

June 2023



In Tune



The Printemps Tour - Report and Pictures

GUILDFORD MOTOR CLUB

Social Calendar

June

4th Farnham Festival of Motoring, Upper Hart car park 10am - 1 pm

13th Clubnight 20:00 - The Fox at Fox Corner, Worplesdon GU3 3PP

20th Committee Meeting

27th Pubnight 20:00 - The Fox at Fox Corner

Goodwood Events - June

10th Classic Alfa **17-18th** Players Classic (Ticketed) **25th** Breakfast Club

Brooklands Events - June

4th London to Brighton Classic Rally **17-18th** Brooklands Relived

Competition Calendar

June

4th BTCC at Thruxton

10th Abingdon Carnival Sprint

11th Abingdon Carnival Stages

December

2nd - Southdowns Stages - Goodwood

Weald MC 12 Car Challenge

Resumes in the Autumn.

Abingdon Carnival Stages Sunday 11th June

Marshals needed – it seems that the organisers are a bit short of marshals for this years event. So if you're available and want to help out let me know and I'll send you the marshals registration email. The event is 80 miles of Airfield runways and perimeter tracks split over 7 stages. It'll be an all-day event and has a full entry of 100 cars taking part. If you've not marshalled before, don't worry, you'll be with the rest of the GMC marshalling team to show you the ropes.

Mark

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)

Editorial

Welcome to the June edition of the magazine.

Naturally this month we feature the Printemps Tour with a full report from Mark and it contains lots of photographs.

There is a plea for Marshals on the Abingdon Stages on the 11th, see the opposite page. We continue with the articles supplied Ian MacFadyen 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. Robert has been out and about quite bit so naturally there are a few photographs to look at.

And a timely reminder our next tour, the David Roscoe Memorial Dimanche tour is on the 20th August.

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

My Sixty Years of Motoring

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

60 YEARS OF MOTORING



My Sixty Years of Motoring

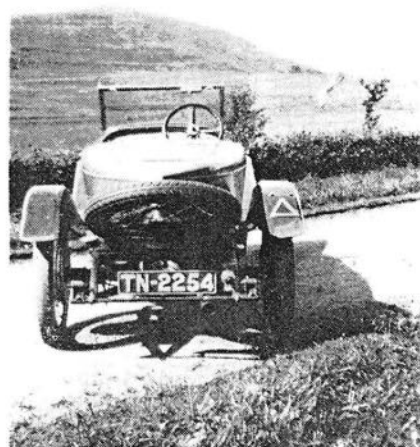
by Gordon Sutherland

(Director of Aston Martin 1933 to 1947)



The year 1926 was for us the beginning of the Alvis era, the family had no fewer than nine during the next seven years. It all started this January when I at last got my first 12/50 hp "ducks back" 2 str. Sports. This had been my dream car for months and months and I certainly was not disappointed. It was terrific. Even these days the performance wouldn't have been bad, over 80 mph and 30 mpg and acceleration to match, particularly in the gears. Well over 50 mph in 3rd without overrevving seemed incredible to us and when my father borrowed it to try he drove over fifty miles without getting into top and said he thought it noisy! These were great cars and miles ahead of most vehicles at that time. It was F.W.B. but nothing like as powerful as those on the Bean—however, if one kept the operating cables properly lubricated, they were adequate. If these got rusted up in their sleeves there was a serious loss of brake power even if one had very powerful leg muscles. My sister also got a 12/50 hp wide 3 seater later in the year and this was subsequently fitted with a Dewandre Vacuum cylinder to the brake pedal which gave vastly easier retardation. This car, too, had a great performance with over 70 mph and very good acceleration in the gears. The gear change was fairly tricky on both cars and, unfortunately, if you "crunched" a gear at all the noise was greatly magnified by the large diam hollow prop shaft and all metal universal joints—so much so that one soon learnt to do it silently.

