



19/ 3/55-5001

# THE AUTOMOBILE ASSOCIATION

K. L. KELLY  
SECRETARY

PLEASE QUOTE  
REFERENCE

PR/HCO/GMB

FANUM HOUSE  
NEW COVENTRY STREET  
LONDON, W. 1

ALL COMMUNICATIONS WITH MEMBERS  
ARE CONFIDENTIAL AND MUST NOT BE  
PUBLISHED OR DIVULGED TO THIRD PARTIES  
WITHOUT THE CONSENT OF THE EXECUTIVE

TELEPHONE  
WHITEHALL 1200

TEL. EXTENSION NO. 255

15th January, 1955.

The News Editor,  
Pathe News,  
133-135, Oxford Street,  
London,  
W.1.

Dear Sir,

I feel you may be interested in the enclosed release which gives advance information about the proposal to re-enact the historical "Guards to Hastings Run" on March 19th next as one of the items in the programme for celebrating the Association's Jubilee.

I need hardly say that nearer the date we shall be very pleased indeed to offer you every possible co-operation should you decide to cover this event.

Yours faithfully,

H. CECIL ORR  
Chief Public Relations Officer

1905  1955

# THE AUTOMOBILE ASSOCIATION

FANUM HOUSE, NEW COVENTRY STREET

LONDON, W.1

K. L. KELLY  
SECRETARY

TELEGRAMS:  
FANUM, TELEX, LONDON  
TELEPHONE: WHITEHALL 1200

MEMBERSHIP EXCEEDS 1,500,000

## TO THE EDITOR

### A.A. JUBILEE—ADVANCE INFORMATION

5th January, 1955.

1955 is the Golden Jubilee Year of the Automobile Association, and the first major celebration will be the re-enactment of an historic event which took place in 1909.

At that time little, if any, consideration had been given to the motor vehicle as a factor in military operations, but among the earliest members of the A.A. were many who were convinced that its potentialities were almost limitless. Accordingly, tentative approaches were made to the War Office. The responsible officers, while preserving an open mind, were very ready to listen to suggestions and, as a result, on March 17th, 1909, A.A. members, using their own cars and entirely at their own expense, conveyed a battalion of the Guards from London to Hastings. It was the first organised movement of troops by mechanical road transport in the history of the world.

On March 19th, 1955 (this day has been chosen because it is a Saturday), the run will be repeated with the full co-operation of the War Office, the Corporation of Hastings and the Veteran Car Club.

The procession will be headed by cars of 1909 or earlier. It is almost certain that some of them will be cars which took part in the original run, driven by the same owners. Those old cars will again carry members of the Brigade of Guards, wearing the uniform of the period. They will be followed by a comprehensive convoy of modern W.D. vehicles.

There will be a civic reception, march-past and luncheon at Hastings, and many important people will be present.

Please regard this as a preliminary notice giving only the barest outline of events which are certain to create widespread interest. As details are settled, you will be informed at once.

In the meantime, if there is any particular angle which you would like to follow up; if you would like to arrange any interviews, or if you require further general information, will you please ring this office? We will be entirely at your service.

From: H. Cecil Orr, Chief Public Relations Officer



19/3/55

# THE AUTOMOBILE ASSOCIATION

K. L. KELLY  
SECRETARY

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REFERENCE

PR/T/JB

FANUM HOUSE  
NEW COVENTRY STREET  
LONDON, W. 1

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TELEPHONE  
WHITEHALL 1200

TEL. EXTENSION NO. 251

7th March, 1955

The News Editor,  
Pathe News,  
133-135 Oxford Street,  
LONDON W.1

Dear Sir,

Following our letter of the 13th January, to which was attached the initial release concerning the Guards to Hastings run, we have pleasure in enclosing a time schedule for the column and also a leaflet which will be widely distributed both prior to and on Saturday, March 19th.

Within the next day or so, we shall have completed our schedules for all the arrangements which are being made to carry out the run and copies will be sent to you.

Meanwhile, if there are any special facilities which you would like in order to help you to cover this event, I shall be very pleased to do all I can to provide them.

