

August 2023



In Tune



London
to
Brighton
Summer
Run

Report
and
Pictures

GUILDFORD MOTOR CLUB

Social Calendar

August

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

15th Committee Meeting

20th David Roscoe Memorial Dimanche Tour

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

Goodwood Events - August

11th Porsche Club **22nd** CKL **26th** Lancia MC

Brooklands Events - August

5th Caterham/Lotus 7 **13th** French Day **3rd September** American Day

Competition Calendar

August

14th SMC Treasure Hunt.

20th BMC/Dolphin AutoSolo Thruxton.

29th 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 August 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 over the page. Mind you where are all the GMC entries. Regulations and Entry Form are attached to the email announcing the publication of this newsletter.

We have a report from Mark on the London to Brighton Summer Run accompanied by some pictures. 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 so naturally there are a few photographs to look at. Robert has also been scanning in his father's colours slides mainly of family holidays but he has managed to find a few with a motoring theme which he has shared with us..

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

David Roscoe Memorial Dimanche Tour 20th August 2023

Entries are filling up well.

As of 27th July, we have 15 crews taking part, but we only have **TWO GMC entries**. We have a membership of over 30, so where are you all?

Guildford Motor Club						
David Roscoe Memorial Dimanche Tour - 20th August 2023						
Entry List						
	Driver	Passenger	Car	Year	Registration	Colour
1	Francis Carlisle-Kitz	Jason Walker	Ford Classic 315	1962	411 XVD	Green/White
2	Barry Dregghorn	Ian MacFayden	Ford Model T	1925	SV 8844	Black
3	Colin Woodhouse	Dawn Woodhouse	Mercedes Benz E	2013	B9 WNW	Silver
4	Peter Gardner	David Gallacher	BMW Z3	2000	W76 LJM	Black
5	Chris Ashworth	Sue Ashworth	MG Midget	1971	ODR 977K	Red
6	Mike Ridley	Vanessa Cull	Triumph TR6	1976	EVN 370L	White
7	Paul Critchley	Dorothy Critchley	Mercedes SLK	2000	606 VMV	Blue
8	Graham Moore	Carol Moore	Morris Minor	1969	TPN 434H	Grey
9	Tim Schraider	Robyn Schraider	MG B GT	1970	BLM 989H	Red
10	Terry Schraider	Helen Schraider	Morris Mini Cooper S	1967	22 DFW	Red/White
11	Tom Scott	Lizzy Scott	Ferrari 488 Pista	2020	SC07 TTJ	White
12	Andy Budden	Aiden Buden	MG B GT	1967	TEU 704E	Red
14	Dave Eaton	Linda Eaton	Triumph TR3A	1959	9888 BP	Black
15	Nathan Pitman	Isla Pitman	Lotus Elise	1999	T96 XPB	Green
16	Graham Cannings	Camilla Wood	Sunbeam Alpine	1963	2694 DW	Blue

We really would like to see you. If you are planning to come out on this years DRMDT, please get your entry in sooner than later. It makes my life so much easier.

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

When else are you going to be able to say you took part in the same event as a Ferrari 488 Pista – and possibly got back before it? (Not that this event is in any way timed or competitive)

Mark



Summer Veteran Car Run

With the Abingdon Carnival stages out of the way and a long gap to any future events, a few of us volunteered to help on the second annual Summer Veteran Car run in July. Last



Francis arranging parking at the Lunch Halt

year the event attracted 18 cars and crews. Not too bad for the first running of what is a pretty niche event – only cars built before 1905 can take part. This year we had 30 cars entered – word had got out in the Veteran car world. With slightly more mileage on both parts of the run, the start, finish, and lunch halt were all the same.



Barry discusses parking with an arrival

Barry, Francis, and I were at the RAC's Woodcote Park clubhouse in plenty of time for signing-on, so had a quick look around the cars before helping ourselves to coffee, bacon rolls and pastries. The marshals briefing was a fairly low key affair, just help the cars out of junctions and keep us and the crews safe from the modern traffic, most of whom have no idea how slow these veterans are. We were again lucky with the weather. Sunshine and a little broken



1904 Argyll Double Phaeton





cloud were the order of the day. We weren't going to need 3 days to thaw and dry out: unlike the London to Brighton last year – 300 cars, biblical downpours and near freezing wind.

The cars were assembled in no particular order on the Cedar Lawn, so with plenty of time left, we grabbed another bacon roll and had a proper look at the 120 year olds on display.