Other memories of this great year are demonstration runs in a Lancia Lambda and a 45 hp Renault—the salesman of the latter must have been a super optimist. The Lancia was most intriguing, firstly it was the lowest car I had yet seen, all the Alvises were rather high. Also its roadholding with I.F.S. was superb, far superior to anything in which I had then travelled. Again, the brakes, F.W.B., were very powerful, comparable to the Beans, and the steering lock was fantastic. As the car was not run-in we could not judge its performance which was unfortunate because I have often regretted since that I did not get one. I think now that it was the most advanced and best design at that time. I say this with particular knowledge because in the 50's I bought an old wreck Series I and reconditioned it. One of these, when new, must have been great. However, I missed my chance. The 45 hp Renault had an open 4 str. sports body and was like a battleship—enormous. It was supposed to do over 100 mph and probably could, although we didn't exceed 85/90 mph. It had the largest diameter steering wheel I have ever seen on a car—strange when comparing it with those on the modern racing cars which seem to get smaller and smaller. Apart from this and its very high gearing, it had only a 3 speed box. I cannot remember any outstanding feature. At 9.1 litres it must remain the largest engined car I have ever driven—I wonder how many mpg one could count on? Another car I was able to drive

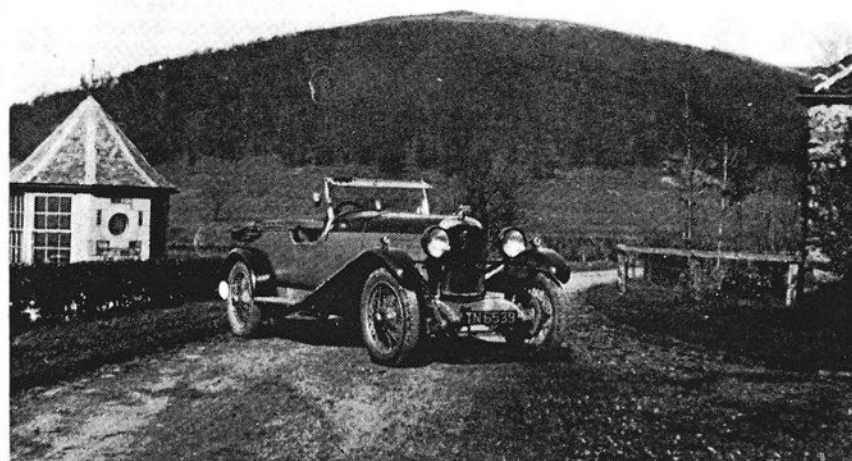


The 'duck's back' Alvis that Gordon had in 1926 and liked very much.

about this time was a 25 hp Chrysler belonging to a friend of my father. Not thinking much of American cars at this time I was no doubt biased against it but must admit that it impressed me very much. The smooth acceleration and powerful brakes were outstanding. I believe these were external contracting type; they certainly were hydraulic, and the first I had tried. The 3 speed gear box and low geared steering of course did not appeal and a sort of foot rest on the accelerator pedal infuriated me. To exceed about 50 mph one had to behave like a ballet dancer and use one's toe. Nevertheless, it was an interesting experience and Chryslers at that time were acknowledged to be very technically advanced.

1927 came in and I changed my "ducks back" Alvis for a supposedly hotter one with a beetle back body on 12/50 S.D. chassis. This had big ports and polished head with an outside exhaust system—I think also the gear ratios were higher. The spare wheel was now mounted on the side and the running boards were much lower with more touring type wings. Although I never weighed it, these changes probably made it considerably heavier and it never felt as lively on the road as the earlier model. That is until, during a long dry spell when I ran it stripped for a while, something you could not do these days! Then it really seemed to come into its own and performed much better. I suppose I was saving a couple of hundredweight, apart from the reduction in

