

October 2023



In Tune



GUILDFORD MOTOR CLUB



Founded 1953



Recognised
Club

Social Calendar

October

1st Classic Car Sundays Departure Lounge A339 out of Alton from 2pm

10th Clubnight 20:00 - The Fox at Fox Corner, Worplesdon GU3 3PP

17th Committee Meeting

24th Pubnight 20:00 - The Fox at Fox Corner

26th H&B Skittles Night

Goodwood Events - September

7th Salone Events **21st** Saywell Track Day

Brooklands Events - September

1st German Day **8th** Motorsport Day

Competition Calendar

October

1st FDMC Sprint Royale, Eelmore

6th Southsea MC

13th Cranleigh MC Highwayman Scatter.

14th Bognor MC Grass Autotest

14th Wyedean Stages

20th BMC Pumpkin 12 car.

December

2nd - Southdowns Stages - Goodwood

London to Brighton Veteran Car Run, Sunday 5th November

GMC are helping out at Clayton Hill with spectator and crew safety, and towing assistance for the cars that can't make it up the hill under their own steam (literally!)

All volunteers welcome, please contact Mark Feeney for details.

Editorial

Welcome to the October edition of the magazine.

We bring details of the Hants & Berks Annual Skittles Match (26th October) always an enjoyable evening. Marshals are also needed to help out on the London to Brighton Veteran Car run. Mark reports on a car seen in Farnham earlier in this week. We conclude the articles supplied by 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 there are a few more photographs to look at. He also looks at, in a little detail, three of the cars that were at the Concours of Elegance at Hampton Court.

Sadly, Pash had to take the decision to cancel the Rapscaillon Scatter with only three entries received by the closing date. The Rapscaillon will return in 2024 as a 12 Car to celebrate Guildford Motor Club's 70th anniversary!

We have come across an offer on a new book about the Roger Albert Clark Rally which some of you might be interested in.

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

Skittles Night with Hants and Berks MC

Thursday 26th October 2023 at 7pm

At The Jolly Farmer, Binsted Road, Blacknest, Alton GU34 4QD

Come and join us for our Interclub night at the Jolly Farmer. Cost is £15 per person this includes skittles, meal, a time to chat with likeminded friends and other club members. We have arranged for 40 people to attend so you need to book early to avoid disappointment.

Ways to pay: Cheques payable to Hants & Berks Motor Club Ltd sent to Linda Vass 39 Fosters Lane, Woodley Reading, RG5 4HH or Electronic transfer Lloyds Bank Sorting Code 30-93-92 Account no 00225772 with your surname and skittles as reference.

If you would like to attend, please contact us and let us know who will be attending, menu choices along with any dietary requirement you might have.

Organisers Linda and Ray Vass. lindavass53@gmail.com

Menu

This year the menu has changed to bowl food, and you need to choose 2 bowls from the following. We looked at the bowls at the lunchtime skittles and I must say they were not very big, and we will be paying the extra to get proper Cutlery etc. The 2 bowls can be made up of 2 savoury, 2 puddings or 1 of each.

Meat - Based

Chicken Tikka Masala, rice, coriander

Grilled Owtons pork Sausage, buttery mash, onion gravy

Fish - Based

Mini Fullers Frontier-battered Haddock and chips, tartare sauce, lemon

Wheat/Dairy free

Vegan Chilli, rice, Guacamole (pb)

Pudding Bowls

Chocolate Brownie, Chantilly cream (v)

Apple and Cinnamon Crumble, Vanilla custard (v)

Apple and Pear Crumble, Almond anglaise (pb)

Seen

I had just parked in the Central car park in Farnham earlier this week, when I heard the throaty roar of a 1950's classic. Looking to my right I could hardly miss the bright red and super shiny Jaguar XK120 roadster. Probably one of the Lewis collection cars. It was truly immaculate. The driver and passenger got out and, as it was a nice sunny day, left the roof down. The driver then went round and locked both doors. I wandered over once they'd gone. There were no other security devices on display, no steering wheel brace, no handbrake to gear lever lock, nothing. Had I been a ne'er-do-well I could probably have jumped in and started it with my shed key. Even for Farnham it was easily the most expensive car in the car park, by quite some margin.

That said, it was great to see a proper classic being used as intended. And I'd like to think there was an immobiliser switch somewhere under the pristine dash.

Mark



A Jaguar XK120, yesterday.

