years of Motoring. Each decade will be published of the coming months.

SPRING 1984



My Sixty Years of Motoring

by Gordon Sutherland

(Director of Aston Martin 1933 to 1947)



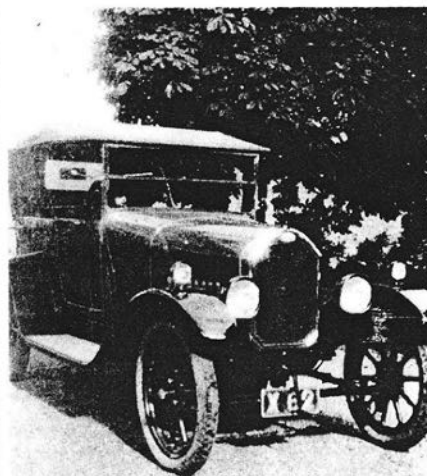
North Country

Born into a wealthy County family a few years before the 1914-18 War and subsequently most of my life linked to the technical side of car manufacture I have been singularly fortunate in being able to drive and own a great many makes of car, well over a hundred.

Always fascinated by anything mechanical, these experiences have perhaps been better memorised by me than they would be by many and they still give me such pleasure that I felt I should try to record them. Pleasurable motoring as I have known it seems to have gone for ever and although modern cars have a very high performance and are so technically advanced, very few contain the meticulous detail and care that was put into many pre-1939 models. Also the inevitable traffic congestion and enforced controls allow practically no relaxation when on the road, so that there is little opportunity for enjoyment in driving—constant frustration is more likely.

I must emphasize that these are my own personal memories and they may seem—and indeed may be—in error in many respects: for this I can only apologize. The technical details of the cars have been much more accurately described by experts in their various magazines. Nevertheless, I hope that my own impressions will reawaken similar

The 9 horsepower Humber with 'Chummy' body which Gordon Sutherland and his sister ran in 1925-26.



memories in my contemporaries and also prove of interest to the younger enthusiast.

Naturally during the 1914-18 War there is little to write about on the subject and I was too young to drive anyway. However, I do have several vivid memories. We had two cars then, both with Knight sleeve valve engines—a 20 hp Minerva tourer which was laid up on blocks, and an enormously high 38hp Daimler limousine with an internal division. This was used very occasionally on Civic work with a chauffeur. At one stage it was fitted with a gas bag on the roof which made it so high when full that great care had to be taken as to where it was driven—even the overhead tramcar wires were a hazard and there was no question of it going into the "Motor House" as it was then known. I also remember it was fitted with enormous Palmer Cord tyres which the chauffeur used proudly to relate had withstood the full weight of a tramcar after a collision in the city. Perhaps that was why they cost £16 each at that time.

Often I used to sit in front with the driver and, no doubt to humour me, was given two jobs—pump up the fuel pressure before starting and, going up steep hills, press the fourth pedal situated on the left of the normal three. I believe this gave more oil to the sleeves, but whether it was very effective, I never knew; no doubt if not we would soon have known! I have recently read that Daimlers then gave a two-year guarantee which included a clause that they would replace the engine with one of the poppet valve type if the owner was not satisfied!

I suppose it must have been some time after the Armistice before we were really able to use cars very much, but I can remember many exciting journeys in the open back seat of the 20 hp Minerva. It was fascinating looking behind at the enormous clouds of dust the car raised—only a few roads must have been tarred then—normal speed was 40/50 but sometimes, under good conditions, it would touch 60 mph—a mile a minute! A family near us had a Sizaire-Berwick tourer which looked much lower and more modern than the Minerva and there was much rivalry between us but I do not think it was ever decided which was the faster car.

I have a vivid recollection of my eldest brother, who had been a prisoner in Germany, arriving one morning at the house with a new 12 hp Rover Coupe which he had collected from the works at Coventry—as was then normal practice. This must have been the first new car of which I had experience and I can still recall the smell of new paint

and upholstery and how impressed we were because the headlamps were part of the radiator—it must have been very "with-it" for those days.