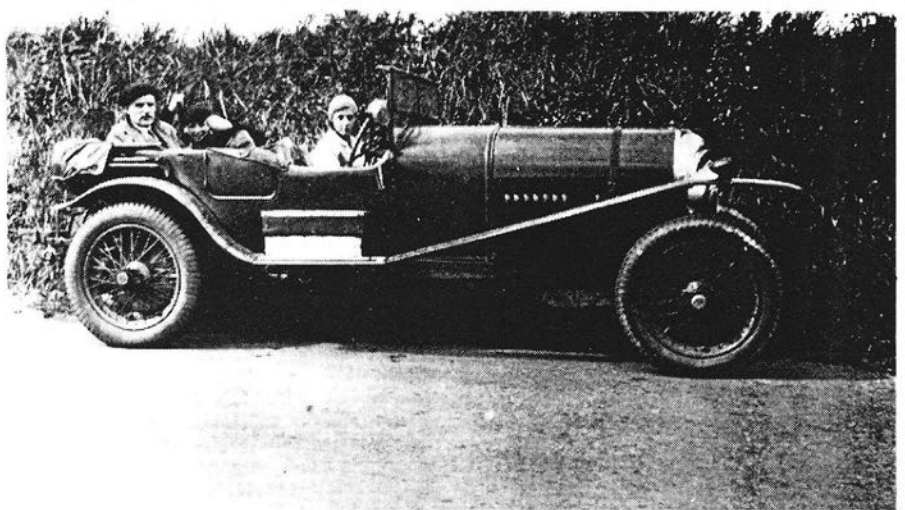
The very sporting 2 litre Lagonda which followed the Alvis in 1928.



wind resistance. Another point against it was the unpleasant noise the outside manifold made—with one under the bonnet the previous engine had seemed much sweeter.

There were several other excitements this year. First my brother sold the Bean and bought a new 6 cyl. H.E. sports 4 seater. This had a fabric covered body and was beautifully finished—it also had a unique exhilarating smell of leather which no doubt added to the impression of luxury. It was very low and really looked marvellous. Unfortunately, however, the engine was a side valve and although rated at 16 hp didn't seem to develop anything like enough power to make it a fast car. Actually it went faster in 3rd (over 70) than in top in most conditions. It had a beautiful exhaust note, not raucous but quite unusual. As my brother said "it sounded like a Bugatti". It was also unique in that it was fitted with Chinn's Synchronometer. This was a sort of double rev counter, one driven from engine and one from the gearbox. There were two hands superimposed on each other and when they lined up you could change gear with or without clutch. Actually, the engine had such a glorious exhaust note and the gearbox the quickest upward change I ever knew so that it was much easier to ignore Mr. Chinn's gadget and change normally by ear. A serious snag on this car was that the steering arms were bolted to the back plates without split pins—just spring washers. Whether this was peculiar to this particular car we never knew, but, anyway, when we were having a bit of a dice with the Alvis (which was much faster) the steering disintegrated at over 60 mph and my brother and his wife were lucky not to be killed—they ran along a ditch and finished up against a telegraph pole. After various other troubles he sold the H.E. and bought a 3 litre Lagonda tourer which he kept several years with no trouble that I heard of. Earlier in the year a wealthy boy friend of my sister came to stay with us, arriving in a beautiful—it really was—two seater roadster Buick. I always remember this for a peculiar feature of the body—a special golf bag locker with little side door below the rumble seat. I have used American terms for this car as they are really essential to describe it adequately—it was real Hollywood stuff. Shortly after this the same gentleman shook us all by buying a twin cam 3 litre Sunbeam. This really was an exciting car and, like the H.E., made the most marvellous noises—also smells, as he ran it on Castrol R—it had dry sump lubrication. I only drove it a few times but certainly found it most exhilarating and obviously very fast—it had cycle type front wings turning with the wheels which gave great accessibility to the engine and made the bonnet seem a fantastic length. The right hand gear lever, however, was at a nasty angle like the little Humber and the gear change not very nice. Going back to the Castrol R smell, we went on holiday with all the family in the Sunbeam, the Alvis and the Rolls. After the first day when the Sunbeam led us most of the time we all agreed he must bring up the rear for the rest of the trip—the Castrol smell was nauseating taken in continual doses. It was useful, however, if in doubt as to which road he had taken—the smell seemed to remain for miles behind him!