The cars departed at minute intervals from 10:30. Except car 6, the 1902 8 H.P. De Dion Bouton who found another way out of the park and missed the official start line. Not a good start, but they did correct the error and eventually made it all the way round.

The only car not to make it round under its own power was car 13. The slightly newer, 1903 2-cylinder 10 H.P. De Dion Bouton.

The lunch halt was an equally laid back affair. The cars turned up in dribs and drabs, sometimes it was drabs and dribs, but I wasn't counting. The event had been publicised on local radio and we had to turn several visitors away as there wasn't enough room for them to park. They didn't seem to realise that even a 'new' 1904 car has great difficulty in getting reverse, if it even has one and the turning circle is measured in chains. Reverse parking and three-point turns were not a requirement back then.





1902 Mors Tonneau



1904 Renault Tonneau

As the cars were arriving, one of the drivers came down the line to see me. I recognised him immediately – one time GMC member and regular scatter championship contender, Dickie Smart. Driving his 1903 single cylinder 8HP De Dion Bouton.

The only issue we had was the local farmer turning up with huge tractor and very long trailer to pick up the straw bales from the adjacent fields. Luckily, we'd left just enough room for him to get past the first car in the line with I think was one of the hugely powerful 1903 Daimlers.



Dickie Smart with his 1903 De Dion

I had checked all the cars in (car 13 was there in its covered transporter) and the crews disappeared for lunch. The crews retiring to the barn, whilst Francis, Barry and I were joined by Rob for our packed lunch in the adjacent field.



1904 Crestmobile



After lunch, the crews wandered back out and ignoring all efforts to get them into some sort of numerical order, went off, two a minute back onto the Kings highway.

We have already been asked to help on this year's London to Brighton run in November. They already have over 300 cars entered, so if you want to be part of this very British institution, let me know and I'll add you to the list. Just make sure you have decent waterproofs and/or thermals!

I do apologise for the quality of this entry list, but it's the only one I had.

Well done to Barry Guess and his team for organising a superb event and thanks to Francis, Barry (D) and Rob for helping make the lunch halt go smoothly.

Mark.

Order	Name	Total People	Make	Model	Category	Year	Number	Photo
1	John Wilson		2 De Dion Bouton	Via a vis		1899	1	3/5/1899
2	Club Red Daimler	2	Daimler	Tonneau		1900	2	6/15/1899
3	Club Mors	2	Mors	Tonneau		1901	3	8/15/1899
4	John Down	2	De Dion Bouton	Tonneau		1901	4	10/15/1899
5	Michael Edwards	2	De Dion Bouton	Tonneau		1901	5	8/15/1899
6	Harsh Mors	2	De Dion Bouton	Tonneau		1901	6	8/15/1899
7	John Orlford	2	De Dion Bouton	Tonneau		1901	7	8/15/1899
8	John Thomas	2	De Dion Bouton	Tonneau		1901	8	8/15/1899
9	Philip Orlford	2	De Dion Bouton	Tonneau		1901	9	8/15/1899
10	Tom Jones	2	De Dion Bouton	Tonneau		1901	10	8/15/1899
11	Peter Smart	2	De Dion Bouton	Tonneau		1901	11	8/15/1899
12	John Farnell	2	De Dion Bouton	Tonneau		1901	12	8/15/1899
13	Michael Pritchard	2	De Dion Bouton	Tonneau		1901	13	8/15/1899
14	Clod Green Daimler	2	Daimler	Tonneau		1901	14	8/15/1899
15	De Dion Bouton	2	De Dion Bouton	Tonneau		1901	15	8/15/1899
16	John Farnell	2	De Dion Bouton	Tonneau		1901	16	8/15/1899
17	Robert Pedler	2	De Dion Bouton	Tonneau		1901	17	8/15/1899
18	John Tennant	2	De Dion Bouton	Tonneau		1901	18	8/15/1899
19	Richard Whittemore	2	De Dion Bouton	Tonneau		1901	19	8/15/1899
20	John Farnell	2	De Dion Bouton	Tonneau		1901	20	8/15/1899
21	Samuel Clark	2	De Dion Bouton	Tonneau		1901	21	8/15/1899
22	William Medall	2	De Dion Bouton	Tonneau		1901	22	8/15/1899
23	John Farnell	2	De Dion Bouton	Tonneau		1901	23	8/15/1899
24	Robert (Bob) Smith	2	De Dion Bouton	Tonneau		1901	24	8/15/1899
25	John Farnell	2	De Dion Bouton	Tonneau		1901	25	8/15/1899
26	John Farnell	2	De Dion Bouton	Tonneau		1901	26	8/15/1899
27	Christopher Ralph	2	De Dion Bouton	Tonneau		1901	27	8/15/1899
28	Robert Vincent	2	De Dion Bouton	Tonneau		1901	28	8/15/1899
29	Richard Whittemore	2	De Dion Bouton	Tonneau		1901	29	8/15/1899
30	Tim Moore	2	De Dion Bouton	Tonneau		1901	30	8/15/1899





