

GUILDFORD



MOTOR
CLUB

Vol. 1.

JUST A SEC.

The Secretary's Page

At the beginning of the month, I felt that I would have some-what of a job to fill a whole page with general topics, but as it turned out, a page will only just suffice; so to the matters in hand.

Congratulations go to Holland Birkett on his part in the Class Win in the recent Rally of the Soleil on the Continent, very smooth "Holly".

Whilst on the subject of competitions, I have kept an eye on that remarkable Lotus-M.G. of Peter Gammon and the following results are worthy of mention.

First and one Second at the Goodwood Members Meeting.
Class Win and outright Third in the British Empire Trophy.
First 1,500 cc. Class at Brands Hatch.

Fastest time of the day for an M.G. was gained by David Weir-Rhodes in the S.O.D.C. Autocross recently, the result of all the "midnight oil" burned in his garage these days.

Guildford Motor Club's President Alan Brown is now a fully fledged Film Star. Alan has the part of a Racing Driver (Good Casting!) in the film Mask of Dust to be shown soon. Much lapping of Goodwood was entailed and your Secretary had the good fortune to take a somewhat bewildered cameraman round in Alan's Cooper-Bristol.

Enclosed with this months Bulletin is an Entry Form for a new Member and in doing so it is hoped to be able to double our numbers.

In order to give additional incentive, the Club will during the next month, give every existing Member 5/- discount off his next Subscription for each New Member that he can get. Hard-working enthusiasts, who can get four members there-fore will qualify (next year) for a Membership of only 1/- !!!!

One last word. The election of Officers is upon us, and the health and strength of the Club depends on its Committee and Members being active. We of the present Committee hope that we have done our job so far, and now its up to you to bring forward your nominations, come along to the Meeting, air your view, and if elected give your best for the Club.

ON BEING A MARSHALL By a Novice.

When Derek Wilson asked me last month if I was doing anything on Sunday, March 28th. - in a careless by-the-wayish tone of voice - I little dreamed that one whom I had always considered a good friend was deliberately trapping me into spending the best part of the day as a Marshall.

The day of the Treasure Hunt was fine, and promised well for your embryo Marshall. Having collected my lists of clues, Adolph (Ein Volkswagen) and I set off about ten minutes ahead of the first of the Competitors. By dint of judicious questioning of local policemen we eventually arrived at our post, a cross-roads half-way between Frimley and Bagshot. The first competitor arrived just half a minute later!!

The afternoon afforded much more amusement than I had expected. To start with my position. I was exactly at the junction of two tank testing fields, which were at the time being used by an occasional lone motor-cyclist on his way to a local "scramble". They would come ploughing intently through the mud on their unrecognisable machinery, until at the sight of my derisive leer they would look even more purposeful as if to say that roads are only for 'cissies' and worse. As a matter of fact the spot was not so peaceful as it looked, an occasional rattle of Machine Gun, with now and then the sound of a picnicker finding an un-exploded bomb tended to disturb my reflections on the birds and the bees.

There were however more important problems to contend with. Among the articles that our ardent hunters of treasure sought were worms and spiders. I decided that prospects were open to a keen digger-up of worms, and found that a good virile looking specimen could fetch an Abdulla down to a Woodbine for the tweensy-weensy ones. Spiders were more difficult to come by. When David Roscoe and his crew took to hands and knees in the scrub muttering strange oaks about nylons and insects, a local gent' with blue pin stripe suit and bicycle stopped to survey the scene for about

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three minutes and then without once changing his expression, moved slowly in the direction of the village. Neither an ambulance nor the Police Van came near, so that I can only assume that no-body would believe him.

Among the other objects to be found by hook or by crook were various cigarettes and ice-cream cartons, and an egg. My particular spot abounded with some lovely ragged items, but the rub was that most of them had been thrown into heaps of dis-used barbed wire - so here was a situation to gladden the heart of any Marshall. I would hand my list to a crew and then lead them joyfully to this mine and valuable cartons, watching their expressions change pitifully as they surveyed the rusty fortifications. If some ex-Commando type did start to worm his way in, then I had only to mention casually - on hearing a couple of mud-plugging motor-bikes - that there was a light tank approaching and my afternoon was made. One character remarked sourly that judging from the sounds I was emitting they would not have to look very far for the egg.