Back home one evening a friend of my father arrived in a 3 litre V.D.P. Bentley. This he let me try just locally round the houses. My first impressions of this were that it was not as 'hot' as the Alvis. This was no



The 4½ litre Bentley which Gordon collected new from Cricklewood in February 1929—his most powerful sports car yet. He did 30,000 trouble-free miles in it.

doubt due to the lack of revs, max. 3500, and high gearing and of course I didn't have a real open run. I was thrilled with its appearance, however, in particular the beautiful radiator and bonnet blended into it. Also I loved the way the steering wheel (another pretty large one) was close to the vertical windscreen giving one good protection from the wind—all pretty bad from today's safety belt mentality.

As a climax to 1927 we changed our large Daimler for a Phantom I Rolls. This had a Hooper body and was only slightly lower than the Daimler but obviously in quite a different class to the latter. Little details I remember are the speedo calibrated to 90—specially made for Rolls Royce, no doubt, and the gear gate with notches to hold the lever in the gears. Driving this wonderful car gave one a tremendous feeling of almost reverence. I cannot imagine anyone trying to throw it about like a sports car. One sat high up on the chassis and looked down on the bonnet stretching in front with its "Spirit of Ecstasy" filler cap. This silent and effortless running made it hard to realise that it was propelled by an internal combustion engine. All the controls were light and responsive and yet there was a wonderful feeling of solidity. I think it would do over 80 mph even with the enormous drag created by the rather square back with folding luggage carrier. It is strange that at the time few cars had luggage boots. Trunks and suitcases had to be strapped on and covered with waterproof covering, a very unreliable procedure. Several firms specialised in making trunks dimensioned to suit specific cars. In similar vein it has always amazed me that interior heaters did not become common until about 1938/39. The heat was there all right, many engines suffered from overheating, yet no one seemed to get the idea of bringing the hot water nearer the passengers. Two early attempts, I remember, were both off the exhaust system, one on a 1935 Bentley and another on a Rolls—neither helped to warm us much but did bring in a lot of hot smells.

Early in 1928 I exchanged the Alvis for one of the new 2 litre Lagondas. This was a Speed Model and, at the risk of angry shouts of derision from the Bentley Drivers Club, I will say at once that, in many ways, it was like a small 3 litre Bentley. It had a long stroke (12.9 hp RAC rating) 4 cyl.

engine with 5 bearing crankshaft and a maximum of just over 4,000 rpm. I believe it gave about 60 bhp and I would say top speed was a doubtful 80 mph under good conditions. I once saw 88 mph on the speeds going north on the A1 on a long downhill stretch near Grantham. The gear ratios were rather strange, a very high 3rd (over 70) but 2nd too low, maximum engine revs at about 45 mph. This made the change down 3rd to 2nd rather tricky—one really had to give the engine time to rev. Nevertheless, it was, I felt a step up from the Alvis, rather a dignified one. The coachwork was a 4 str sports, fabric covered, made by Lagondas themselves and was definitely superior to the Alvis. Also it was beautifully equipped. For instance all grease nipples were labelled and grouped together either side of the chassis and there was a very complete tool kit properly housed in a removable panel under the scuttle. The engine was of ingenious design having 2 camshafts high up either side of the engine block. These worked the valves through vertical rockers in the head, the valves being at 45° in a special combustion chamber. Mechanically it was a lovely job but as the gas had to travel through rather tortuous passages from the block to the head the power was restricted at high revs. Later on, about 1930, a similar model was produced with a supercharger which improved the performance by at least 10 mph as well as the acceleration. Two friends of mine had them over long periods and both spoke very highly of them and I know they were nice to drive.