My Sixty Years of Motoring

We are grateful to member Ian Macfadyen for this concluding article written by his uncle, Robert Gordon Sutherland, recounting his Sixty Years of Motoring.

SIXTY YEARS OF MOTORING



My Sixty Years of Motoring

by Gordon Sutherland

(Director of Aston Martin 1933 to 1947)



During World War 2 a close friend of mine reconditioned a 23/60 Vauxhall tourer and I helped him with some of the work, also drove it when we eventually tested it on the road. This experience made me realise how potent the 30/98, with a larger engine, must have been. An interesting feature of the 23/60 was that the crankshaft was fitted with a Lanchester Harmonic Balancer giving perfect balance to the 4 cylinder engine. It intrigues me now that the Japanese Colt Car Company are using what sounds like a similar device on one of their models—such is progress!

In 1963 Abbots became agents for Fiats and hoped to develop this retail side of the business. The Fiat range was pretty comprehensive, going from the little 2 cylinder air cooled rear engined Bambino to the 2300 cc 6 cyl luxury models. I ran one of the latter for some time and liked it very much. It was so smooth and revved so effortlessly up to about 100 mph. One thing all these cars had in common was the remarkable power from their fairly small capacity engines, even the 1300 cc Saloon would do around 90 mph. Their springing and road holding was not outstanding, however, and I think some people disliked them for this reason—also, of course, they were Foreign! How strange this sales resistance seems now when 50% of the cars on British roads are imported.

At this time Abarth had made a very attractive drophead coupé on the Fiat 2300 cc 6 cyl chassis and Anthony Crook showed one at the Show. I fell for this and bought it and must say it was a lovely car—I believe only two were brought into Britain. The body was most attractive and the hood really did fold flat—it was also easy to put up and down. At high revs I had some trouble with missing but with suitable plugs it was very fast, about 110/115 mph. What was worrying, though, was the braking which seemed unbalanced and tended to lock up the rear wheels when applied harshly. We did some experiments with it and made a great improvement by fitting a balancing valve in the system. Fiats themselves must have been impressed by the Abarth as they produced a 2300 cc Sports Coupé with a really lovely looking two-door Coupé body. The produced it in two forms—a twin carb high compression job capable of nearly 120 mph and a low compression single carb version which did about 110 mph. I tried both, but really preferred the slower one which was smoother and more flexible in normal road use. I cannot remember ever being worried by the brakes on either of these so either Fiat had improved them or the extra weight on the rear did the trick.

In 1964 I bought a 300 S.E. Mercedes

with automatic gearbox and pneumatic suspension. This was not a pretty car like the Italians, being rather Germanic with much chromium lining and abrupt angles. It was a wonderful car to ride in, though. The suspension was so comfortable and the sound insulation so effective one felt remote from the outside world which seemed to float past whilst the occupants were stationary—an amazing feeling. Also it was beautiful to handle having very good power steering and an excellent lock. The automatic gearbox was not so good, however, occasionally producing horrible clonks in the transmission when changing down to 2nd (there were four gears). Later Mercedes automatics had a torque converter and three gears. It was probably this snatching which forced this car to need new prop shaft bearings quite early in life. After I sold it the next owner used it a lot in London traffic and subsequently had his Continental holiday ruined by the back axle breaking, forcing him to hire a small car to reach his destination. Nevertheless, I thought it a very fine car, so much so that I bought a 230 SL to supersede it.

This was rather disappointing although it had a superb body and was beautifully finished. The way the removable hard top fitted was really fantastic, especially when one considered all the angles involved in various planes. The performance was not impressive though—nothing like such good acceleration as the 300 S.E. partly because it was higher geared, to do 120 mph, and had a smaller capacity engine. We fitted a normal Saloon axle ratio to it which was a marked improvement, although presumably the consumption suffered. The brakes had the same trouble as the Abarth—rear wheel locking—and were quite dangerous; my wife spun and hit a bank backwards and I nearly went through a fence when braking suddenly in the rain at about 35 mph. The automatic gearbox seemed much better than the 300 S.E. and had a delightful central control lever as opposed to the latter's steering column one.