The Marshall's lot, therefore can be a quite happy one with the frequent naps and laughs at other people's expense, besides I used far less petrol than anybody else than afternoon. If any real Marshalls who have spent a whole February night up to their keen necks in snow have read this, then I would beg indulgence and remind them that we all have to make a beginning - 'owever 'umble.

MIKE BATES.

Congratulations to Mr. and Mrs. John Clarke on the birth of a girl
Sally at Dorking. Both Mother and Baby are doing fine.

In last months Bulletin, we referred to Mr. Mike Thorburn as Connaught's Team Manager. This was incorrect he is Business Manager, whilst Mr. Basil Putt, also a Member, is Team Manager. Apologies to all concerned.

To our President Alan Brown goes our very best wishes on his Engagement to Club Member Miss Ann Dowdeswell. We hope, that both will continue to play an active part in Club activities, and may we suggest that his win in the British Empire Trophy was in some way due to inspiration from his Fiance.

Congratulations to David Cobbett and crew on their gaining third place in the A.C. Owners Night Navigational Rally, a report of which appeared in our last Bulletin.

Holland Birkett, Guildford, and Hants and Berks Member also gained an Award in the "Targa Rusticana". Best wishes "Holly" on yet another successful run.

We understand that Member pat Nash had an accident at Castle Combe in a Dyna-Panhard. No one was hurt fortunately, but we do ask Members to give this gentleman a lift should they see him staggering along the road. Wot no car !!

Congratulations to David Roscoe on his third place in his Class at Gosport Speed Trials, 25th April.

(Hearsay) We hear that Derek Wilson is joining the firm of Connaught Engineering, Ripley, and may we wish him the best of luck for the future.

Mike Hawthorn's Accident

The Secretary on behalf of the Club has written to Mr. Hawthorn, Snr. and expressed our sympathy and hopes that "Mike" will have a speedy recovery from his crash in the Syracuse Grand Prix.

FUTURE EVENTS

Sunday, May 2nd.

A SPORTING RUN OF A NAVIGATIONAL NATURE.

Rules and Regulations have already been forwarded to Members and at the time of going to press entries are coming in steadily.

However, should any-one wish still to enter, will they please contact Bob Jennings immediately.

Address. 16, Poyle Road, Guildford. Phone 2765.

Sunday, May 9th.

2nd SURREY SPORTING SORTIE. (R.A.C. COMPETITION LICENCES REQUIRED).

The Surrey Sporting Motor Club have invited the G.M.C. to participate in this Event.

It takes the form of a Navigation Trial, with a series of Driving Tests on private roads. Start is at Redhill from 11 a.m. onwards, and Rules and Regulations can be obtained either from Bob Jennings or the Secretary of the Meeting C.W. Dart, 39, Southmead, Redhill, Surrey. Entries close first post Tuesday, May 4th, 1954.

Wednesday, May 12th.

EXTRAORDINARY GENERAL MEETING.

All information regarding this Meeting can be found elsewhere in the Bulletin.

Wednesday, May 26th.

"NOGGIN AND NATTER"

This month we move back to Guildford for our rendezvous. The Sanford Arms, Epsom Road, where Club Member Harold Martin will greet those inclined with a drink, a smile and a sandwich.

THE CRANLEIGH NINE POINT NIGHT TRIAL

When we left at 7.45 p.m. in the Land Rover, for the start of the "Nine Point" trial, we were a little dubious about our chances of success. It has been our practice to use a crew of five, so as to reduce the marshall finding problem, but unfortunately, owing to a chill, my fellow navigator, Graham Loud, was forced to withdraw at the last moment, much to his disappointment. This left Charles Windsor, who was driving, David Hammond, Peter Lohmair, and myself, to compete.

On arrival at the start it was decided that Peter would join me in the back of the car as co-navigator.

