

GUILDFORD



MOTOR
CLUB

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GUILDFORD MOTOR CLUB BULLETIN.

Vol. 1.

No. 7.

Hon. Secretary.
S.C. Hutton,
37, Ashendon Road,
GUILDFORD.

Hon. Competition Secretary.
D. Cobbett,
5, Harvey Road,
GUILDFORD.

Editorial.

Members will be pleased to hear that the duties of the Bulletin Editor have been removed from the shoulders of the Secretary, and are now the responsibility of two of the members.

It is hoped that this arrangement will enable a larger and more comprehensive Bulletin to be produced. Owing however to the shortness of time, it has not been found possible to make any improvements this month. We hope that by next month, you will agree with the Committee that two "Eds" are better than one!

Downsway Cottage,
Merrow,
Guildford.

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ELECTION OF OFFICERS

Wooden Bridge Hotel, Guildford.

The extraordinary meeting for the purpose of election of Officers was held at the Wooden Bridge Hotel on Wednesday May 19th. This election was held in accordance with the agreement made at the Inaugural meeting of the Guildford Motor Club when the first Committee formed agreed to "stand down" after six months term of office.

The nominations were for Hon. Secretary, Hon. Treasurer, six Committee members and a new post of Competition Secretary, and after a period of questions by members which were answered by the retiring Committee, the voting papers were duly counted and the following members returned to office for a further period of six months.

Hon. Secretary	S.C. Hutton.
Hon. Treasurer	D.I. Browning.
Competition Secretary	D. Cobbett.

Committee members:

A.D. Knight.	(Chairman)
A.F. Cobbett.	
R.D. Jennings.	
A.L. Hine.	
J. Jane.	
P. Mills.	(Hon. Legal Adviser)

The names and addresses of the Secretary and Competition Secretary will be found on Page 1.

A.D. Knight. Chairman.

For the benefit of newcomers to motoring in general, and to second-hand cars in particular, we present here a Novice's Glossary of Advertisers Terms and their translation:-

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| Many extras. | - Battery overloaded. |
| Nominal Mileage. | - Under 100,000. |
| Never raced. | - Never won a race. |
| Seen after 7.30 p.m. | - Looks better in the half-light. |
| 4 good tyres. | - 4 tyres. |
| Sacrifice. | - Burnt offering. |
| Good runner. | - Runner (Just). |
| Starts on the button. | - After 20 mins. on the handle. |
| Genuine reason for sale. | - About to disintegrate. |
| Goes like a bomb. | - Sounds like a bomb. |
| One careful lady owner. | - Requires new gearbox. |
| Has to be seen to be believed. | - Has to be seen to be believed. |
| Spare tyre not used. | - Couldn't be - doesn't fit. |
| First registered 1953. | - Previously out in field for 6 years. |
| Much sought after model. | - Much sought after spares. |
| All-weather equipment. | - Duffle coat and gumboots. |
| Late-type engine fitted. | - For "late" read "deceased". |
| All racing mods. | - Thinner gasket. |
| Must sell owner going abroad. | - Stolen car. |

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THE MAY 2ND SPORTING RUN

There was a turnout of over forty cars for this five hour navigational event. Starting at one minute intervals, we were each handed a formidable list of map references, and set off on a hundred mile tour through some of Surrey's finest scenery.

"The course will be run over main and secondary roads, not embracing anything of a trials nature" ran the competition rules. As I was navigating Bob Bates' Land Rover with a crew of six, our prospects for the afternoon looked like being just a gentle outing. However, after about an hour and a half of gruelling driving including about four miles of trackless bog, and six deep fast-flowing fords, we came to the conclusion that a DUKW would have been a more practical vehicle!

Some of the snazzier sporting jobs got into difficulties at these wild spots. One of the "A.C. Owners" Club was seen to falter at the edge of a ford at the thought of getting his beautiful cream machine all wet, and became firmly wedged between two high banks in the narrow lane in an effort to turn round and go home. Thus in avoiding the presence of tadpoles in his carburetter, he only succeeded in ramming a good solid plug of clay into his exhaust pipe! Several other owners had the same qualms, and the stalwart crews were obliged to bare lily white legs and wade through the torrent to ascertain the code words, a spectacle that drew forth many a coarse laugh from our lady members.

A man in a Morgan did make the plunge, and we all thought he was never coming up. He made the opposite bank however, and a quick flip round with a dry rag and he was off, albeit sadly lacking stopping power for about five miles.

For the first two hours we had been fortunate with the weather, but then the heavens opened, and my crew suddenly became unselfish as to whom was going to have the fun of finding the marshal. I bent closer

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over my map scribbling complicated calculations in the margin, and eventually it was decided that one of the girls should go. After about twenty minutes she returned, soaked and unhappy, after she had been trying to persuade a farmer not to keep pretending to her that he was not the marshal.

These were just a few of the incidents that helped to make the afternoon, in a perverted sort of a way, a success. We all arrived safely back at "The Wooden Bridge", the event having been won outright by E. Graham-Brown, of the M.G. Car Club, with Brian Bobbett leading our own Club.

MIKE BATES.

JUNE PROGRAMME.

- 9th (Wednesday) Noggin and Natter at the "Anchor & Horseshoes" Burpham -
19/20th. Point to Point Night Rally. Details to follow. (Volunteer
Marshals are urgently required and should contact David
Cobbett). This is an all-night effort, but breakfast will
be available at the end. 7.30 p.m.
- 27th (Sunday) Novelty Run. Suitable for the whole family, again
details to follow.

NEWS OF MEMBERS.

Our President, Alan Brown, has continued his winning ways at Goodwood and Silverstone.

Peter Gammon and his Lotus are proving a match for all comers in the 1500cc. Sports Car class.

Roy Salvadori is showing himself equally at home in Aston Martin or Maserati, (as was well illustrated at Ibsley on May 8th).

Don Laver won the Surrey Sporting Owners Rally, and his class in the Hants and Berks Autocross.

Leonard Potter also won a class award at the London M.C. sprint at Goodwood.

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SILVERSTONE MAY 15th

David Cobbett and Bob Jennings joined me in a very hurriedly arranged trip to Silverstone on May 15th, for the Daily Express Trophy meeting. We had not been able to secure tickets for any of the Stands so decided on a very early start, 5 a.m!!!! We set off and covered the 90 odd miles in one hour and fifty minutes and had no difficulty in getting in to the Red car park adjoining Stowe corner. The weather was simply horrible, cold, windy and drizzling with fine rain, but we were well equipped with "night trial" apparel and decided to try and get into a more interesting part of the course by some means or other, and to cut a long story short we did manage to buy some Grandstand tickets that had been cancelled and settled down to enjoy the racing.

Guildford Motor Club was well represented, Alan Brown on the new Vanwall special, Roy Salvadori driving a Maserati and a later new and very attractive Aston Martin saloon in the production sports car race, Peter Gammon on his amazing Lotus, and not by any means least, Leonard Potter who performed the most incredible gyrations with a diminutive Dyna Panhard.

This was definitely Gonzales' day out, despite brilliant driving on a very tricky surface by others, the Argentinian stood supreme. The production saloon car race was the most exciting event of the day and provided some real thrills, a 2½ Riley left the course backwards and then proceeded to cross the circuit diagonally just scraping through two other cars, an Alvis 3 litre saloon cornered on two wheels and travelled sideways part of the way and then shed its bonnet en route, two Javelins raced neck and neck all the time as if tied together, and as for the three Mark VII Jaguars, Phew! words fail me.

After the racing, another record was broken by getting off the course and right on to the road in 45 minutes against last years 4 hours.

Arthur D. Knight.