This brother, having been a pilot in the R.F.C. was very sporty in his choice of cars and during the next year or two tried some interesting varieties. His first was a 30 hp Daimler known as a "light 30" and fitted with a drophead body. This didn't last long—"much too lightly built" according to the chauffeur. I can never remember going in it. After this he had a small Charron with a 3-seater cloverleaf body, 8 hp I think—this gave trouble with seized pistons, a rather prevalent disease at this time when many manufacturers were just starting to use the aluminium variety. He then bought an A.B.C. 2-seater sports. This really was the first sports car in our family. It was fast, over 70 mph, and, being air-cooled with roller bearings, made the most incredible mechanical noise—you really had to shout to be heard! It also had a novel gear change gate—an up and down gate movement instead of sideways. I never drove it but I believe this was very confusing. After this he had a 10/20 hp Triumph sports 2-seater. This had a side valve engine with Ricardo head and a maximum of about 65 mph—it only had 2 wheel brakes but possessed a very nice 4-speed gearbox with right hand change. As he needed it for everyday transport winter and summer he had an aluminium hard-top made for it. This must have been one of the first attempts at this type of thing and is rather interesting when one thinks of the number of cars so fitted today. We nicknamed it the 'Submarine'. I should mention that all three cars, the Charron, A.B.C. and Triumph had polished aluminium bodies and very attractive they looked. The Triumph, with its hard top, was really dazzling, but they showed every scratch.

About this time he got married and changed over to big American cars, and of all things, a Trojan with solid tyres and a 2-stroke engine—a most incredible machine. Before leaving my eldest brother's vehicles I must refer to his motorcycles. He started with a Scott which I can barely remember, but in 1914 he bought an Indian Scout—this was a large 5 or 6 hp V-twin and very fast, at least 80 mph. When he was away at the War it lay dismantled in the garage but towards the end of the War my other brother reassembled it and we got it going. I remember it had twist-grip controls and a foot clutch, very brutal—either in or out—altogether a lethal machine. After the War



Two sporting cars used by the Sutherland family in 1930. Nearest in this scene in Scotland is their 4½ litre Bentley with Vanden Plas body.

when we had the A.B.C. car he also bought an A.B.C. motorcycle for, I think, £140. We thought this frightfully expensive. It was a very advanced design—transverse flat-twin engine, 4-speed gate change, sprung frame—I always feel a forerunner to the modern B.M.W.s. It gave a lot of trouble with its lubrication but when it was going it was superb. Incidentally, the makers of the A.B.C. car and motorcycle were also manufacturers of A.B.C. aero engines and no doubt this was part of their appeal to ex-R.F.C. personnel.

Turning back to other family vehicles about this time, 1919/1923 as far as I recollect, we had several 12 hp Rovers, all 2-seater Coupes, and one 4-door Saloon which was only kept a short time.

Early in 1924 my father purchased a 30 hp Minerva Cabriolet. This must have been one of the first cars with four-wheel brakes and they were very powerful and assisted by a Dewandre vacuum cylinder. Although still sleeve valve, it was fast, over 80 mph I believe, but I never had a chance to drive it. An unusual feature, I remember, was the oil pressure indicator which consisted of two segmented discs, an outer fixed one and within, on the same axis, a moveable one painted alternately red and white. When there was oil pressure the inner one rotated through about 10° and revealed the white segments: when pressure failed only the red segments were visible.

My second brother had now started on motorcycles with a 350 cc belt-drive 2-speed side-valve Douglas with external flywheel. In the summer we stayed at a seaside cottage and he used to come out on it at weekends. The 50-mile journey seemed quite an undertaking and he usually had stories of belt replacement on the road and resting to let the engine cool down. I think it had a maximum speed of about 45 mph. After this he got a 350 cc A.J.S. but only a side valve one to my disgust. At that time the O.H.V. ones seemed terrific in the 350 cc Class and I think were only outclassed several years later by the O.H.C. Velocette. Anyway, I used to ride it occasionally and on two occasions really frightened myself. Flat out I think it did about 55 mph and once when doing this I had the dreaded front wheel wobble motor bikes were prone to in those days. Another time, in heavy rain, a wet mackintosh I was