As No.6, we started from The Gorselands Hotel at 9.5 p.m. and proceeded south over secondary roads to the first point on route card "B". On arrival we found a derelict house, where without loss of marks, we discovered the marshall in an out-building. We then drove on through Midhurst, and south along A286, as far as Singleton, where we turned left to reach the main Petworth - Chichester Road to arrive at Point 2, where considerable time was lost by most competitors. This was due to a track not shown on the map, being confused with the one near which the marshall's point was situated. After pacing out the required distance, we discovered the error, and soon found the marshall, signing in 19 minutes late. It was here that we heard indications of low morale among the crew of a Morris Minor Tourer, which was suffering from wheel spin in the muddy track. When last seen the passengers were very nearly at blows with the driver, who was shouting orders; the language was unprintable.

We then drove north to the next point, which was discovered without further loss of marks. The marshall was well concealed in a hole which was partially covered with bracken. From here we drove a short distance to the novel "Special Test", which consisted of a sack truck on which a passenger was carried through and over obstacles, the times being recorded.

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We were grateful to the inventor of rubber boots at the fourth point, as the ground was particularly soggy and puddle strewn. The marshall was found in a wood at the foot of a steep bank. Few marks were lost at this point.

Continuing through Haslemere, we dispensed with the maps as David was familiar with the town, to the fifth and final point on this route card. On arrival the marshall's tent was found, but to our dismay it was unmanned. The marshall approached to explain that our arrival was earlier than expected, and thus they were not prepared. Having handed in the route card we proceeded a short distance to the original starting point. Here we relaxed to consume coffee and cakes and natter about the preceeding frolics for some 75 minutes.

We collected our second route card and once again drove off into the night. At the next check we were fortunate in walking straight to the marshall, which was located on a particularly muddy side of a pit. Passing the route card to the marshall for his signature was a hazardous business, as twice when attempting to pass the card into the marshall's outstretched hand I slipped back to the base of the bank.

After travelling south we were confused in finding the exact location of the next point, having missed a side turning, and mistaking a track for a road from which we were to measure the required distance. We eventually sorted ourselves out and after a search we found and signed in at the point 20 minutes late, leaving by a separately situated outpost which we had earlier located.

En route to the third point on card A, we were required to record a code word which was found from a further six figure map reference.

At the expense of 8 marks, point three was found to be situated in a cleft in the bank at the roadside.

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Travelling north, we discovered the last point to be situated in a wood. David was attracted by the sound of music played intermittingly on a gramophone.

We proceeded back to the starting point to hand in the route card, and have an early breakfast.

A thoroughly enjoyable time was had by all, and the loss of 62 marks put us in an optimistic frame of mind.

BRIAN TAFFT.

RESULTS

- | | | |
|-------|---|---------------|
| 1st. | Charles Windsor and Brian Tafft. | (Land Rover). |
| 6th. | R.G. Banks and Bob Jennings. | (Riley) |
| 7th. | Arthur Knight and David Cobbett,
(First Cranleigh Member and thus
gaining the Premier Award). | (Vauxhall) |
| 10th. | Derek Saunders and Don Scott. | (Triumph) |
| 20th. | J. Hutton and H. Kallinder. | (Vauxhall) |

CLUB DANCE

This social evening attracted a crowd of nearly 70 people, and proved to be a resounding success. Dancing was provided by the Columbia Band, and Compere Arthur Knight proved to have one or two tricks up his sleeve in the way of games. Prizes varied from a Baby's Dummy to chocolates and cigarettes. A bottle of whiskey and a club badge were raffled, and only after the last waltz had been played twice did the organizers persuade all the Members to wend their way home. Thanks are tendered to Arthur Knight for his spirited work, and to Alan Brown for the telegram from Oulton Park wishing the Club a successful evening.

TREASURE HUNT. MARCH 28th.

This Event attracted 24 entries and as Competitors arrived at The "Bridge" Imee Wilson and Doreen Rich were kept busy fixing numbers and taking a note of speedometer readings.

There was a mixed bag of cars including a 2 seater "Special" with three competitors! Austin A.40s in various stages of "Tuning" and a brace of Sunbeam Talbots.

At exactly 2.30 p.m. all competitors were given their list of places which could be visited in any order. Some Navigators soon had their course set whilst others took longer, and some were even spotted round the corner feverishly working with slide rules and protractors !!