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

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)



After Le Mans in 1934 I flew home with Penn-Hughes, who had been driving for our team of works Aston Martins, and it was most interesting to hear his views on different cars—he had raced most of the outstanding ones of that time. For a road car he had recently acquired one of the new RR 3½ litre Bentleys and was completely captivated by it, so much so that to convert me he lent it to me for a week. Of course, this was a really new experience—a comparatively silent and smooth saloon capable of over 90 mph and with superb handling and finish in every department. All the silkiness and refinement of the Rolls, of which I had already had experience, plus quite a bit of “pep” which the Rolls lacked and, of course, that wonderful silent synchromesh gearbox. There seemed nothing else with which to compare it.

The following year 1935 I bought one and this started a run of RR Bentleys which went on for me for the next twenty years culminating in the Abbott bodied semi-Continental—but more of this later. Suffice it to say that nothing is more expensive to achieve or more pleasant to experience than a “Silent Sports Car”. I was very sorry after the war with the exclusion of superchargers from competition, manufacturers were forced to get more power by exhaust and inlet tuning and cars were allowed in sports events that emitted quite unacceptable noise by pre-war standards. I suppose the war altered all standards in this respect and in particular, the jet-age has stepped up noise to the limits of endurance; even so-called dance music has now to be almost in the painful band of decibels.

During 1934 Astons brought out the 1½ litre Mk. II and we decided to try a few sports saloons on the long chassis. Harry Bertelli, who made all the coachwork, came up with a real winner as far as looks were concerned and I had the first one. After the Bentley the noise and lack of performance took some “swallowing” but its handling and road holding made up for this to a great extent. The normal “crash” AM gearbox was changed for a Laycock box with constant mesh gears and wider ratios and this seemed much more suitable for this type of car. As a runabout shopping car we also had an Austin 10 which really was a dreadful vehicle. When cold it was quite dangerous due to stalling and my wife very nearly got “written off” due to this when joining a fast main road. When warmed up, I suppose it went reasonably well but was full of rough engine periods and had appalling road holding. Bertelli’s also made me a Mk. II Aston Drophead Coupe but this lacked the rigidity of the Saloon and was even rougher and

more noisy. We fitted it with a radio but this was rather a joke as one could only hear it when stationary!

In 1936 Bentleys brought out the 4¼ litre and I changed my 3½ litre for one of these. Top speed was much the same but the acceleration was much greater; so was the rear tyre wear, only 3,000/4,000 miles! Looking back the 3½ litre was probably the better car.

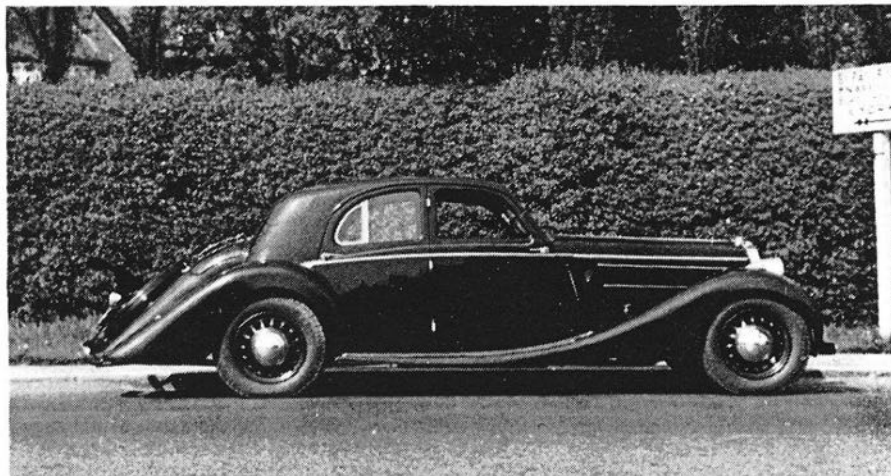
Early in 1939 I changed the 4¼ Bentley for a D6/70 Delage with Cotal gearbox. At that time we were wondering what to do about a gearbox for the new Astons (little did we think then that there wouldn’t be any new Astons till 1947!). Anyway, the Cotal gearbox was fascinating and incredibly reliable. Also it was electrically controlled, which was of special interest to us as we were at this time contemplating a rear engine car and had done several schemes and made models. The Delage proved to us that the Cotal box might suit. We bought two of them for experiment and one of these was eventually fitted in the “Atom”. We would have been very intrigued at that time had we known that W. O. Bentley was using the same box in the new Lagonda. But, getting back to the Delage. I suppose this was my first independent front suspension car and it was quite a revelation regarding steering and roadholding. Although the performance was not very high compared with the 4¼ Bentley there was no doubt that one could obtain higher average speeds in reasonable comfort. It was also a very pretty looking car, but luggage space had been sacrificed for looks. I often wish I had been able to own one of the later Delage D6/75s;

