

July 2023



In Tune



GUILDFORD MOTOR CLUB

Social Calendar

July

11th Clubnight 20:00 - The Fox at Fox Corner, Worplesdon GU3 3PP

18th Committee Meeting

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

Goodwood Events - July

5th Mike Hawthorn Track Day **29th** Saywell Track Day (Supercars)

Brooklands Events - July

2nd Motorcycle Day **23rd** Summer Classic Gathering and Autojumble

Competition Calendar

July

7th SMC The Miami No-Vice 12 car. Camms Mill PH Fareham.

9th BMC The Monster Mulch autotest – Popham airfield.

13-16th Goodwood FoS

16th FDMC Summer Solo '23 Martinique Parade ground.

22nd BRMC Grass autotest Sidlesham.

23rd The Mini Cooper Register Thames Valley Tour. 58 miles starts Hook.

September

29 September GMC RapsCALLION Scatter

December

2nd - Southdowns Stages - Goodwood

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 RapsCALLION (Scatter)

Editorial

Welcome to the July edition of the magazine.

Coming up on August 20th is the David Roscoe Memorial Dimanche Tour, so get your entry in, sooner rather than later! Mark provides an update below. Regulations and Entry Form are attached to the email announcing the publication of this newsletter. We are looking for marshals to help out on the London to Brighton Summer Run on the 20th July, details on the next page.

We have a report from Mark on the Abingdon Carnival Stages. We also 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 a bit so naturally there are a few photographs to look at and he has included some notes on interesting cars he has seen whilst Out and About.

Any reports, anecdotes and articles always gratefully received.
Stay Safe

Annette & Robert Clayson

David Roscoe Memorial Dimanche Tour

20th August 2023

Planning for the DRMDT is well under way. We have a route that consists of a first half of 32 miles. A lunch-stop at Northchapel Village Hall and a cunning 37 mile return to the Fox Inn.

All we need now is **YOUR ENTRY**.

The regs and entry form are available from the GMC website and are probably attached to this month's copy of In Tune.



Royal Automobile Club, Veteran Summer Run

20th July 2023

Last year the RAC ran a new event for Veteran cars. Starting from the RAC clubhouse, Woodcote Park near Epsom, some 20 veteran vehicles made it to Charlwood and back. With only one having to make use of the recovery vehicle.

This year, the route is slightly longer, and will be a superb opportunity for us to see the cars up close and wonder why on earth the early engineers decided to do things the way they did. Signing-on is at 09:00 on Thursday morning. Bacon rolls and pastries will be supplied along with tea and coffee. The cars gather on the lawn, before starting, probably in age order at 10:30.

They still need a few more marshals to help out on the day, so if you can spare the time, they'd be glad to have you help out.

Contact Mark Feeney if you can come along and I'll pass your details on to the organisers.

Mark.Feeney@live.co.uk

07747 445680



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

Who says it never rains at the Abingdon Carnival?

The regular GMC marshals have been going to the Abingdon Carnival since it started, except that is, for when we were competing. Either way GMC have been at the Carnival for 26 years. In that time, I can only remember it raining two or maybe three times. And even then, it was only a few light showers.

This year's event was almost no different.

Shorts, sunhats and factor 50 were the main PPE requirements. The sun was out at marshals signing on and stayed out pretty much all day.

Our allocated post was one of several 'bus stop' chicanes, just off the main runway. Abingdon is just too fast not to have them. Designed to slow the cars down, they have, in past years just been seen as a minor inconvenience by many crews, who would take as straight a line as possible through them, not being overly concerned if they nudged it out of the way for a faster time.

This year, the chicanes got their own back. Made of 4 wooden pallets cable tied into a cube and then ratchet strapped for extra support, these boys meant business. The crews were also made aware that hitting any part of the chicane would incur a 10 second time penalty. Marshals and radio crews were declared Judges of Fact for reporting any indiscretions of crews seeking to gain an advantage. It must have been a nightmare for the timekeepers. At which point does clipping a cone become seeking an advantage?