Yours faithfully,

H. Cecil Orr *not*  
Chief Public Relations Officer

1905  1955

THE AUTOMOBILE ASSOCIATION  
FANUM HOUSE, NEW COVENTRY STREET  
LONDON, W.1

K. L. KELLY  
SECRETARY

TELEGRAMS:  
FANUM, TELEX, LONDON  
TELEPHONE: WHITEHALL 1200

MEMBERSHIP EXCEEDS 1,500,000

TO THE EDITOR

14th March, 1955.

A.A. JUBILEE—ADVANCE INFORMATION

CAN MOTOR CARS CARRY SOLDIERS?

Can motor cars carry soldiers? The question seems ridiculous to-day but it was a very real one some 50 years ago. Few people then took the "automobile", as it was usually called, seriously, and there were even fewer who foresaw its immense influence upon the economic and social life of the community. Among those who did were the Committee Members of the Automobile Association, which had been founded in 1905. They believed in the potentialities of the motor car and were anxious to demonstrate them.

Accordingly, they suggested to the War Office that as an experiment a battalion of The Guards should be carried from London to the Coast in motor cars. This was regarded as a formidable undertaking, but the War Office gave its approval, and the A.A. asked its members to provide the cars and drivers. The place chosen was Hastings and the day March 17th, 1909. The troops, with all their equipment, were transported on schedule and without a hitch. As The Times said in their issue of March 18th, "For the first time in military history, an organised body of troops .... has been transported by mechanical means away from the lines of railway .... The Automobile Association has done a useful public service."

1955 is the Golden Jubilee Year of the A.A., and on Saturday, March 19th, that historic run is being re-enacted as the first major celebration. On that day, some fifty veteran cars (all dating back to 1909 or earlier) will again carry a detachment of The Guards to Hastings.

Following them will be, first an old London bus (of the type which carried "the old Contemptibles" into action), and then a procession of the most modern military vehicles.

In/

In 1909 the old cars were led into Hastings by Mr. F.S.Bennett, who is now President of the Veteran Car Club of Great Britain. He will again lead the way on March 19th, 1955, driving a 1903 Cadillac.

At Hastings there will be a civic reception and a drive-past (the Salute being taken by the Right Worshipful The Mayor of Hastings). Watching the parade will be several veterans who took part in 1909, either as drivers or Guardsmen; among the latter is a Chelsea pensioner.

Note to Editor: The documents enclosed provide further information about this event, should you require it. If you would like any additional details, please ring Whitehall 1200 and ask for the Public Relations Department.

PRESS INFORMATION

A.A. GOLDEN JUBILEE  
1905 - 1955

*ms*  
*Allison Allison*  
*New Cross*  
*Fork*  
*Memorandum of*  
*Grandly*  
*First Fork*  
*London*  
*all work*  
*Red*

FIRST MAJOR CELEBRATION: RE-ENACTMENT  
OF "GUARDS TO HASTINGS" RUN

BACKGROUND

*Old Contemptibles*  
*at New Cross*  
*Kid*

On March 17th, 1909, Members of the Automobile Association, by arrangement with the War Office, carried a battalion of The Guards from London to Hastings. This was the first organised movement of troops by motor car in the history of the world. Further details are given in the enclosed leaflet.

RE-ENACTMENT

On Saturday, March 19th, 1955, this run is being repeated as the first major celebration in A.A. Jubilee Year.

- (1) Veteran cars - of 1909 or earlier - will again carry detachments of The Guards from London (Kidbrooke) to Hastings. They will be led by Mr. F.S.Bennett, now President of the Veteran Car Club of Great Britain, who also led the convoy in 1909. A complete list of the veteran cars taking part and their drivers is enclosed.
- (2) The veteran cars will be followed by one of the buses which, in 1914, carried The Old Contemptibles.
- (3) Then will come a representative convoy of modern W.D. vehicles, including armoured cars. (See list attached).

MARCH PAST

At Hastings all the vehicles will drive past a saluting base. The salute will be taken by the

Right/

Right Worshipful The Mayor of Hastings,  
Alderman F.T.Hussey, J.P., supported by  
Captain The Right Honourable Lord Teynham,  
D.S.O., D.S.C., R.N.(Rtd.), the Chairman  
of the Automobile Association, senior  
Army officers, the Mayors of adjoining  
Boroughs and Barons of the Cinque Ports.