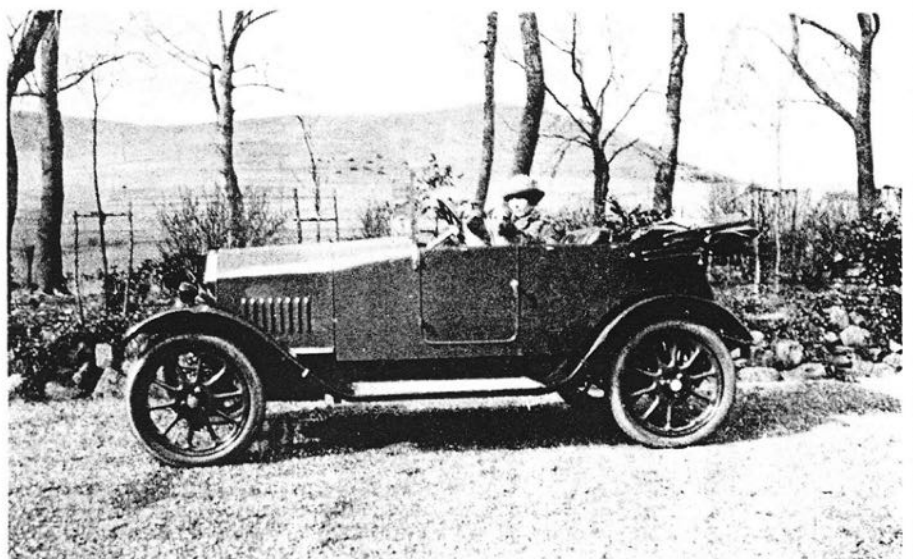
wearing touched the sparking plug which was quite a devastating experience before I got myself sorted out! He then bought a 500 cc Ricardo Triumph 4-valve o.h.v. which I remember well as it was very heavy for me to handle. Luckily it had a half compression valve for starting and when under way was beautifully smooth and quiet with a very mellow exhaust note. I was never allowed a motorcycle of my own but by 1924 had learnt to drive a Model T Ford on the estate and this, added to my few secret motorcycle rides, had given me, as I thought, quite a lot of experience.

About this time must have been the weekend I was first allowed to take the Model T away by myself to stay with friends in the Scottish Border Country. Incredible though it may seem it was there decided that I should drive the family, including my grandmother, over to see Rosslyn Chapel near Edinburgh. This entailed traversing a very steep hill. It was all right going down, but on the return journey the engine just died on us when attempting to ascend. This tested my driving ability and also my reputation. However, I soon realised that the fuel level in a gravity feed tank needs to be above the carburettor and that a Model T will only go up steep hills in reverse when the tank level is low. Thus was our problem solved, but grandmother preferred to walk to the top of the hill and who can blame her?