We saw cars spin whilst trying to take sharp bends and smashing several cones in the process, then having to gather that car and get it pointing in the right direction, often losing much more than 10 seconds each time. Several clipped the edge of the pallets by just getting their line slightly wrong, often damaging their cars more than the wood. Others going slightly wide on the exit of a corner and clipping the base of a traffic cone. Undeniably a faster line. But these weren't part of the chicane, so do they get included in the penalties?

We collectively took the cowards way out and left it up to the radio guy to call it in if he saw fit, we just enjoyed the cars.

This year we had 4 Fiesta R5s and 2 Fiesta Rally2's fighting for honours. Whilst these are blindingly fast, corner like they're on rails and hardly dip at all under braking, they were a bit too clinical and undramatic. For those of us on the outside at least – inside would be a very different story.

Other than the top Fords, there were the usual eclectic selection of cars from a Riley 1500 to a Porsche 997 and pretty much everything in between.

Soon after the leading crews had finished the last stage, we spotted the increasingly ominous black clouds away off to the East. By the time cars 100 passed us those clouds were much nearer and the wind was picking up. As soon as the course closer passed us, the guys started breaking

up the stage furniture, I went to the Mazda to close the boot, but the battery had drained to the point it wouldn't close the boot nor start the car. Luckily, Jon had a set of leads and Paul swung his TT in front of the Mazda. A quick jump-start and all was good. The timing was perfect. No sooner had the Mazda sprung into life than the rain started. Not just a little light drizzle, this was a full on, torrential downpour of biblical proportions.

The drive back was horrendous. The A34, having many hills and dips, was awful. Each dip was flooded to about 1 foot deep on the inside lane, so everyone was moving to the outside where it was only 3 or 4 inches deep. The gap between lightning and thunder was almost non-existent and the car shook with every clap. At least the gardens would be getting a good soaking – except it wasn't raining at home. By Basingstoke it was alight shower, by Hook it was bone dry.

As it turned out, just 6 cars picked up penalties for chicane infringements, so it looked like common sense ruled the day after all.

Well done to the GMC team who braved the sweltering heat –
Anthony and Paul – radio crew
Francis, Jon & Paul safety marshals.

Mark

Seen - Bicester Heritage - Flywheel June 2023

A rare Bizzarrini P538 Spyder only three ever produced by the factory. However, a series of continuation P538's were produced from the mid 1970's to at least the 1990's. About 25 of these continuation cars exist today.

This car was at Bicester Heritage as part of the "Le Mans Centenary Celebration" as one of the original three cars was entered in the 1966 race. I am guessing this was one of the continuation cars.



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)

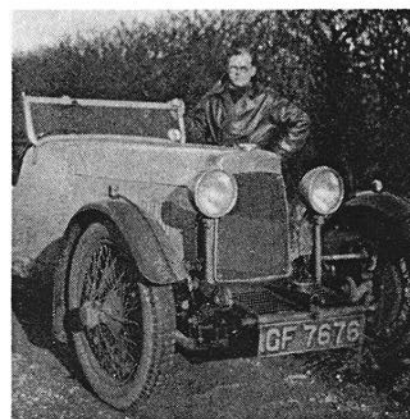


And so I reached 1930, very unsettled, working in the shipping business in London and thinking little else than about engines and cars. Living now in the South I was able to attend many of the races at Brooklands. I had already been to several, including the J.C.C. 200 Miles of 1927, and the 'Double Twelve' of 1929, in both of which Alvis and Bentley did outstandingly well—the latter race being such a close handicap finish between Alfa Romeo and Bentley that for some time no one knew which had won. My motoring interest had now grown so strong that I decided to leave shipping and go into the Motor Industry. I was already pretty conversant with all the designs of the various cars on the market but in order to get a better grounding in engineering I decided to take the two years course of the Automobile Engineering Training College. This decision made life become much more straightforward and I was really able to devote myself completely to cars and all their aspects. I have never felt however, that my five years business training was time wasted.