In 1964 I bought one of the first D.A.F. Saloons—a 750 cc flat twin job with their amazing variable belt drive. This was similar in many ways to the old Rudge Multi motorcycle, but as endless rubber belts were now possible the main snag had been removed. In fact, over 100,000 miles, this transmission never gave any trouble apart from three belt renewals—quite an easy job. The real snag with it was the reverse gear which, with an automatic clutch, relied on the engine revs dying down to engage quietly. Of course, nine times out of ten they never did because the driver hadn't waited long enough or still had his foot tipping the

accelerator—result, an almighty crash of gears. This eventually wore them out and they had to be renewed, but not the belts—they were no trouble. The other snag was the lack of a differential which was rather a nuisance when parking and as this was primarily a Town car, this was bad. The performance with this infinitely variable gear was fascinating. Although rather slow off the mark the complete lack of gear change pauses usually meant one reached the next traffic lights first—very infuriating to taxi drivers. Since Volvo took it all over no doubt they have overcome these snags and, with a more peppy engine, I would think it a very nice Town car. This transmission does take up a lot of valuable rear seat space though. I think the whole lay-out needs changing if possible.

Over in Ireland in 1965 I bought an Austin 1,100 and found this very good and comfortable although the Hydrolastic suspension does queer things under some conditions and some people find it sick making. It certainly doesn't seem to me to compare with the Citroën/Mercedes pneumatic type.

My next car in Ireland was a Renault 16, then an entirely new model. I found this super in every respect although perhaps the steering heavy for parking. So much so that two years later in England I bought a 16 T.S. which had a 100 mph performance, with similar body which we found most useful with its new hatch door and folding rear seat. These were very good cars and I purchased a similar one in Ireland as the extra performance of the T.S. was well worth having.

Meanwhile in England I had exchanged the Fiat Abarth drophead for a Lancia Flavia 1,800 cc drophead with hard top. This turned out to be one of the most pleasant cars I have owned. The flat four engine was a delight with its lack of vibration and smooth low rev torque and gave much better acceleration than imagined as well as excellent petrol consumption, well over 30 mpg and a top speed of at least 100 mph. Like the earlier Lancia I kept it four years and only parted with it because the drophead body was getting loose and we had trouble with doors flying open.

In 1967 I exchanged it for a 1,300 cc Fulvia which had a much hotter type of engine, twin ohc and 6,000 rpm. This was a delightful car and very well proportioned—it looked good at any angle. It had very light steering and good visibility making it a delightful Town car, also being fun on the open road. The rear suspension was very hard, though, and many people, like myself, carried a sack of sand in the boot to make it more comfortable. After a few months

pleasant motoring with it I bought another Lancia Flavia—this time a Saloon with fuel injection. This should have been the ideal lay-out for the flat four engine but it was a great disappointment—the normal carburettor one seemed to have much better acceleration.

After various attempts by Lancias to improve it, I exchanged it for a 1,750 cc Alfa Spyder. This was a lovely car and great fun to drive with its 5 speed gearbox. Shortly after getting it we moved to Ireland and it had to be sold as it could not be imported there. What a pity this was. We have since, ten years afterwards, bought a second hand similar 2 litre Alfa Spyder for four times the price of the original new one!

As a replacement for the 1,750 Alfa Spyder which couldn't become Irish in 1970, we bought a 2,000 Triumph drophead, which we kept for three weeks. The body shake was unbelievable and I cannot imagine how anyone could seriously produce such a vehicle.

So we then went the whole hog again and bought a 280 SL Mercedes which we used for seven years and proved much better than the earlier 230 SL. The larger engine just gave the extra torque needed to pull the 120 mph axle ratio. We did find, however, that the wide track and body width was a snag on small Irish byelanes, also it was difficult to get the expert service I felt necessary on occasions without trekking 200 miles up to Dublin.

After the two Renault 16 T.S. we tried a B.M.W. Touring 2 litre. This was a good car except that the rear hatch door was heavy to lift (it would never have passed the Abbot/Ford design staff), the counterbalance springs seemed to close it rather than help the opening.

We then tried a Citroen 1,220 G.S. Of course, the suspension of this was outstanding, I still think quite the best available, but unfortunately this asset is rather outweighed by tremendous road noise, presumably due to the panelling of the body. The 300 S.E. certainly didn't suffer from this so I do not think pneumatic suspension is necessarily prone to it. Apart from this we liked the G.S. although it seemed very lacking in low down pick up and I think needed twin carbs. Another snag was the heater whose controls just didn't work properly. Being an air cooled engine, there were special problems here and I have no doubt that on later models these have been overcome. Air cooling also makes for inaccessibility and we really experienced the results of this on our car. After its first Service we found the threads stripped on one of the sparking plugs and this nearly blew out. No doubt this trouble was caused by the great difficulty in changing these plugs. I had to make up a special spanner for the job and I am sure it would pay Citroens to supply one with all these cars.