Before leaving the Lagonda I must mention the headlamp dipping device which was rather unusual. The headlamps were mounted on a pivoting cross member and this was operated by a righthand lever rather like a handbrake minus the ratchet. I found this extremely good in misty conditions as one could lower the beam just so as to prevent back dazzle and alter it to suit varying conditions. With the volume of modern oncoming traffic, however, I think it would have been an exhausting anti-dazzle device. Another feature on this car was the racing type handbrake lever, ratchet free unless the top button was depressed. It was very pleasant to use but I suppose would not now conform to present safety restrictions. Incidentally, both this and the gear lever were of beautiful slender proportions which

encouraged one to handle them delicately. Later this year my sister changed her 12/50 Alvis for one of the new 6 cyl. 14.75 hp models. The smooth running of this engine at high revs was remarkable but the rest of the chassis, brakes, gears, springing etc. had only received minor improvements. Nevertheless, it was a pleasant car.

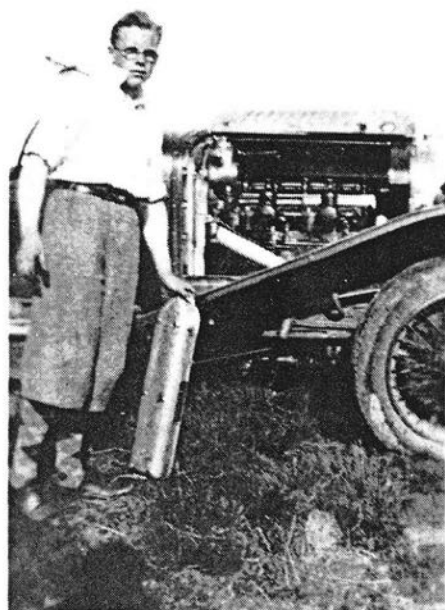
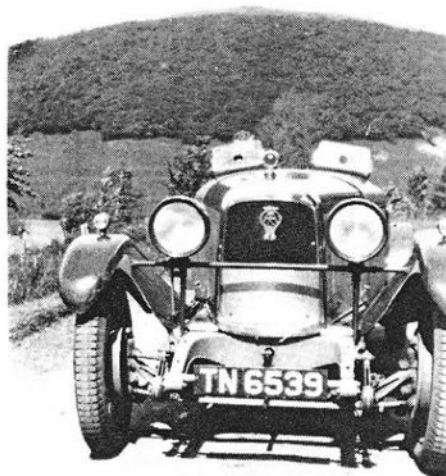
1929 February and I returned from the West Indies to pick up my new 4½ litre Bentley at the Cricklewood Works. It so happened that we arrived back just at the end of one of the coldest spells for years—even the Thames had been frozen in places we were told. I quite believed it shivering after several weeks in the 80's and 90's. Never having driven a 4½ litre I was a bit worried starting out on frozen roads on a brand new car. We intended going to Birmingham for the night so I asked one of the testers how long he thought it would take. "About two hours comfortably," he replied. As I didn't see myself averaging around 50 mph this wasn't much help—remember there was no M1 then, only the A5 which was already fairly congested. Our departure from Cricklewood was spectacular to say the least, for as I turned into Edgware Road to go north, I smartly advanced the ignition lever on the steering column. Unfortunately, it was the hand throttle—the ignition was the opposite side to that on the Lagonda I was used to! However, we survived this 'faux pas' and then settled down to running myself and the car in with no more excitement. The next few weeks were dream motoring and it was fascinating seeing how effortlessly this car performed on well known roads and at considerably higher speeds than expected. Eventually, after about 1,000 miles, I opened her flat out for the first time on a good stretch of the A1. We reached 93 mph, the fastest I had been, so the sales people had not exaggerated. Over the next two years I did nearly 30,000 miles on this Bentley and never had the slightest trouble. At about 16,000 miles I took it to Bentley Service Station at Hendon and asked them to go right through it and do anything they thought necessary. A visit to this Service Department was quite an experience for any enthusiast and their courtesy and efficiency terrific. When I collected the car again they had relined the brakes which seemed better than when new. Also, one had the feeling that everything had been gone over and adjusted—in fact it felt like taking over a new car again. I suppose their charges were high but as the job was well done it was worth it. There was a snag, however. Whilst there I had been able to examine several of their competition cars and this made me feel my own was too tame. I determined, somehow, to get hold of one of their specially built ones. By this time I was in London working in the City and the Bentley was far too good for everyday use under such conditions. So I bought a second car, a little Austin 7 Special Cup Model. This had been fitted with an O.H.V. head and would do about 70 mph. But oh, the brakes! After nearly going under a tram on the slippery Mile End Road I had had enough so exchanged it at Henley's for a reconditioned 14 hp M.G. 4 seater. Another excitement with the Austin was that it quite regularly spit back into the carburettor when starting from cold and burst into flames—we used to keep a big piece of cloth handy each time it was started in the morning. The M.G. felt much safer in London traffic—there was so much more of it and it had good brakes. It was quite nice looking with a polished