About this time I exchanged the 4½ litre Bentley for a 1928 3 litre Le Mans Replica—reputedly one of the last made. This was not as fast as the 4½ litre but would do 90 mph. On the other hand it had a close ratio gearbox, quick fill caps for oil, water and petrol; brakes adjustable from the driving seat and an enormous wedge shaped petrol tank. One pump attendant asked me if I was going to have a bath in it. Petrol at that time was 1/3d. per gallon! There was a very wide fishtail on the exhaust which seemed to be "straight through" and was very noisy as I soon found out when stopped on the main Brighton road by two policemen one of whom shoved a rod up the pipe and nearly lost it. This cost me a £3 fine so I decided I had better do something about it. The car was therefore taken to Bentleys and they put a huge Burgess silencer on it. This made the exhaust almost too quiet and one could now hear the racing pistons slapping instead—they were really awful when cold. I did a big mileage on this car with only one real excitement. This occurred on August Bank Holiday 1931 when, unfortunately, I had to drive from London to Cornwall. It was lovely weather and the traffic was heavy. Going up a long hill, I think near Bodmin, a motor cycle combination just in front of us in the queue suddenly stalled or missed his gears and I had to use the brakes as hard as I was able. We just touched without harm to either of us but later in the journey when approaching a Y junction on a moor I braked at about 60 mph to slow down and the pedal went down to the floorboards. It was surprising how long the hand brake took to

stop us and we felt very lucky it had not happened earlier on in the traffic queues. The last few miles of the journey were completed slowly and with special care; it had taken 12 hours from London, average about 25 mph. The next morning I investigated the trouble and found that the racing type adjustment was responsible. It consisted of a cable going round two pulleys which could be screwed further apart by a handwheel. This was probably O.K. if renewed regularly but had frayed on the bend and subsequently broken. Anyway, Bentleys soon made me a new one and I got the car going again within a few days. Another incident on this holiday was that I went down a very steep hill to the shore of a little fishing village and found first gear too high to come up again. I had to reverse up—shades of the Model T Ford!

Another notable event this summer was that I bought my first Aston Martin. This was a 1½ litre International similar to the one I had tried previously but had reputedly raced at Brooklands. This soon brought me to the Aston works at Feltham where I left the car to have a petrol gauge fitted and a non charging dynamo cured. After Hounslow the country was all open fields, Feltham being a village on its own, and the works were on Hanworth aerodrome which was then very active. Heath Row, of course, did not exist. I always remember this visit as I went out on test with their Service Manager, J. Bezzant, and had a very hair-raising ride. In particular he drove over the canal bridge opposite Minimax Works at high speed and we were airborne some distance—what this proved I don't know. Afterwards I realised that he had been driving the Aston in the Double Twelve with A.C. Bertelli so perhaps the notorious Brooklands Bentley had got him used to this sort of thing. The following year I exchanged the Aston for a very special 2 litre Lagonda. This car had been specially built and run in the 1930 Double Twelve and, in its class, seemed comparable to the Le Mans Bentley. It had a very noisy exhaust and wide fishtail and must have been a lot lighter than the 1928 Speed model I had owned previously. The chief memory I have of it was that the whole of the flooring was aluminium and held in position with four hand wheels. When these were unscrewed the whole lot, and the seats, lifted out and the complete chassis was accessible. As there was a streamlined undertray over the whole length of the car I suppose this arrangement was essential. It was pretty fast, about 90 mph, and had a very large racing rev counter. Lagondas said on no account exceed 4,200 rpm and I didn't, as per the rev counter. Unfortunately, on one of my journeys South on the A1 near Darlington when flat out in 3rd up a long



Gordon with his first Aston in 1931, chassis S34, ex-Ronald Gunter.

slope a piston broke. I managed to crawl back to Darlington and finished my journey by train—L.N.E.R. The car went back to Lagondas at Staines and they rebuilt it and made a lovely job of it. They said they had checked the rev counter and found it reading low—perhaps this was the explanation. Anyway, I never had any more trouble and we did a good mileage on it over the next year or so.