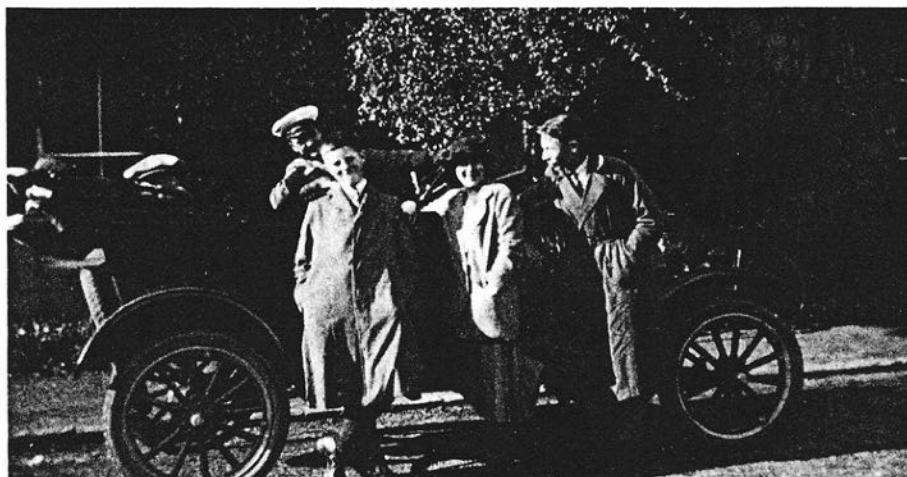
Digressing chronologically for a

moment, it was about a year later on the same Model T that I was teaching a friend to drive (how quickly I felt able to do this before the days of the Highway Code!) when we arrived at a dead end of a lonely lane. Although he had been getting on quite well I suggested changing places so that I could turn the car round for him. He wouldn't hear of it and the next thing I knew he had opened the hand throttle (these cars did not have a foot accelerator) and we charged into the ditch finishing up at about 45°. To look at the car you would have thought we had "had it"—the bonnet fell off and all the water ran out of the radiator as the bottom hose had pulled off—it looked awful. By good fortune a man with a horse came along returning from ploughing and within a few seconds he had hitched the animal to our rear axle and with very little effort "Lizzie" was back on terra firma. It shows how flexible was the chassis and transverse front springing as it was then only a question of refitting the bottom hose and refilling with water from a nearby farm and we were on our way. The Model T was an astonishing vehicle with only about 14 cwt and a low compression 3-litre engine; as long as you could keep up a bit of speed it just shuffled up quite steep hills in top passing many other cars but once you had to change down (it only had two gears), you had to resign yourself to a long, slow grind. Before I leave the Model T I must relate another incident with one. It occurred some years later, about 1930, when I was going up rather a hectic track in Scotland near Loch Tay in a 4½-litre V.D.P. Bentley. I had been up this twice previously and knew it was just passable but was horrified when half way up to see a Model T lorry coming down laden with timber and driven by a very large Highlander. We stopped more or less bonnet to bonnet and a rather strange debate took place. I suggested he back 10 yards or so and then I might have room to pass if I didn't roll over the hillside on my left. His reply was unexpected to say the least: "I canna back her, my boots are too big." Luckily, having been brought up on the Model T I was able to take over for him and depress the central reversing pedal. This, plus unbolting the Bentley's rear wing (quite an easy matter), and we manoeuvred past each other.

Reverting back to 1924, or it may have been slightly earlier, I have great memories of a wonderful drive in an open 40 hp



The Humber again, around 1926, this time with the hood down. Most cars at this time were dropheads. The driver is Gordon's sister, now 86 years of age.



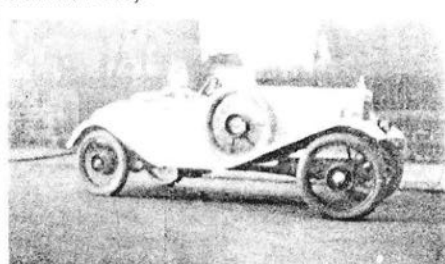
A very early motoring memory for Gordon Sutherland. He is in the centre of the front row. The car is a Ford model T and the date 1923.

Lanchester. This belonged to a friend of my father's who came over for lunch and I was allowed to ride back with him on the sole front passenger seat. On this model driver and one passenger sat either side of the engine very nearly over the front wheels. This really was a tremendous car, very smooth and comfortable and simply soared up hills quite effortlessly. It also had an exhaust cut out and as we climbed up into low cloud during this journey it was, I imagined, very like being in an aeroplane—I had not flown at that time. Another thing I remember was the steering wheel which hinged upwards to give easy access and also it was the first time I witnessed self-centring steering in action, the rim of the wheel slipping back through the driver's hands after each corner. Altogether a drive I have never forgotten.

Another exciting journey was made about this time as passenger in a racing sidecar attached to a big V-twin Sunbeam. The owner also had a 350 cc H.V. Sprint Sunbeam with which he did a bit of racing. Anyway, we undertook a journey of about 30 miles in the combination escorted by three other solo motorcycles and, as can be imagined, a certain amount of rivalry ensued. As I was practically lying down most of the time I had some difficulty following progress but we did go in the seventies some of the time and eventually, near the top of a long hill, the gear box seized solid and we had a rather hectic pull up. I returned home pillion on one of the other machines.