In 1973 we changed to the new Lancia Beta 1,800 cc which we found very good except for rear visibility which was awful; also the sharp boot lid corners were dangerous when open. Lancias redesigned the rear and we got the new model, a 2 litre. The body was an improvement but the clutch and gearbox certainly were not, possibly due to the extra power. Anyway, it was nothing like such a pleasant car to drive as the 1,800 cc. Recently serious rust problems have come to light with these cars so perhaps we were lucky.

After a few months this was exchanged for a 1,750 cc Alfa Alfetta which has been

very successful for 4 years, very nice to drive with as good a performance as the 2,000 cc Lancia but much lighter steering and better visibility, making it a good Town car as well as for long distances. It is very economical doing well over 30 mpg but did let us down badly when the contact breaker spring broke miles from anywhere. In spite of this I liked it and in 1980 exchanged it for a similar 2,000 Alfetta. Running this with the 2,000 cc Spyder makes an interesting comparison. The Spyder, with its combined engine/gearbox lay-out, has a superb gear change but the road holding is not so good as the Alfetta rear axle/gearbox configuration. I think this, however, is more due to the De Dion rear axle of the latter rather than improved weight distribution, the reasons given for the rear gearbox lay-out. In addition the Spyder lacks torsional rigidity a failing not experienced with the Saloon. The Spyder performance is, however, really delightful being completely effortless and flexible with very accurate high geared steering.

Before drawing these reminiscences to a close I must refer to the Alfa-Sud. We have had two of these, a 1,300 cc Sprint and a 1,500 cc T.1. Both were quite outstanding for their handling, pleasant gear change and vibrationless flat four engine. Their only failing was lack of low down torque, due chiefly in my opinion to carburation—why do manufacturers persist in a single carburettor with this type of engine? It entails a long awkward manifold which they are often forced to heat in various ways and the results are pathetic. Jowetts learnt their lesson from earlier water heated twins and went to twin carbs on the Javelin which worked very well and Alfas, apparently reluctantly, have recently fitted two carbs on some of the Alfa-Suds.

On the Sprint the much more expensive body was a "real looker" but rather too much so for practical use. Due to the "fall in" at the sides one couldn't open the windows even 1½ inches when it was raining. Also it seemed such a pity that the hatch back advantage was lost as only the rear window opened upwards and everything had to be lifted over it, nor could the rear seat squab be folded down to give extra space. Much the same remarks apply to the other Alfa-Sud models, rear luggage space is good but not very accessible. Citroens had similar snags but I believe they have recently produced a real opening hatch back with folding squab which must be a very useful car as well as good looking.

What does the future hold for motorists and manufacturers? Long before the fuel crisis hit us I was predicting a serious slump. I could not possibly see the vast production plants in all the industrialised countries continuing to turn out literally thousands of vehicles per day and selling them.

When one considers U.S.A., Japan, Germany, France, Italy and Great Britain, all with several giant producers, it seems to me the writing has been on the wall a long time, but they were all too busy to see it. Now that the fuel crisis has forced them to ease up perhaps good may eventually come out of it.

Obviously all vehicles in future must have economical consumptions and this means, whether we like it or not, lower bhp. When one realises that the average American monster of at least 5 litres and 250 bhp is being used to take one or two people at a limited 60 mph maximum the position is farcical. Speed limits have now become

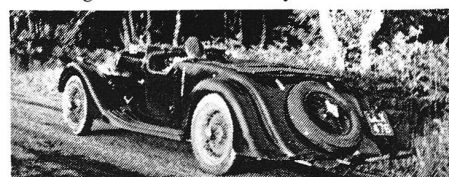
nearly world wide at 70 mph or under. For this the average car needs only about 40 bhp but for reasonable acceleration I would say something in the nature of 80/100 bhp should be available. This brings us to about a 1½ litre engine by present standards. For a long time I have thought a limit should be put on the maximum power sold to the public—I would put it at 100 bhp. In 1937/38 Fiats made an 1,100 cc streamline car that did 40 mpg and 90 mph. Lord Brabazon's FLY 1 was an example. This was an extreme case but I think a 1½ litre capable of cruising at 70 mph with 4 persons, a big luggage boot and an all round consumption of at least 40 mpg is now possible. The Alfa-Sud with suitable body would be ideal. 5 speed gearbox or overdrive is essential. Present Automatics with their oil drag are going to have a hard time getting the economy but, on the other hand, they are becoming more and more convenient in our traffic blocked streets. On the open road they are not good and can even be dangerous due to the lack of a suitable passing ratio. More than three gears is really necessary for this.