About this time I also acquired a 16.95 Silver Eagle Sports Alvis 4 seater. This had a tremendous performance with its 3 carb. smooth-revving engine, and would do about 85 mph on any reasonable stretch of road. When one realises it was only just over 2 litre and made the 3 litre Bentley rather outdated. One incident with the latter is worth recording. My father had asked me to dine with him at the Great Northern Hotel before he left for the North. I duly parked the Bentley in the precincts of Kings Cross Station but was rather shaken when returning to it a couple of hours later to be surrounded by policemen who appeared from all directions. They asked me if I was the owner and various other questions—there was no breathalyser then, thank goodness. Eventually they seemed satisfied and apologised explaining that they always kept an eye on parked Bentleys as this was the make most used by the smash and grab boys—motto, do not abandon a hot looking car at a railway station.

In the Autumn of 1931 I acquired what I suppose must have been one of the most exciting cars I have owned—E. R. Hall's 4½ litre Bentley. It had been raced in many events and had, I believe, been successful in several. Eddie Hall demonstrated it to me during the Motor Show when he took me on

an exciting run up the A1 as far as Welwyn. Although there was a fair amount of traffic we exceeded 90 mph several times and the car was obviously the fastest I had ever been in. Actually, I think the top speed was about 110 mph and it had lapped Brooklands somewhere near this. As previously, the first thing for my purposes was to fit a reasonable silencer so I took it to Bentleys and this they did very effectively. This made it a fascinating car on the road as it was so highly geared with effortless cruising anywhere up to the 90's—quite dicey until one got used to it. It was an impressive stark-looking vehicle with nearly everything duplicated—twin horns, twin shockers, twin fuel lines, two spare wheels, quick-release fillers and everything split-pinned and taped. One thing I remember which annoyed me was that it was not possible to use the starting handle—the space between dumb irons was too full of horns and shock absorbers! After all the reliability and faith I had built up with Bentleys this car was to shake me somewhat. I can only think its racing career had been a bit too much for it and I was the unlucky one who got caught by the backlash. Anyway, after only three months and two major engine failures costing well over £100 I sold it to a Mr. Carr of Carlisle who, I believe, had it for years with no trouble. I had my first breakdown when on holiday in the North, a piston broke at about 80 mph. Luckily I was near my brother's farm and he came out and towed me in with his 3 litre Lagonda. As he did this at about 60 mph and it was raining I had great difficulty seeing where I was going. However, we made it. The car was then taken back to Bentleys and I gave them "carte blanche" to see that everything was renewed where necessary. By this time I was working at Alvis in Coventry and Bentleys were to deliver it back to me there. Imagine my disappointment when their driver rang up from Weedon to tell me the car had broken down there and he had left it in the Police Station yard—it had a fractured magneto cross shaft. This made me decide to sell it, although I had really had very little pleasure out of it. The only fact on the credit side of this sorry tale was that whilst it was being repaired I was lent a Le Mans Speed 6 for a trip I had previously planned to the North. Driving this was an experience never to be forgotten. I suppose it was capable of over 120 mph and it really felt like it. In particular the exhaust note when one "stepped on it" in 3rd was tremendous so also was the power—it felt as if about to take off. As it weighed over two tons one had to be very careful on slippery roads and in any case the brakes were not all that powerful. I was told the servo had been removed for racing as they always wore the linings out—

especially at Le Mans. Another novelty was the trembler coil starting to save the batteries at the pit stops. Before switching off the engine one gave it a few revs to fill the cylinders with gas and then, even after several minutes, there was an instantaneous start on pressing the special button—the self starter was not needed. (This was and still is a trick well known to R.R. owners—the engine will often start by rapidly moving the long travel Advance and Retard lever). I wonder what this car is valued at now and also where it is—I am afraid the U.S.A. is a likely bet.