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In the meantime our worthy Marshall, Mike Bates was motoring to his point with the list of objects.

In all, eleven competitors gained the maximum number of points and were graded according to mileage covered.

Congratulations to Henry Marshall, so ably assisted by his wife and to F. Ruggles of the M.G. Club who was first visitor.

DEREK WILSON.

RESULTS OF THE TREASURE HUNT

First Nine Places

H. MARSHALL.	1st.	G.M.C.	70 Marks.	47 Miles.
F. RUGGLES.	1st.	Visitor	70 "	47 "
D. LAVER) S. HUTTON)	2nd.	G.M.C.	70 "	48 "
P. HOLMES) J. SPOONER)	3rd.	G.M.C.	70 "	49 "
M. HAGUE..			70 "	52 "
A. KNIGHT.			70 "	56 "
A. GASH.			70 "	58 "
E. ROBARTS.			70 "	59 "
D. DONOVAN.			70 "	62 "

Haslemere Motor Club Treasure Hunt

Sunday, April 11th, 1954.

Forty eight crews competed in this event, which started in Haslemere town car park on a fine spring afternoon.

The course was covered by three route cards, collecting various information en-route including certain persons who were travelling by train and bus. We rather think that a long suffering bus conductor was amazed by the continual boarding of his bus in an endeavour to find the people concerned.

In conclusion, one may add that the Trial was excellently organised, and provided a perfect afternoons entertainment, the only complaint from our crew being that although we started No.1 we finished the course 13th.

Derek Saunders.
John May.

CLUB BADGES

Further supplies of the car badges have now arrived, and Members requiring same should contact the Secretary. For those who have not yet seen them the design consists of the Town Arm Etc., on a green background with red and chromium lettering, making an extremely attractive badge. Price 25/- each.

Oulton Park and Goodwood

Our warmest congratulations to G.M.C. Members, Alan Brown, Roy Salvadori and Peter Gammon who were 1st, 2nd and 3rd in the British Empire Trophy at Oulton Park.

Congratulations also to Roy Salvadori in his
on Easter Monday.

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Congratulations also to Roy Salvadori in his second place at Goodwood on Easter Monday.

GUILDFORD MOTOR CLUB

Downsway Cottage,
Downsway,
Merrow,
Nr. Guildford.

Election of the Committee

Members are invited to nominate Candidates to form the Committee for the following six months period beginning May 12th.

The composition of the existing Committee are as follows:-

Chairman.	Arthur Knight.
Secretary.	David Roscoe.
Treasurer.	Jimmy Rice.
Committee.	David Cobbett, Antony Cobbett, Bob Jennings, Derek Wilson, Ray Williams, Derek Saunders and Mr. C. Mills (Legal Adviser).

The following are not seeking re-election:-

Secretary. David Roscoe, Treasurer. Jimmy Rice and
Committee Member. Derek Saunders.

Members are at liberty to re-nominate any of the remaining Committee or bring forward the names of other candidates. All Members are reminded that they must have the persons approval before nominating him.

The nomination paper is attached and must reach the Secretary not later than May 12th, 1954. It may of course be handed to him immediately prior to the Meeting on that night.

GUILDFORD MOTOR CLUB

Inominate the following to serve on the Committee for the six months period commencing May 12th, 1954.

<u>POST</u>	<u>Nominee (Block Letters)</u>	<u>Nominee's Signature</u>
Secretary.		
Treasurer.		
Competition Secretary.		
Committee 1.		
2.		
3.		
4.		
5.		
6.		

CHAIRMAN WILL BE ELECTED BY COMMITTEE WHEN FORMED.

For the guidance of the next Committee, will Members please put a tick against their preference for the following types of Events, in order that
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the Club may organise those Meetings which appeal mostly to Members.

Treasure Hunts..... Noggin and Natter..... Social Day Runs.....
Night Rally..... Long Distance Day and Night Rally.....
Hill Climbs and Speed Trials..... Race Meetings and Autocross.....
Driving Tests..... Film Shows..... Dances..... Parties.....
Talks and Discussions..... Organised Visits to Race Meetings or
other places of interest.....
Any other suggestions.....