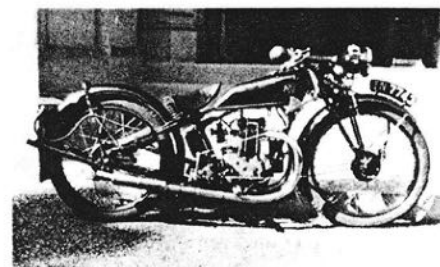
1925 came and my own first car, a 10/20 hp two-seater Sports Triumph. This had a polished aluminium body and a single dicky seat and was quite a good looker. In particular it had rather a distinctive radiator with a coloured semi-globe of the World embossed on the top. Unfortunately,

Gordon's first car however was this 1926 10 horsepower Triumph sports with polished aluminium body.



however, it had only two-wheel brakes and a few weeks after taking delivery a friend and I were coming down the A1 in pouring rain (I am glad to say he was driving) and, slowing at a bend from about 60 mph, we spun on the greasy road, about three times, I think. We finished up in a ditch under the overturned car. Luckily for us, although it was autovac feed, there was no fire and neither of us was hurt—only shaken. I didn't know at the time but about a week later the seat of my trousers literally fell out—the battery had been under the passenger seat. Eventually the car was repaired and I had many less ill-fated journeys in it, including a tour round the N.W. Highlands—quite an adventure in those days.

The roads were terrible and fuel and other supplies sparse. We had one nasty incident near Oban when we were forced into a ditch by the local bus, but managed to back out again. The bus didn't even slow down. The Triumph developed a lot of loose rattles before we got back to more civilised roads—about Pitlochry, if I remember rightly. But the west coast road was a new world as far as I was concerned—I shall never forget in particular Loch Maree, Poolewe and Gruinard Bay. Last time I was up there, about 1954, the road had been widened and many corners eliminated—it just hadn't the same allure, although the scenery is just as beautiful. Nowadays, too, one loses much through having to keep a wary eye open for other traffic which hardly worried the driver at all in 1925. This was also the year we got our first Rolls, one of the early 20 hp models. It had a central ball change 3-speed gearbox and horizontal radiator shutters manually operated. Needless to say, it was beautiful to drive, although with little performance. The meticulous detail in all the controls, plus real precision instruments on the dash, were a never ending joy. By this I mean they were all obviously expensive and properly calibrated. In particular I always think of the visible hair spring on the hand of the Ammeter and how this registered even half-amps, also the A.T. Speedometer—a beautiful looking instrument that registered perfectly and smoothly, even at walking speed. Nowadays the so-called stylist has given us some strangely-shaped and calibrated instruments, many of which are obviously cheap, as they must be, and few people would rely on their readings in emergency. No wonder so many manufacturers have eliminated a number of them and substituted



Motorcycles played an important part in Gordon's youth. In the top picture, taken in 1924 are V-twin Sunbeam (with sidecar), 350 A.J.S. and flat-twin A.B.C. Above is Gordon's own first motorbike, a 175cc Supersports A.K.D.

warning lights instead—what you don't know cannot worry you! To see the sort of instrumentation of the twenties and thirties one now has to look at any aircraft panel—these instruments really tell you what is going on and are easily legible.

This, then, was the fascination of the Derby Rolls—one knew everything had been made as perfectly as possible and, more important perhaps, had also been adjusted and tested by experts over weeks on the road. Sheer performance was secondary to the pleasure of handling a beautiful piece of machinery. About this time my sister was running a 9 hp Humber with what was known as a "Chummy" body. It was a real quality car but not very exciting. All I remember of it was that the gear lever (I think there were three gears) was at rather an awkward angle on the right hand side. In my experience for a nice change one essential is that the lever should be vertical and the hand movement consequently horizontal—any slight angularity seems to create an almost imperceptible difficulty but sufficient to make changing awkward. Good examples of this are the early Minis with the lever coming through the floor at an angle. I believe these were much improved by various proprietary extensions which brought the pivot point well back and gave horizontal movement. Anyway, this was the little Humber's driving snag, as I remember it. Also during the year my brother bought a 14 hp Bean. The most outstanding feature of this was its powerful four-wheel brakes and the appropriate red warning triangle on the rear wing. This was certainly needed when few cars had F.W.B. and makes one realise how important is the stop light now universally fitted. They were unknown then. In this connection I think 'officialdom' has made a great mistake in ruling that two be used, one of which is bound to fail at some stage, causing a highly dangerous misleading direction signal. He was so thrilled with these brakes that we had to go out with him at once so that he could demonstrate them hard at about 30 mph. We all nearly went through the windscreen even though forewarned and were terribly impressed although bruised in places!