So, early in 1932, my W.O. Bentley experiences came to an end and I was able to get delivery of one of the new Alvis Speed 20s. What a contrast this was, with its high revving, smooth 6 cylinder 2½ litre engine and low built underslung chassis. It had tremendous acceleration up to about 80 mph but tailed off a bit after 85 as the engine had then reached peak revs (4,500). Roadholding, handling and comfort were excellent but the brakes, being cable operated, needed heavy pedal pressures, although very powerful when they took hold. Unfortunately, two mechanical failures appeared in these earlier models, and mine developed them both! A tooth broke off one of the constant mesh gears so that I dared only use top, and the spare wheel bracket broke away from the chassis frame. This occurred on a holiday trip in Scotland and rather marred the proceedings. Both faults were repaired f.o.c. by the firm as soon as I got back to Coventry. About this time Kensington Moir had suggested the possibility of a job at Birkin's racing establishment at Welwyn Garden City so I went down there to see what it was all about and, whilst in London, also heard that Aston Martin were in financial difficulties and seeking new capital. This seemed a tremendous opportunity and, eventually, after various visits to the works at Feltham and many discussions, I was able to persuade my father to take an interest in the project. Thus started an entirely new era in my life which was to last with many ups and downs till 1949.

But, getting back to motoring experiences, I had exchanged the Alvis Speed 20 in August for a 3 litre Special Lagonda which I had seen in London. This had superbly finished coachwork—it was an open 4 seater, in black with chromium wire wheels and fittings. As I mentioned earlier, my brother had had a 3 litre tourer for several years and it had been very reliable. No doubt this had influenced my purchase. Mine was a beautiful car and attracted much attention wherever it went. Its top speed was, I suppose, 80/85 mph but the smooth 6 cyl engine made this seem slower than the same speed in a 3 litre Bentley. As a touring car



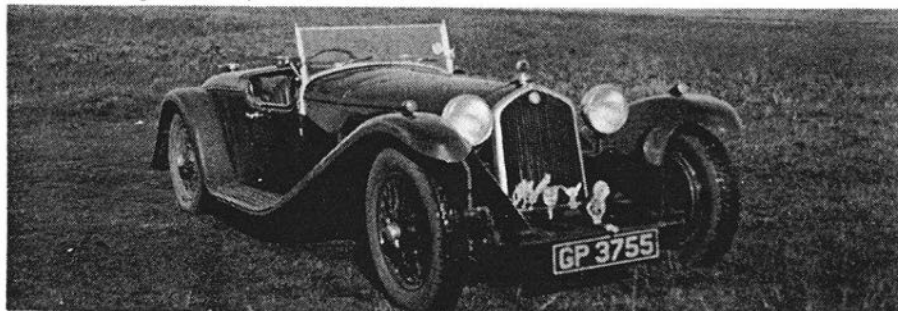
Gordon on holiday in Scotland in 1934 with the prototype 1½-litre saloon, later the works demonstrator.

for long, effortless journeys it was superb but it was highly geared and retained the rather awkwardly spaced gearbox ratios of my earlier 2 litre models. This made fast getaways a clumsy business and after an infuriating encounter on the A1 with a very ordinary Ford V8 I decided it was not the car for me. I had put it in exchange for a 4½ litre touring Bentley and got some money back! The Bentley was painted a horrid Khaki colour but as I only intended it as a stop gap this didn't worry me. It turned out a real stop gap all right. On its return journey from the North coming up the hill out of Wentbridge, just north of Doncaster, I had the now familiar to me symptoms of a broken piston. I managed to turn it round and coasted back down into Wentbridge where I left it in disgust and got a bus to Doncaster, subsequently reaching London by the infallible old L.N.E.R.! The agents concerned were very apologetic—"never heard of a Bentley piston going like that", and they would get the car repaired at once, free of charge. However, I needed a car urgently and they had a 1½ litre Aston Martin International in stock so I changed for this, again as a stop gap.

A month later I purchased a Talbot 90 from the same firm and never regretted it. It was an outstanding car as had already been proved by their remarkable inaugural performance in the 'Double Twelve' at Brooklands until marred by their terrible tragedy. Although bristling with originality it was hardly an impressive looking but as soon as one drove it one realised that here was a truly remarkable machine. In fact in retrospect I find it difficult to criticise, although unconventional in many ways the results certainly spoke for themselves.