aluminium body lined with blue. I had it several months and then one night there was a tremendous crash at the front—the fan had come loose and shot into the radiator. I took it back to Henley's for repair and whilst there saw a very nice 12/50 Alvis 4 str. Sports which they had for sale. Knowing Alvises and not wishing to be waiting for the M.G. I bought it. It was nice to get back to driving one again and it turned out as good as expected.

On one of my frequent visits home in the North this summer I had a new experience—a long run on a supercharged front wheel drive Alvis. This was a revelation in its road holding. The four wheel independent springing enabled one to take undulating moorland roads I knew well at least 10 mph faster than the Bentley but the racing engine was very noisy and one felt it hardly the car for normal use. If only Alvis had produced a 6 cyl. touring version, what a car it would have been! Later on, in 1932, having worked at Alvises, I found they had an Experimental Saloon on these lines—it would have been interesting to know why they didn't produce it.

By this time I was friendly with Frank Scott, the local Bentley agent and often when F. C. Clement of Bentleys visited them he also came to see me and usually took me for a run in whatever car he had with him. He was without doubt the most skilled driver I have sat beside and, of course, was so familiar with all the Bentleys that he could do anything with them—in particular his gear changing was incredible; he could just play with the gearbox, with or without the clutch and all without any question of harshness to the car. It gave me great satisfaction and was no surprise to read how successful he was in the various events in which the firm participated. Whenever a car was in a sticky situation he seemed to be called in to drive it and often nursed it through its troubles. By this time there were quite a few Bentleys in the North and Frank Scott arranged an Annual Dinner for about 20 of the owners.

The front view of the 1928 Lagonda was decidedly sporting and compares interestingly in the headlamp treatment with the Aston Martins of the same year.



A youthful Gordon Sutherland doing a spot of valve adjustment when on tour in the 4½ litre Bentley in 1929.

He also invited a party of V.I.P.s from the London Works and this enabled me to meet, amongst others, W.O. Bentley himself, Bertie Kensington Moir and the Duke of Richmond (then the Earl of March). The local Chief Constable was also amongst the guests and F. C. Clement took him on a high speed run in the dark to show him how safe it could be—I am sure he was suitably impressed. The following day I returned to London in the 4½ litre Bentley and the journey turned out to be an exceptional one as cruising down Leeming Lane about 70 mph I was passed first by W.O. in his extraordinary ugly black saloon (probably with an 8 litre engine) and then by two speed sixes. Naturally I stepped on it and tried to keep up with them which was quite a job. The funny part was, though, that a rather superior gentleman in a very nice 14 hp Sports Delage, with Chauffeur beside him, was also going South. He, too, tried to keep up, first with W.O. and then with each of us in turn. Needless to say he found it a hopeless proposition and his chauffeur seemed vastly amused—the driver was not! A further incident also occurred in 1929 which, although I didn't realise it then, was to affect my future life considerably. Frank Scott, The Bentley agent, bought himself an Aston Martin and, probably hoping to sell another, lent it to me for a few days. It was a 1½ litre International 2/4 str. and very luxuriously equipped, with a galaxy of racing equipment. In particular I remember the beautiful oil pressure gauge quite 3" diameter. Although not terribly fast (about 75 mph) it had marvellous brakes, steering and road holding and, with its dry sump lubrication, was obviously intended to be driven flat out for long periods. After the huge, heavy Bentley it needed more courage to drive it fast and, being so low (one's hand could touch the ground whilst seated), gave quite a different impression of speed. It, too, was quite outstanding in appearance, chiefly due to the cycle type wings fitted to all four wheels—the impressions it made on me were long lasting.