the extra power must have made it an exceptional car. At that time the Cotal box was also being used by Delahayes and I was lucky to be able to drive one of these—I think it was the 3½ litre. It was a very exciting car, almost comparable to the earlier Alfás, and had terrific acceleration and, again, super road holding and steering due to its I.F.S.

Again in 1939 in my quest for ideas I purchased a second-hand Lancia Aprilia. I believe this was one of the first production cars to have independent rear suspension but as this was pretty stiff one could not honestly say there seemed much advantage. It was an intriguing little car though, and had an amazing performance for a 1,350 c.c. engine, aided and abetted by a pretty optimistic speedometer.

By this time I was very much occupied by the experimental Aston known as “Donald Duck” and had little time to try anything else. “Donald Duck” was a rebuilt 1937 2 litre Saloon with tubular steel body frame, a central petrol tank to give exceptional boot space, high axle ratio, special ventilation and some sound insulation. In spite of its terrible looks (with which we were not then concerned) it had been developed into a very good car, quite silent, refined and fast (timed over the half mile at Brooklands at 90 m.p.h. Based on what we had learnt from this we went ahead with the “Atom” design with considerable confidence and were very lucky to be able to get it on the road early in 1940 in spite of the war.

Between 1940 and 1945 private motoring was, quite rightly, almost completely stopped. I was, however, able to



The very handsome D6/70 Delage that Gordon Sutherland acquired in early 1939. It had an electrically controlled Cotal gearbox which Gordon considered for use in an Aston Martin.

use the "Atom" to a limited degree as personal transport and on Air Ministry jobs. Its first long run from Feltham was to Bath loaded with secret equipment we helped to develop for searchlight controls—I think I had nearly ten hundredweight of it aboard! Other limited motoring on the small basic petrol allowance was done on a tiny Fiat 500. We had three of these at one stage. All three were extremely bad starters in very cold weather and although a starting handle was supplied there didn't seem to be enough engine to turn with it. It was much easier to push the car in third gear and then jump in! Apart from this very real snag they were grand little cars and great fun to drive. I think they were more of a real car than the Post-War two cylinder models.

Towards the end of the war I purchased a nearly new 25 hp Vauxhall which I laid up, hopefully, ready for peace. From 1945 to 1947 I used this a great deal and found it a very good and pleasant family car. When one thinks it was £340 complete in 1939 and was very comprehensively equipped and beautifully finished it makes one realise what value one then got. The body was completely functional and unstreamlined but very roomy—siding roof, no-draught ventilation, and it had a heater. It did just over 80 m.p.h. and about 20/21 m.p.g. and was very smooth, comfortable and silent. Unfortunately, it only had a three speed gearbox but the engine had excellent torque and top gear acceleration. The only trouble we had with it was with the front Dubonnet suspension. This was a very ingenious double torque tube arrangement—one inside the other. One of these tubes fractured with frightening results—that side of the front deflected about seven inches suddenly and without warning; actually it was much worse than a burst tyre. Luckily this happened when going slowly. I hate to think of the consequences at speed. Some time later I had a front spring break on the "Atom" and as this was a vertical helical job the broken ends butted together and the consequences were relatively small. With the Vauxhall fracture in mind this decided me against torque tube or arm suspension on the Aston, certainly at the front.