Points that come to mind: First the starter, no crashing bendix pinion! It had a dynamotor on the crankshaft and this gave faultless silent starts all the time I had the car in use. When I eventually sold it after a couple of years and several months lay-up the dynamotor went up in smoke when the new owner came to drive it away! Nevertheless, I think this expensive refinement was worthwhile for the pleasant impression given every time one started off with the car. I believe later models had a double voltage system for starting only and, no doubt, this

After a 1750cc Alfa Romeo Gordon Sutherland acquired this tremendously exciting eight cylinder 2.3-litre supercharged model. In 1933 it had the legs of anything and Gordon got a speedo reading of 126 mph on one occasion!



was more reliable. The engine having thus started so beautifully one was then struck by the silky feel of the steering—the Rolls and modern Mercedes gave a similar first impression—it just felt right somehow. It also had an exceptional lock which made parking very easy—ideal for lady drivers long before power steering had ever been heard of. The clutch, gearbox and brakes were all excellent although I do not think especially outstanding. The engine was quite remarkable, incredibly smooth and apt to rev to astronomical figures if one didn't watch it. And yet when one lifted the bonnet there was no twin cam multi carburetted monster lurking beneath, just a very ordinary looking push rod single carburettor job. I remember hearing people at Brooklands being staggered by this when the Talbots first appeared at the Double Twelve practice and proceeded to lap at incredible speeds and also in complete silence. Altogether, remarkable cars, and I think we were all indebted to Anthony Blight for educating us to the facts in his excellent book "George Roesch and the Invincible Talbot".

This was the car that provided my everyday transport for the first part of 1933. We had now taken over Aston Martin Ltd. and I had been appointed Joint Managing Director with A. C. Bertelli who had already built up the racing fame of the marque with his outstanding performances at Brooklands and Le Mans. Our immediate job was to get a production line going based on these cars—something Astons had never previously had the capital to do. As I already had experience of the normal International I was very intrigued to try one of the racing cars. As I remember, the first opportunity I had of this was when we started preparing for Le Mans again. We had decided to enter again although not to build new cars for this as we were too busy with the production cars. Luckily we were able to buy back one of the previous years racing cars and another had been sold to a tremendous enthusiast, Mr. Grylls of Rolls Royce, who agreed to loan it to use for the race. I still have his letter agreeing to this. What enthusiasm!

In addition, one of our most competitive owners, Morris-Goodall wanted to enter his earlier type racing car so we were able to make up a team of three cars. I therefore was able to have a week-end's run in the Morris-Goodall car before we started preparing it. This was LM7 an International type with worm axle, torque tube and separate gearbox and rod operated brakes. Compared with the Internationals I had owned it was noisy, with outside exhaust and seemed to have harder suspension. It was obviously faster, over 90 mph, and was very exciting and stark, with little weather protection (aero screens) also a glorious smell of Castrol R. Anyway, I certainly enjoyed driving it and was particularly impressed with the brakes which were fantastic from high speeds.

My next Aston racing car experience was when I went up to Derby to collect Mr. Gryll's car, LM8. The outstanding impression I have of these cars was the marvellous gear changing due to the very close ratios combined with the short little gear lever and rubber lavatory knob (I believe they really were sold for this purpose). Anyway, this was before the days of synchro-mesh but one could change up or down as quickly and as often as one liked with no effect—it was almost an infinitely variable gear. On sheer performance these cars were a bit disappointing, after 4,500

rpm the engines got a bit breathless. The 1934/35 Mk II's were much faster—they really held power up to over 5,000 rpm. I think there was more than 10 bhp difference at least.

In April 1933 I was able to take over my first new 2/4 seater Aston. This was a Le Mans type in ivory and black and I used it exclusively till September when it became our Demonstration car and I replaced it with a new model long chassis Le Mans Special 4 seater. This was a much more comfortable car due to the long wheelbase. It probably didn't have so much acceleration due to the extra weight but I found it much pleasanter to drive and, of course, much more useful with its extra carrying capacity.

