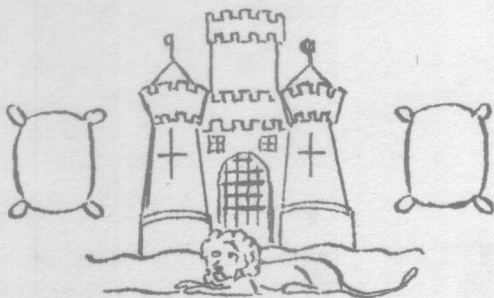


GUILDFORD



MOTOR
CLUB

GUILDFORD MOTOR CLUB BULLETIN

Vol. 1.

Editorial.

No. 4.

This month you will be pleased to see that your Bulletin is twice the size of the previous copy, this is a reflection of the progress we have been making. We have also decided to discontinue the photographic cover in favour of the Club badge. The increased size of this Bulletin has enabled us to report more fully on the Club's activities.

The Committee is in the process of forming the Club into a Limited Company, and a few words on the advantages to be gained from this would, I feel, not be out of place. And these are namely: The Club would be placed on a more business-like footing: That the Club's liability in the event of a claim against it, is, as its name implies, limited, and that the Club is, by law, bound to have its Accounts audited.

This I feel is the opportunity for the Club to thank the Officers of the Hants and Berks Motor Club and the Cranleigh and District Motor Club for their kind cooperation in allowing our members to participate in their events. The M.G. Car Club is also to be thanked for their support of our Social Run.

Many members will be pleased to hear that the car badges, for which orders are still being accepted, have been promised by the manufacturers for delivery this week.

Downsway Cottage,
Downsway,
Merrow, Guildford.

The Cambridge University "Miniature Monte"

I do not think that the Guildford Motor Club crew who entered this Rally would have described it as a miniature anything, in fact I feel that Bob Jennings, David Cobbett, Don Kember and David Roscoe who made up the crew, would have used a stronger adjective after changing the rear wheels for the fifth time! But I must start at the beginning - this was at St. Neots near Cambridge, on the last Saturday of January and a light drizzle was our only companion as we set off for Buxton where we were to have dinner, an easy stretch this, and the only jarring note was our approach to the Hotel which was made up a flight of steps and through the gardens, a slight error in navigation! Talk at dinner was of chains, snow and shovels, ominous this, but then we had two spare wheels with chains already on them.

Snow was falling as we left the Hotel and conditions rapidly deteriorated - the Lake District was our destination and our fears of trouble ahead were to prove all too true. The packed snow and freezing conditions were soon to put us behind schedule and when our navigator said "straight on up this hill" the rear wheels of the Austin ceased to co-operate; after trying most of the approved methods we had to change to the wheels with chains. This was done on a hill with the car sliding slowly sideways. Chains on, and up to the top, then the dauntless navigator announced quite casually that we needn't have bothered as it was the wrong hill anyway!

From this point on we passed several competitors who were seated disconsolately by their somewhat bent machinery. We ourselves discovered that it is possible to drive an A.40 on two wheels for some considerable distance, but I don't think we damaged the grass bank!

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On the next hill we found a group of cars stuck at various heights, and we only managed to reach the top by standing Bob, David C. and Don on the rear bumper.

Down the other side of this hill David R. very nearly sent the whole company down into Crummock Water, but the next point was reached and the wheels changed once again.

Up to the hills again as day broke, and a series of snow-packed cart tracks to the next Marshall, who had only checked in ten of the 99 competitors. It was after visiting this point that we almost put ourselves onto the list of non-finishers. David C. was at the wheel and was most apologetic when he turned the corner and the car went straight on; sledging is very exciting - on a sledge - but down a steep bank in a car is not to be recommended! We only regained the road by taking off most of Bob's clothes and putting them under the rear wheels to get a grip.

From this point on we motored very steadily, intent on finishing the course regardless of time as we realised that the majority had given up the task.

At last, the finish; the same hotel in Buxton but this time in through the correct entrance - a sadder and a wiser crew - and if any member would like to purchase the only A.40 with a crash gearbox! -

Holly Birkett and John Cornish made the finish but were unfortunately unplaced. Holly came back by train I believe, as he had somewhat reduced the overall length of the Volkswagen he had been driving!

The results were a pleasant surprise. We came 5th in the Rally and 2nd in our class.

I now feel I could drive anywhere, even up Guildford High Street on a Saturday morning.

The Social Run.

21st February.

Mud was the chief enemy of the 57 starters on the Club's second social run which started from the Wooden Bridge, Guildford, at 11 a.m. on Sunday the 21st February. Light drizzle was falling as competitors left at 1 minute intervals on the 24 mile regularity run which ended at the Grantley Arms, Womersley for lunch. Many were caught out early by a surprise check about three miles out, and thereafter the Local Constabulary must have been puzzled to see some all too familiar vehicles travelling at 24 m.p.h.!

Derek Saunders overcame the problem of a half closed railway crossing in Chilworth in a manner which rendered him immediately eligible for "Stock Car Racing", but for many these gates meant a loss of points and some hard driving.

The Grantley Arms, Womersley, served 109 lunches in the space of one hour and a half, for which our praise is due, as it enabled all crews to start the second section on time.

It was this second section which put many competitors in trouble, as those who started their afternoon with a trip up Sandy Lane to the point named "Castrol" would, I am sure, agree. This point was a polite version of "Mud-Plugging", and the fact that some energetic pilgrim had felled half a wood across the track made many wonder what was so very "social" about the run! But then perhaps the Organisers mapped out the route in a tank.

This was not the last of the mud, however, for at the next point (E.R.A.) the Triumph T.R.2 of John Young sank so far down that he had difficulty in opening the door, and when he did emerge it was only to find that he too suffered from a certain amount of wheelspin! Derek Wilson, the Marshall north of Alton, was treated to several fine examples of this wheel-spinning technique, hence the expression "Here's mud in your eye!"