Really then, the automatic gear only has the one great advantage, a clutchless drive that makes traffic driving easy. If other ways can be found to achieve this I think they would prevail—with a free running 5 speed box. I believe B.L. have been developing something new on these lines—good luck to them.

There has been much talk of electric cars. What most people do not realise is that electricity is not a prime mover and until another prime mover ousts oil we are stuck with it and we must just use it more sparingly. The position could be changed if a lightweight battery was developed, something specialists have been trying to do for years—think what it would mean to the Aircraft Industry—even then we would be completely dependant on recharging stations and would have to accept much lower performances although with less noise and pollution. I think it is much more likely that a combination of I.C. engines or electricity storage may be developed. Much more important than any of these, though, is the conservation and recycling of momentum. At present we throw to waste vast amounts of energy in heat dissipation when braking. Surely, with modern technology a high proportion of this could be stored and reused to drive the vehicle.

A complete rethinking on brakes, involving dynamos or dynamotors may lead to a new breed of economy car. But big production firms would have to sacrifice millions in retooling and "know how" before such a vehicle could be made cheaply and light enough. Also the public would have to accept more complication and expense and maybe lower performance.

I wonder whether it will come in my lifetime? Meanwhile, I can look back with much pleasurable nostalgia to more than 50 years of the open roads, few restrictions and unlimited fuel at 1/3d per gallon. (concluded) The Editor would like to thank Gordon Sutherland for permission to reproduce his motoring memories over 60 years.



Silverstone Festival



Concours of Elegance - Hampton



Brooklands American Day



Departure Lounge Alton



Goodwood Revival



Autumn Classic - Castle Combe

In Tune



Featured from the Concours of Elegance ...



Awarded Car of the Show ... 1955 Maserati A6GCS/53 Spider. This is one of only three such examples built and two are still in existence.



1962 Ferrari 250GTO ... All Ferrari 250GTOS are rare. But this car, chassis 3729GT, is one of just eight right hand drive out of the 36 built. This is the only version delivered in white. Delivered to Marenello Concessionaries for race team owner John Coombs. It was raced in period by Roy Salvadori and Graham Hill.

1935 Hoffman X-8 Prototype ... Totally unique.

The unique concept was created as part of an unsuccessful bid to take over the Hudson Motor Company in the 1930s. Many details of the Hoffman X-8 have only surfaced recently, as the current owner tries to discover more about the car's interesting history.

The X-8 was commissioned by a group of American siblings, the Fishers, to prove that they were up to the job of taking over Hudson. The brothers hired Roscoe C 'Rod' Hoffman – who also worked on a front-wheel-drive Packard – to build a striking concept to help their bid.

The deal never materialised, but the steel-bodied Hoffman X-8 survived. Hoffman was told to keep the project secret and as a result little is known about the X-8, although it's believed he created the sweeping bodywork and water-cooled engine himself. He kept the car until the 1960s, at which point he gifted it to another designer who looked after it until the current owner bought it in the early 2010s.



THE ROGER ALBERT CLARK RALLY BOOK

The full story of the first 20 years of Britain's toughest special stage rally - available January 2024 to include the 2023 rally.