(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

Printemps Tour 2023

We were really chuffed to get twenty three entrants for this year's event, and despite earlier forecasts, the weather looked like it might even be quite favourable. As it turned out it, was just right. Slightly overcast at the start, but glorious sunshine from about an hour in right through to the afternoon.

We had one non-starter contact us before the event got underway – The Riley of Rob Waters and Richard Mason were hoping that their engine would be ready by Sunday, but their engine builder didn't quite manage it in time. At least the engine should be in and properly run-in by August in time for the Dimanche Tour. The other non-starter had actually signed-on, but when John and Lorraine Holcroft started their Ferrari 512 BB it was clear that something was not right the V12 was misfiring and popping quite badly, so they decided not to risk making it worse and stayed in the car park at the Fox awaiting assistance.

It turned out that a little bit of condensation in the distributor cap had scuppered their run. Having started fine when they left home they were really frustrated at having to call the AA to resolve the problem.

I have to say, I've never, in 45 years of motoring, known an AA man turn up so quickly. I can only imagine how the call went –

AA - "Hello, you've called the A.A. Your business is important to us. We're experiencing a large number of calls this morning and have an average wait time of 2 hours. What vehicle are you driving?"

John – "Ferrari 512BB"

AA – "We'll have a technician with you in 6 minutes!".



Barry Dreghorn - Ian MacFadyen



Paul Beeson - Bob Ellis



Dave and Linda Eaton



Graham Cannings - Camilla Wood



Nick Hitch - Mark Lemkey



Bob and Jacki Wardle



Barry and Jenny Green



Chris and Susan Ashworth



Andy Sudden - Michael Powel



Terry and Helen Schraider



Graham and Carol Moore



Brian and Michelle Caine

June 2003

The small flood under the railway bridge at Worplesdon station didn't cause too many problems, although Jacki in the NG got a bit damp when Bob charged through it at speed and the water splashed back off the bridge wall.

The fallen tree on Holmbury Hill Road was a bit of a surprise for us all. The majority of you ignored the 'Road Closed' signs and went for it, only to discover that it wasn't too bad after all. Barry in the Model T Ford had to take it a bit carefully, as there was less than an inch gap between the tree and the top of his windscreen surround. Bob in the NG and Graham and Sharron Skingle decided not to risk it and had a sightseeing trip back to Hoe Lane and into Peaslake.

Back at the finish, we counted everyone back in. Most of the crews managed to do the route within a few minutes of the 2:20 target. The times ranging from 2:01 to 2:39. Obviously, the quicker ones were lucky with the traffic lights!

Being a Touring Assembly, we're not allowed to have awards based on driving skills nor speed, so we have a voting form at the end of the road book for crews to vote on the favourite car/crew other than themselves. With the votes counted – we had a 100% turnout and no recounts required, I, as returning Officer declared that Barry and Ian in the Model T Ford won the bottle of fizz with 6 votes. Dave and Linda Eaton in the Triumph TR3a came second with 3 votes.

Judging by the comments and emails we have received, everyone had an enjoyable drive out and are looking forward to the David Roscoe Memorial Dimanche Tour on August 20th.

We would like to thank Nigel Mort, the landlord at The Fox Inn for hosting us all and Rob Clayson for the Rally Plates and photography.

Mark & Lorraine.



Derek and Margaret Hall



John and Lorraine Holcroft



David Gallacher and Steve Iles



Robert and Annette Clayson



Alan and Pauline Harrin



Sharron and Graham Skingle



Mike and Debbie Hughes



Bill and Jacob Anthony



Lauren Caine and Jonathan Visone



Dawn and Colin Woodhouse



Winners of Favourite crew/car
Barry (L) and Ian (R) with Mark behind.