A car manufacturer should always be fully aware of all the pros and cons of competitors' models and the bigger manufacturers usually have in their Development departments cars of many other makes. In our case this was hardly possible but I felt that by myself owning a number of outstanding cars we could probably learn a great deal. Many times I was criticised for this: "Can't think much of your products, old boy" was the cry. Nevertheless, I think I was right—we knew all about our own cars but should always also try to know as much about others as we could, and only by running one regularly did one find out their true merits. Being in the trade gave me the chance to buy fairly advantageously so I determined to get as much experience as I could. My first effort in this respect was a 1750 c.c. supercharged Alfa Romeo with a 4 str. body. Anyone who has never driven a genuine supercharged car has missed something in life. Of course, as these Alfa's were winning everything during these years, I naturally expected something pretty startling and I was not disappointed. Its little 6 cyl. engine with light reciprocating masses revved up in a fantastic way in the gears and gear changing was so quick it was almost like learning all over again. What is not generally realised is the amazing flexibility and easy starting that supercharging gives. There was real acceleration up the scale, not just at a limited band of engine speeds. One paid for all this in pretty heavy petrol consumption, about 14/15 mpg, but when one considered this was a faster car than the 4½ litre Bentley this seemed reasonable. Of course,

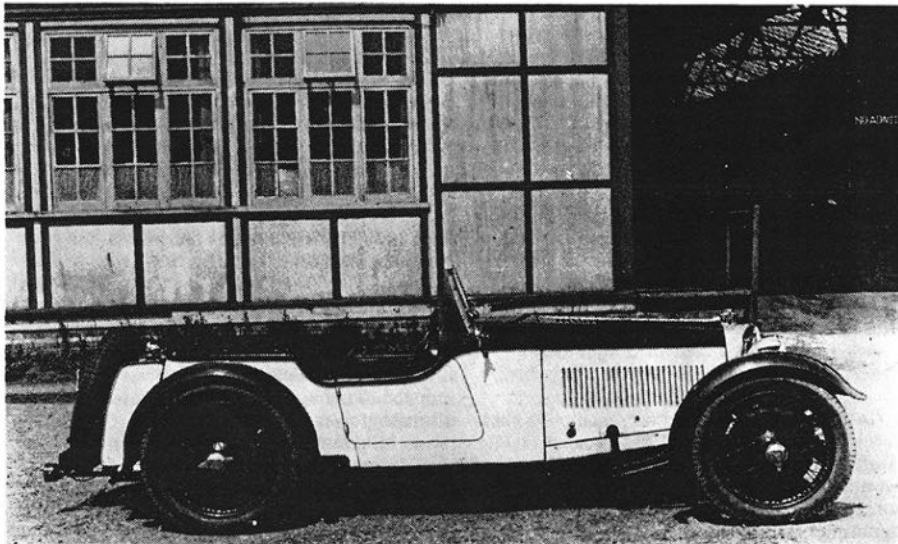
my Alfa'itis had started when for the first time I saw these cars at Le Mans in June 1933.

Never shall I forget the sound of them warming up at the pits before practice. These were mostly the 8 cyl models one of which, driven by Nuvolari, won the race at over 80 mph average, considerably quicker than our fastest lap speed. I must say I came home after this feeling that our efforts at making Sports cars were rather futile and, in discussing it with Berterlli, I found, not unnaturally, that he, too, thought the Alfa's pretty fantastic. The sequel to this was that I managed to get hold of an 8 cyl 2,300 c.c. 2 str. What a car this was! Acceleration in top at normal speeds was like a big American car, but when one used the gears and revs it was quite frightening. No doubt the scream of gears, camshafts, superchargers etc. made it sound even faster than it was. Nevertheless, driving amongst more normal 1933 traffic was quite an experience. I well remember the first time I was able to open it out. This was on the Newark/Leicester Fosse Way road which at that time had wide grass verges and was dead straight. There was no traffic in sight, only one man on a bicycle in the distance. I decided to see what happened "flat out" and the speedometer went up to 126 mph—I know it was reading high but, even so, I was certainly motoring. The man on the bicycle also thought so—he dismounted and carried his bike right away to the extremity of the verge. I wonder how I would have fared in a Radar trap?