In 1946 I purchased a Drophead Coupe Type 45 BMW—my first experience of this make although the 328 two seater had been our Aston rival in the 2 litre class for some time before the war. This type 45 was quite an eye opener with its remarkable power to weight ratio, giving really effortless performance in the most used speed ranges. I have never driven a 328 but imagine this must have a similar feel although, of course, much more so.

In 1947 I purchased my one and only Bugatti, a Type 57 with hydraulic brakes and Gangloff Drophead Coupe body. This was a fascinating car. The brakes were exceptionally good, as was the steering and road holding—even without I.F.S. But the engine and gearbox were disappointing—the latter especially so. It was a constant mesh four speed box (rather like the Laycock one we fitted to the touring 1½ litre Austons). This meant that the upward changes were pathetically slow—not at all what one expected with this sort of car. The engine, a 3,300 c.c. eight cylinder in-line, was a beautiful job, double overhead camshafts, and obviously capable of great things. Unfortunately, however, it seemed starved of mixture or restricted anyway having one single carburettor on a very long manifold. It

had adjustable jets and a water central heating device which always seemed to be blocked. I had great ideas of fitting multi-carburettors to it but never got round to it. The real "Achilles heel", however, was the water pump which was an incredibly old fashioned grease-packed gland affair which continually leaked. On my first run North with the car, being aware of this, I took a water can with me. Our stops for water grew more and more frequent until, eventually, we crawled into a garage at Retford in the forlorn hope they might be able to help. The effect of our arrival was startling—the proprietor came shooting out of his office to see if he could help and within minutes had overalls on and our car on the ramp—he was a member of the Bugatti Owners Club!

Anyway he fixed us up reasonably well and we were able to get home, but the only answer was to have the pump removed and completely overhauled. This Aston attempted to do at Feltham but after several hours one of the head mechanics (who shall remain nameless) came and said "to get the pump off we'll have to remove the engine!" I examined it and I must say he seemed to be right. Many months later, however, I was talking to a Bugatti expert and he informed me that there was a concealed locking spring we could have pressed which would have freed the pump. Apart from this and the gearbox, this was an exhilarating car to drive—it did about 115 m.p.h. and with this performance and its excellent brakes and road holding could put up a high average speed.



A rare post war shot of 'Atom' repainted in silver and black by Abbotts.

By 1947 the experimental "Atom" Saloon had covered a considerable mileage fitted with pre-war 2 litre engines and had just been rebuilt with one of the new Claude Hill-designed push-rod four cylinder five bearing engines as this was our quickest way of getting one "on the road". Claude Hill was also well advanced with a new chassis design based on what we had learned from the "Atom" but we realised that although our financial state was better than at any time in the Company's history, we were going to need a massive influx of capital to start production of the new cars. I was loth to approach Sir Arthur Sutherland for this as I knew he had little interest in such a venture so, without giving names, I advertised in the personal column of *The Times* and was amazed at the number of replies. On analysing these one immediately appealed to me—David Brown. Here was someone with motoring and engineering experience and able to back it up with live factory organisations. I had great respect for the David Brown Gear Company and he was also producing tractors. I arranged to visit him at Meltham in the "Atom" and also took some of our drawings of the projected new chassis. Then began a very trying time as far as I was concerned. I realised he was interested, but his financial suggestions seemed (and were) preposterous

at first. I could have liquidated our assets for nearly double the figure! For several weeks tentative negotiations "blew hot and cold", but eventually I decided to accept a very low figure bearing in mind the future prospects for the Company for whose existence I had struggled for fifteen years, and for which this really seemed to offer unbundled possibilities. Events were to prove my decision was the right one, although the Company was not developed as I would have attempted it which was to make it a commercial success on the lines of Rover or Jaguar, but rather as an advertisement for the David Brown consortium. Strangely enough this very fact has enabled it to survive as an independent motor car maker even today. When making this decision I planned to stay on as Technical Director and hoped to continue influencing the development of the cars.