(Detailed arrangements are given on the  
succeeding pages)

## DETAILED ARRANGEMENTS

### OVERNIGHT (Friday, March 18th).

Drivers of veteran cars will be accommodated at the Hotel Rembrandt, Thurloe Place, S.W.7 (Telephone: Kensington 8100) where there will be a running buffet. Representatives of the Press will be very welcome.

### THE START

The vehicles will be garaged overnight at Kidbrooke R.A.F. Station (see map in leaflet). The procession will begin to move off at 07.00 hours, and the last vehicle should be away by 07.45. A timed map of the route is enclosed.

### THE SEND-OFF

Present at Kidbrooke at 07.00 hours to give the vehicles a send-off will be The Chairman of the A.A., The Worshipful The Mayor of Greenwich and Senior Army officers.

### PRESS TRANSPORT ARRANGEMENTS

1. INDEPENDENT Representatives of the Press who wish to make their own way by car to Hastings are requested by the Police to follow the route enclosed. For most of the way this avoids the route of the procession, but touches it at Flimwell where the column will halt for refreshments. Ample parking facilities have been arranged at Hastings with A.A. Patrols in control.

2. BY COACH A press coach will leave Fanum House, New Coventry Street, London, W.1 at 08.00 hours. This will not touch Kidbrooke, but go direct to Flimwell. There will be an A.A. representative in the coach. After the halt at Flimwell, the coach will move off ahead of the column to Hastings.

PRESS/



PRESS OFFICER

Stephen Crozier. Assisting him at Hastings will be R.E.W.Hodson (A.A.) and a military representative.

PHOTOGRAPHY

The A.A. liaison officer for all photographic queries, News Reel and similar facilities is David Tuckfield.

PRESS OFFICES - LONDON

Fanum House:	Whitehall 1200
Hotel Rembrandt:	Kensington 8100
Kidbrooke:	Lee Green 3493

PRESS OFFICE - HASTINGS

The Press Office at Hastings is in the Alexandra Hotel, which is on the front, overlooking the route of the drive-past and about 200 yards from the saluting base. There will be all the usual facilities, and a sun lounge has been reserved from which the drive-past may be observed in comfort whatever the weather. Telephone: Hastings 7451 - 5.

Also in the Alexandra Hotel will be a party of about a dozen people (including a Chelsea Pensioner) who took part in the 1909 run.

SALUTING BASE

For representatives of the Press who wish to be nearer the saluting base, a Press enclosure has been provided on the balcony of the White Rock Pavilion. The drive-past begins at 12.40 p.m.

TEA

Tea will be available in the Alexandra Hotel at 4 p.m.

RETURN/

### RETURN TO LONDON

The coach will leave the Alexandra Hotel for London at 4.30 p.m.

### INFORMAL DINNER

There will be an informal dinner at The Queen's Hotel, Hastings, on the evening of March 19th, for those who are not returning home. Representatives of the Press who are free will be very welcome.

### INDIVIDUAL IDENTIFICATION

A lapel badge is enclosed. Police and A.A. officials will give all possible help to representatives of the Press who wear these badges.

### CAR IDENTIFICATION

A headlamp disc bearing the letter "H" is enclosed. If you are travelling under your own steam this will ensure all attention and priority on the route and in Hastings on arrival there.

SOME NOTES ABOUT THE OLD LONDON BUS WHICH WILL TAKE PART  
IN THE PROCESSION ON MARCH 19TH, 1955

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The famous old "B" type bus was the first standardised motor omnibus.

It was designed and built at the Walthamstow works of the L.G.O.C. (later to become the A.E.C.) and was first introduced in 1910.

A 34-seater, it weighed 3 tons 11 cwt. 1 qr. unladen. It had a 4-cylinder engine, 28/30 horse-power, a cone clutch and chain gear-box and a rear axle ratio of  $7\frac{1}{2}$  to 1. These buses were the mainstay of the 'General' fleet for many years and were also produced in single-decker form.

More than 1,300 'General' buses were shipped overseas to Flanders and other battle-fields during the 1914-18 war.

NOTES ABOUT SOME OF THE OLD CARS THAT WILL TAKE PART IN THE RUN ON MARCH 19TH 1955. A SEPARATE LIST OF ALL THE CARS, WITH THE NAMES AND ADDRESSES OF THEIR OWNERS, IS ENCLOSED.

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Alldays & Onions 1905  
(Gough, D.W.)