SPECIAL PRE-PUBLICATION OFFER – SAVE £10

Normal price: £35 plus £5 postage and packing

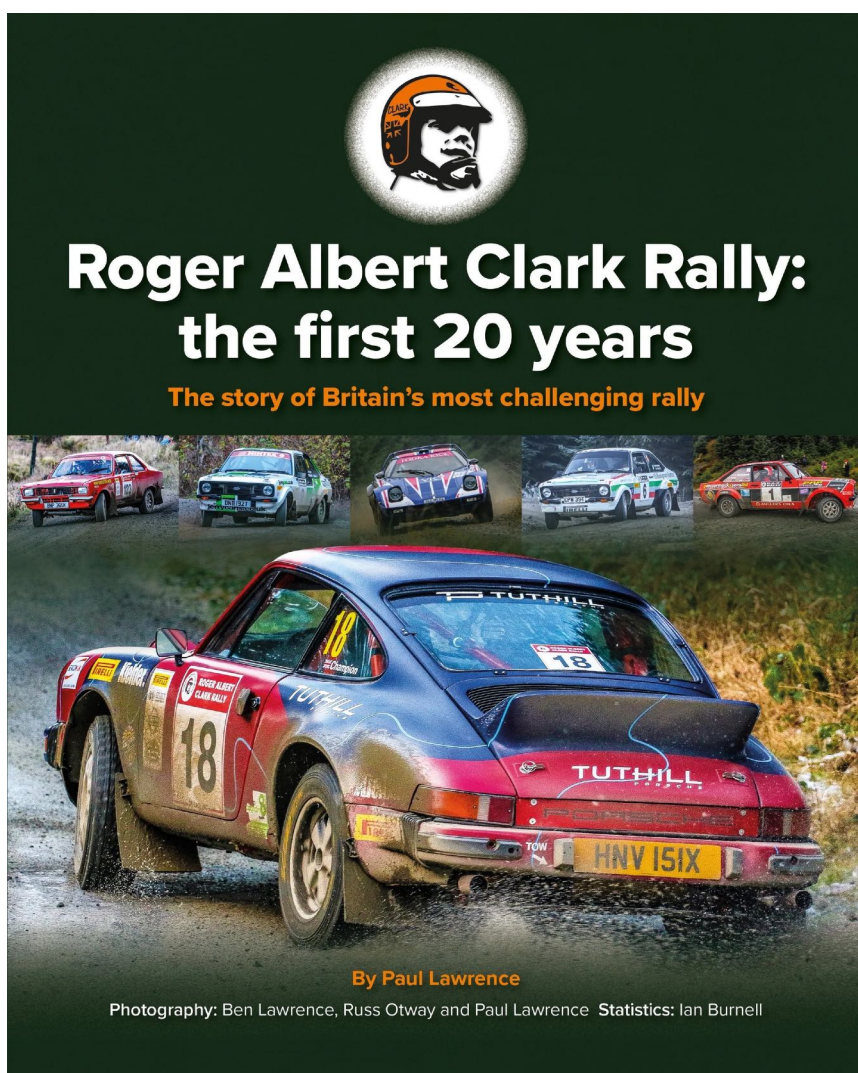
Order before 31.12.23 and pay only £30 including postage and packing

Copies will be dispatched in mid-January 2024

- The definitive story of this epic rally
- Hard-back, full colour book with over 300 pages
- Every rally reported in detail, including the 2023 event
- 500 photographs covering many competitors
- Full results for each event with complete entry lists

This is the story of Britain's most challenging special stage rally for a generation. The initial idea was to run a 'proper rally' and that has certainly been achieved through the dedication and determination of Colin Heppenstall, his family and a fantastic team of volunteers.

Across 20 years, the Roger Albert Clark Rally has run 15 times. It is an event that has no rival as it recreates a golden era of rallying in the UK when Roger Clark was at his peak, and the original RAC Rally was a multi-day test for every competitor.



Since it first ran in 2004, the Roger Albert Clark Rally has grown in stature and following and now has huge competitor interest, big crowds and a vast online following. It is a rally like no other in terms of atmosphere, challenge and sense of achievement for those who get to the finish.

This book, with over 500 photographs, many of which have never been seen before, tells the story of each rally and looks at some of the people involved; both competitors and organisers. It details how the organisers coped with heavy snow in 2010 and Storm Arwen in 2021.

The 2023 event will be the biggest and toughest yet, covering 350 special stage miles in the forests of England, Scotland, and Wales.

For anyone who has been involved in this rally, this book will bring back fabulous memories and will serve as the definitive record of the rally's first 20 years.

How to order:

- On-line: <http://www.tfmpublishing.com/roger-albert-clark-rally-the...>
- Or, call 07778 547918 and have your credit card ready
- Or, send a cheque to:

TFM Publishing Ltd, Castle Hill Barns, Harley, Shrewsbury, SY5 6LX

Don't forget to include your name and address details.

FULL DETAILS HERE:

<http://files.freethought.website/.../lowresartworkforprom...>

From the Slide Collection

These pictures date from 1967 and show cars leaving that years Motor Show.



We have a Lancia Fulvia Sport Zagato and a Lamborghini Miura above and below a Fiat-Dino V6 Parigi from Pininfarina. designed by Paolo Martin. One of the boldest Pininfarina designers during the sixties.



This second selection is from the 1964 Racing Car Show at Olympia.



The DART a mini based special and the Emery GT is based on a Hillman Imp.

The other car is a Marcos GT 1800 on its debut



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**