Alec Galbraith and his sister in their T.C.MG were fortunate in obtaining a tow out from the ditch from a passing motorist who went home and fetched his tractor for the purpose.

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Not so fortunate, however, was the T.C. of Woof Cronshaw, who has at last found out the answer to that prep-school problem about two cars travelling in opposite directions at x miles per hour. He can shew you the exact corner where they will meet and he has the front of his car to prove it!

Half way round came the stop to fill in the questionnaire, which gave the crews a chance to relax a little and the engines to cool a lot. It was here that Jim Glayzer motored to within feet of the Marshall's car and then set off at the run to a very distant car, where he was unable to convince a young couple that they were definitely "off reference"!

Among other discoveries made during the afternoon was that the brakes on Peter Bradley's 18/80 MG are very poor when the car is travelling through the air, as is the weather equipment when one lands in a water hole - Show some people a film and they must try and be a stunt driver too!! But the majority overcame all these hazards and arrived in time for an excellent supper at the Wooden Bridge. David Cobbett, the Clerk of the Course, was conspicuous by his absence, but it was later discovered that his Jeep had become stuck trying to tow the Marshalls out from their point at South Alton, poetic justice this, yes, poetic justice!

A brief summary of the results is shown below, and we would like to thank all those who motored or marshalled for their part in making this social run a success.

- 1st. V. Sargood (G.M.C.) L.H.J. Trophy and replica.
- B. Warner - Navigator's award.
- 1st. Invited Club member - M. Burn (H. and B.)

First Class Awards:-

D. Laver.
D. Roscoe.
S. Hutton.

Second Class Awards:-

D. Saunders.
J. Toler.
J. Tymon.

March Programme

Wednesday, 3rd. A Noggin and a Natter at The Onslow Arms, Clandon, starting 8.0 p.m. (For the benefit of keen types, the map reference is: Sheet 170 M.R. 405525).

Wednesday, 17th. A talk by Mr. Denis Jenkinson of Motor Sport, which will take place at the Wooden Bridge at 8.0 p.m. Mr. Jenkinson is the Continental Correspondent for several motoring papers and his talk should be of great interest.

Sunday, 28th. Navigational Treasure Hunt. This event promises to be less of a "brain fag" than the map reading style of event. Nevertheless map 169, as used on the Social Run, will be used. Regulations will be put in the post a little nearer the date.

April, 9th. Friday. An Informal Dance. Once again, details to follow.

April 3rd-4th. Cranleigh Night Navigational Rally. We have been most kindly invited to this event, and Regulations and Entry forms can be obtained from, Mr. Cyril Gawthorpe, 156, Raeburn Road, Surbiton, Surrey N.B. R.A.C. Restricted Competition Licences will be required for this. (See below).

R.A.C. Restricted Competition Licences

These can be obtained from the R.A.C. Pall Mall, London, S.W.1. at a fee of 10/-.

The Film Show.

A capacity crowd of over 300 packed the Stoke Hotel, Guildford to hear Mr. Rivers Fletcher of the Owen Organisation speak on the B.R.M. illustrating his talk with excellent films.

During question time Mr. Fletcher was set some awkward posers but was never at a loss for the answer, even when Derek Wilson asked the viscosity of the oil used in the B.R.M.'s he received a satisfactory reply.

After the interval it was announced that Mr. Alan Brown had kindly accepted the presidency. Alan then introduced several motoring personalities to the audience, among them Roy Salvadori, John Cooper, Denis Jenkinson, and 'Autoscribe'.

The cars on show in the hall were a Formula II Connaught, a Formula II H.W.M., a Vintage Mercedes sport 2/seater, and the first public showing of the new Mark 8 Cooper Formula III car.

The evening closed with a film of the 1953 Monte Carlo Rally in colour, and members and their friends were able to get liquid refreshment up until midnight.

The Club owes a debt of gratitude to all who cooperated in making this such an enjoyable evening.

Photographs

Photographs of this event, the rally, and all other club activities can be obtained from the club's official photographer

P.D. Benjafield, Top Flat, 2 Rectory Place, Portsmouth Road,
GUILDFORD. Tel. 62703.

Le Mans 1954. It has been suggested that the club might hire an aeroplane to visit Le Mans this year. Any Members interested?.

Members enrolled since last Bulletin

K.C. Baker.	A.S.F. Hickman.	E.K. Robarts.
R.H. Borradaile.	E.L. Hine.	D. Scott.
R.G. Claydon.	Miss H. Hydes.	D.J. SurrIDGE.
B.M. Collings.	M. Jenvey.	Mrs. M. Thorburn.
F. Farndon.	P.D.T. Lean	M.J. Thorburn.
J.I. Glayzer.	R.D. Quick.	M.R. Toler.
G.N. Grenside.	D.M.A. Jones.	Mrs. H.M. Walton.
J. Cooper.	R.F. Salvadori.	J. Young.

News of Members

In the Anniversary Rally of the Haslemere Motor Club on January 24th, Vic. Sargood was placed 8th in the Rally, and 7th in his Class, and Derek Saunders was placed 12th in the Rally and 7th in His Class. Congratulations to these Members and to the Haslemere Club on an excellent Rally.

We heard recently from Mr. Sivyer of two ladies in a Rally driving Renaults, the first of whom broke down, and finding no engine under the bonnet called upon the assistance of the second who discovered a spare in the boot of her car. It is good to hear of Members helping one another out of difficulties of this nature!!

FOR HIRE

Touring 4 berth 'Berkeley' caravan, fully equipped with Calor Gas, etc. -
Further details phone Ron Hall Godalming 1752.