Printemps Tour

14th May 2023

Entry List - Final

No.	Driver	Club	Navigator	Club	Make	Model	Year	CC	Colour
1	Barry Dregghorn	GMC	Ian Macfadyen	GMC	Ford	T	1925	2900	Black
2	Rob Walters	VSCC/GF	Richard Mason	GF	Alvis	Speed 20 SB	1933	2762	Black
3	Paul Beeson	BPMC	Bob Ellis	BPMC	Jaguar	S Type	1966	3781	White
4	Dave Eaton	WFTRG	Linda Eaton	WFTRG	Triumph	TR3A	1959	1991	Black
5	Graham Cannings	VSCC	Camilla Wood	VSCC	Sunbeam	Alpine	1963	1600	Blue
6	Nick Hitch	WACT	Mark Lemkey	WACT	Triumph	TR4A IRS	1965	2200	Green
7	Barry Green	WFTRG	Jenny Green	WFTRG	Triumph	TR4A	1966	2200	Blue
8	Andy Budden		Michael Powel		MG	B GT	1967	1800	Red
9	Graham Moore	MMOC	Carol Moore	MMOC	Morris	Minor	1969	1098	Grey
10	Bob Wardle		Jacki Wardle		NG	TF	1970	1800	White
11	Chris Ashworth	MASC	Susan Ashworth	MASC	MG	Midget	1971	1275	Red
12	Terry Schraider		Helen Schraider		Austin	Sprite	1971	1275	Red
14	Brian Caine		Michelle Caine		Triumph	Stag	1974	2500	Red
15	Derek Hall		Margaret Hall		Triumph	Stag	1974	3000	Red
16	John Holcroft		Lorraine Holcroft		Ferrari	512BB	1979	5000	Red/Black
17	David Gallacher	2CVGB	Steve Iles		Citroen	2CV 6 Dolly	1985	602	White/Grey
18	Robert Clayson	GMC	Annette Clayson	GMC	Rover	Mini Cooper	1994	1275	Red
19	Alan Harrin	WACT	Pauline Harrin	WACT	Mazda	MX-5	1997	1800	Green
20	Mike Hughes	GMC	Debbie Hughes	GMC	Morgan	+4	2008	2000	White
21	Lauren Caine		Jonathan Visone		Ford	Fiesta Titanium	2010	1400	White
22	Dawn Woodhouse	BMC	Colin Woodhouse	BMC	Mercedes	E220 AMG	2013	2143	Silver
23	Sharron Skingle	GMC	Graham Skingle	GMC	Hyundai	110	2017	998	White
24	Bill Anthony	GMC	Jacob Anthony	GMC	Alfa Romeo	SZ	1991	3000	Red

Out and About - Savile Row Concours : 24th May



As the event title suggests this event is held in Savile Row and Burlington Avenue in London. With some forty cars on display in the streets over the two days of the 24 - 25th May. One pleasant bonus it is free to attend and as you can see we were blessed with good weather. The concours is now in its second year.



Out and About - Retro Rides Goodwood : 20 - 21st May

The Retro Rides event is a Marmite event either you love it or it's definitely not your cup of tea! As you can see from the pictures there is considerable variety which helps to make it special and in my case good for pictures!



Out and About - Donington Historic Festival : 29 - 30th April

Another two days of Historic Motor Sport courtesy of the Donington Historic Festival. A wide range of Saloons, Sports and GT cars with large grids along with a grid full of pre-war sports cars.



From the Slide Collection

As the Le Mans 24 Hour race occurs later this month we delve into the slide collection and look at pictures from the 1973 event. Obviously our photographer covered some of associated events which happened alongside the main event.



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

Chairman, Secretary, Safeguarding Officer:
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Treasurer and Vice Chairman:
Graham Skingle

Phone: 01252 702510
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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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