(To be continued)



Guildford Motor Club Touring Assemblies

These events have no competitive element and are intended as an opportunity for you to drive your 'Pride and Joy' through picturesque parts of Surrey and Hampshire with other like-minded enthusiasts.

The Start and Finish of both the events will be local to Guildford and with a halfway halt. Each event will take a different route.

You will be given an easy to follow tulip road book to take you along our carefully designed meandering routes. If you have never used this sort of instruction before, help is on hand at the Start.

We welcome any type of car; old and new, petrol electric or diesel, sports estate or saloon.

These events are low cost and fun for all the family and you don't even have to be a member! (But we would like you to join!)

For more details visit our website : www.guildfordmotorclub.org.uk



The Printemps Touring Assembly 14th May

David Roscoe Memorial Dimanche Tour 20th August

On behalf of the “Friends of Mike Hawthorn”, a private track day at Goodwood is being organised on July 5th to commemorate Britain’s first Grand Prix World Champion Mike Hawthorn’s first victory at the French Grand Prix on that exact day 70 years ago.

The track day is limited to 60 cars and includes lunch and refreshments. Places will be allocated on a first come first served basis, and all cars of a type that Mike drove are welcome, both road and race cars.

Mike Hawthorn Memorial Track Day

To celebrate the Seventieth Anniversary of Mike’s First Grand Prix Victory

Goodwood Circuit 5th July 2023



Mike Hawthorn was Britain’s first Formula One World Champion. The flamboyant racer drove for Ferrari, taking the World Championship title in 1958. He also drove Jaguar’s with great success, winning many times in his famous MK1, and in ‘D’ Types at Le Mans, and Reims. Mike retired from racing after becoming World Champion in October 1958.

Sadly, just three months later, he died in a road car accident. Hawthorn won his first Grand Prix on the 5th of July 1953, driving a Ferrari 500 at Reims, France.

Any queries, please contact Michael Ballard at msbassociates@ntlworld.com

Out and About - Wheels Day Rushmoor



Wheels Day at Rushmoor has been running for many years on Good Friday. Somehow I had never been until this year. A diverse and eclectic selection of cars well worth going, apart from the queue to get in! Must leave earlier next year!



Out and About - Brooklands Museum Easter Classic Gathering



Out and About - Goodwood Members' Meeting



A selection of pictures from the Goodwood Members' Meeting. Notice the pristine Capri pictured below to the one at the bottom left. The Capri is a Ric Wood car and was driven by BTCC Driver Jake Hill. He spun off on oil towards the end of practice having already claimed pole position. It was quite a mess. But they sorted it out to appear in the first heat later in the afternoon which he duly won. The final race was on Sunday afternoon, starting on the front row and went into the lead. But emitting lots of smoke. He was called in to the pits, problem was resolved and he joined the tail of the field. Then made his way back up through the field. The race was then red flagged and restarted in consequence he was in closer contact to the leaders and in the remaining laps past a number of cars to actually finish 5th.





Out and About - Bognor Regis MC Sprint Goodwood

A week after the Goodwood Members' Meeting saw a much quieter event the Bognor Regis Sprint. Lots of variety along with hordes of Caterhams! Of note; an indecently quick, flame spitting Lotus Esprit Turbo, a stunning X Pack Ford Capri and Jensen Interceptor.



Out and About - Drive It Day at the Bicester Heritage Sunday Scramble



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 - Contact Details

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email: cs@guildfordmotorclub.org.uk

Treasurer and Vice Chairman:
Graham Skingle

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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](#).

Social Secretary: Francis Carlisle-Kitz

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