Although the power/weight ratio of these cars was high and they did not have the modern advantage of soft and independent springing everything had been thought of in the design and the springs were free of all driving and braking torque. The result was a feeling of exceptional security—especially on braking, which was superb, particularly from high speeds. On the other hand the steering was tricky and took getting used to—it was very light and high geared and required sensitive treatment. This applied even more to the 1,750 cc 6 cyl but I must say, looking back now, I think I preferred the latter—it seemed the perfect sports car of those days and I am not surprised they finished 1st, 2nd and 3rd in the 1930 Ulster T.T.

(To be continued)

Resplendent in ivory and black Gordon's brand new 2/4 seater short-chassis Le Mans Aston which he took over in April 1933. It is pictured by 'Autocar' outside the Feltham factory.





Guildford Motor Club present:

David Roscoe Memorial Dimanche Tour

Sunday 20th August 2023



This event has no competitive element and is intended as an opportunity for you to drive your 'Pride and Joy' through picturesque parts of Surrey and Sussex.

The Start and Finish will be at the The Fox Public House just north of Worplesdon. The route will be slightly longer than in previous years and we will be stopping for a Lunch Halt at Northchapel Village Hall.

You will be given an easy to follow tulip road book to take you along our carefully designed meandering route.

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

Seen - the HRDC “Historics on the Hill” at Lydden Hill

Appearing at the HRDC’s “Historics on the Hill” race meeting at Lydden Hill was this unusual looking Lotus Elan. More research was needed to establish its identity. Frank Costin built this lightweight low drag version for Stirling Moss’ SMART team in 1963. It was raced by Sir John Whitmore with considerable success. Whitmore won all but two races in which he entered (the two failures being when the wheels came off) and this car was the first successful racing Elan.



Seen - the CKL Track Day at Goodwood

This Jaguar Mk 2 was at the recent CKL Track Day at Goodwood. It turned out that it had entered the La Carrera Panamericana in October last year. The event is an 7 day event across Mexico. This car was crewed by Osian Pryce, the current British Rally Champion, and Claire Williams an experienced navigator. The first time they drove the car was from the official start. They finished 20th overall. Speaking with the person who had brought the car down, he said it was not much fun driving it hard on the circuit as the suspension set up was far too soft.



Out and About - Farnham Festival of Transport 4th June



Out and About - Classic Alfa Day, Goodwood 10th June



Out and About - Flywheel at Bicester Heritage 17th June



Flywheel was held at Bicester Heritage over the weekend 17-18th June. It differs from the usual Scramble events in that all the cars are specially invited, a test / demonstration track is used along with trade stands etc.



From the Slide Collection

Our trip into the Slide Collection this month looks at an event at Brooklands in 1987.



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:
Mark Feeney

71 Carfax Avenue, Tongham, Farnham Surrey.
GU10 1BD
Phone: 01252 319672(H) 07747 445680 (M)
email cm@guildfordmotorclub.org.uk

Competition Secretary: Richard Pashley

The Old Baliffs House, 152 Brox Road,
Ottershaw, Chertsey Surrey. KT16 0LQ
Phone: 01932 875253
email: cs@guildfordmotorclub.org.uk

Treasurer and Vice Chairman:
Graham Skingle

Phone: 01252 702510
email: tr@guildfordmotorclub.org.uk

GMC - Membership Fees

Full Membership	£15.00
Family Membership	£20.00
Associate Membership	£2.50
Pro-rata Membership for new members joining after 1st July	
Full Membership	£7.50
Family Membership	£10.00

Website and Social Media

Website:

www.guildfordmotorclub.org.uk

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

Phone: 07500 512494
email: ss@guildfordmotorclub.org.uk

Chief Marshal: Jon Marlow

Phone: 07970 926905

Magazine Editors and Website: Annette and Robert Clayson

39 Longhope Drive, Wrecclesham, Farnham,
Surrey. GU10 4SN
Phone: 01252 726618
email: intune@guildfordmotorclub.org.uk



**Recognised
Club**