At around this time I was very friendly with St John Horsfall who had been racing his 2 litre Aston Martin so successfully pre-war and whom I had helped technically on several occasions, most notably in the 1938 Donington T.T. when, with his car which we had rebuilt, he came second overall to Gerard in a 3 litre Delage by a very narrow margin, beating a very strong Works team of 328 BMW drivers including Dick Seaman and Bira. Actually the winner's margin was even narrower than it appeared, as when the usual check on fuel was made after the finish they had to tip Gerard's Delage on its side to take a sample! As soon, therefore, as we were able to get the new chassis built who better to do some severe road testing for us than Horsfall? This David Brown agreed to and the DB1 chassis was soon being put through its paces. The culmination, as is well known, was the fantastic Spa 24 hour race win of 1948. Actually, I personally was against this lone entry, which seemed far too much of a gamble, but the appalling weather and reliability of the car allowed us to pull it off. This was all the more incredible when one considers the car was built from scratch in only a few weeks and because of the fuel had to use a touring camshaft, only giving 90 b.h.p. Austons were now really in the post-war scene, and the win gave them good publicity just at the right moment.

By this time, however, our internal affairs had been completely altered as David Brown had also bought Lagondas. This brought many new problems to Feltham. Ever since the debacle of the 1937 2 litre Saloon I had been insisting on a six cylinder engine which I was convinced was essential for a quality Saloon car. Claude Hill had in fact already designed one, a 3 litre with similar features to the new push rod 2 litre four cylinder. It was all aluminium and an ambitious project but we had not yet ordered castings—only two experimental crankshafts. Now we had the Lagonda six cylinder engine, and, quite rightly, David Brown decided to use this in the DB2. We also had a number of new pre-war Lagonda V12 4½ litre engines, and Horsfall and I suggested building some competition cars using these. Judging by the 1939 performances at Le Mans and Brooklands something quite dramatic might have emerged from this idea—a sort of British Ferrari. However, the idea was vetoed and the matter dropped (what a pity: Editor). By this time I had realised I was serving no useful purpose by staying with Austons so decided to resign and try to find some other outlet for my motoring aspirations. (to be continued)

Out and About - Goodwood Festival of Speed



Out and About - Summer Classic Gathering and Auto Jumble Brooklands



Looking Back

In Tune



I have been scanning in my father's colour slides, mainly of holidays but a few have a motoring connection.

1 - Plymouth 1958/59

2 - Germany 1961

3 - France 1961

4 - Boulogne 1961

5 - Promenade des' Anglais Nice

6 - New car

7 - Zandvoort GP Circuit

8 - Rural France

9 - Austria

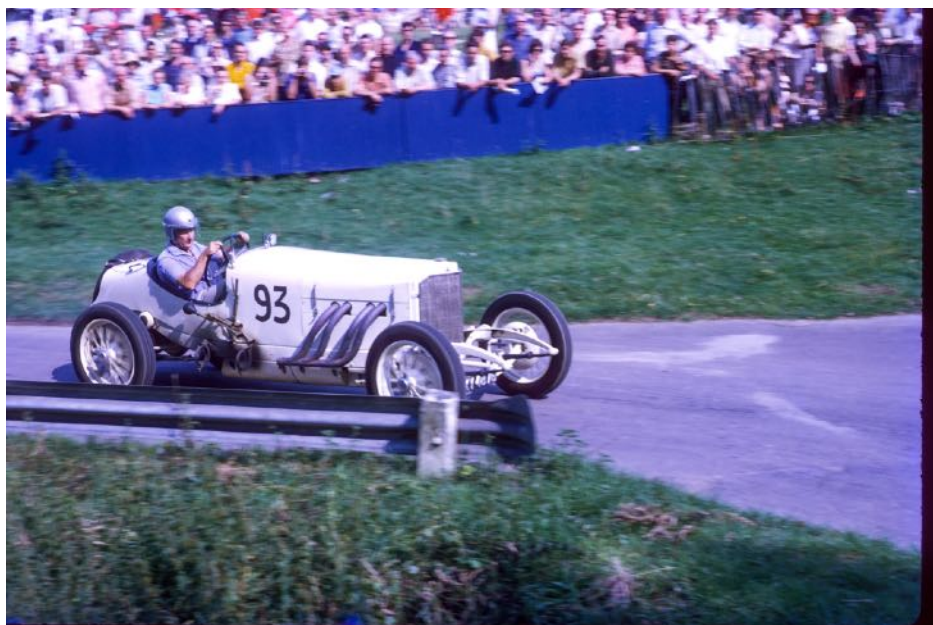
10 - Grossglockner, Austria

11 - Col d'Iseran France



From the Slide Collection

The regular trip into the Archive finds us at what looks like a very busy meeting at Prescott in August 1969.



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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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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**Recognised
Club**