This car was found in a Sussex barn in 1941 after 14 years' neglect. Its restoration occupied the owner's spare time for ten years, and since then the car has been driven 2,000 miles attending rallies. It has trembler coil ignition and, although its maximum speed is only 24 m.p.h., it is a very good hill climber.

Alldays & Onions 1909  
(Lamb, J.A.)

This car was a class winner at the Paignton Rally in 1954 and also took the premier award for the meeting. Mr. Lamb is only the third owner.

Cadillac 1903  
(Bennett, F.S.)

This is a 6½ h.p. car and was the first Cadillac imported into Great Britain. It was driven by Mr. Bennett in the 1,000 mile Reliability Trial of 1903, and in it he headed the original "Guards to Hastings" run in 1909. In September 1953 Mr. Bennett repeated his earlier performance by covering as far as modern roads allowed the course of the 1903 Trial, to a total of 1,094 miles at an average speed of more than 22 m.p.h.

Clement Talbot 1905  
(Englefield, A.D.)  
(Meisl, C.)

This car was built in England in 1904 from imported French parts. It has a cruising speed of 30 m.p.h.

Darracq 1904  
(Gregory, R.D.)

This is a four cylinder three litre car known as a 'Flying Fifteen' (English rating 20 h.p.) and is larger than the 12 h.p. model of the same make and age which achieved film fame as Genevieve. Mr. Gregory has made several long journeys in it, notably to San Remo and back in April 1950 and a round tour of Britain to mark its Jubilee Year in September and October 1954, when John O'Groats and Land's End were visited - not for the first time by this car - and 3,056 miles were covered at an average of 30.9 m.p.h.

Darracq 1906  
(Lewis-Evans, L.)

This car was awarded the second prize in the Concours d'Élégance at Le Touquet in 1950.

Lanchester 1907  
(Ford, J.E.)

This car took part in the recent Anglo-American Vintage Car Rally.

Napier 1907  
(Green, R.L.)

This is a 60 h.p. six cylinder 7.7 litre car. A new body and radiator were fitted in 1914. The car was not used between 1926 and 1954.

Rolls-Royce 40-50 1907  
(Garrett, A.M.)

This car left the Rolls-Royce works on November 24th 1907 and was supplied to the Lieutenant-Governor of Bengal. It is known that the car came back to England about 1920, and Mr. Garrett bought it "off a scrap heap" for £35 in 1952. He found very little wear on the mechanical parts. The engine has not yet been rebored, but it uses almost no oil. The car's maximum speed is just over 70 m.p.h. During the 1914-18 war Rolls-Royce cars of this type were converted to armoured cars.

White Steamer 1908  
(Fotheringham-Parker,  
P.)

Little is known of the history or the mechanical specification of this car, which is the only steam car in the "Guards to Hastings" run and one of the few remaining in the country.

GUARDS TO HASTINGS RUN

MARCH 19TH, 1955

SCHEDULE

<u>Miles</u> ( <u>approx</u> ).	<u>Section 'A'</u> <u>Time</u>	<u>Place</u>	<u>Section 'B'</u> <u>Time</u>
-	0700	R.A.F. Station, Kidbrocke	0745
5	0725	Crittall's Corner	0803
3	0740	Orpington By-pass (traffic lights)	0813
4	0800	Halstead Roundabout	0828
5	0820	Y Junction - Sevenoaks	0845
4	0845	Cock Inn, Hildenborough	0900
4	0900	Tonbridge (traffic lights)	0915
5	0920	Pembury Coach Station	0935
5	0940	Lamberhurst	1000
5	1000	Flimwell - arrive	1020
	1015	Flimwell - depart	1035
3	1040	Hurst Green	1045
1	1045	Silver Hill	1048
1	1050	Robertsbridge	} (From Silver Hill, the sections will proceed as a single column.) }
3	1100	John's Cross (A.A.Box 247)	
6	1130	Kent Street	
5	1150	Hastings, Sedlescombe Road	
		North	

All times are a.m. The column will move off from Kidbrocke in two sections-'A' and 'B'. The times given are those at which the first cars of the sections will pass the point specified. Both sections will halt at Flimwell for refreshments.

"GUARDS TO HASTINGS" RUN

19th March, 1955

SECTION 'A' TO LEAVE KIDBROOKE AT 0700 HRS. AVERAGE SPEED 14 M.P.H.

<u>Section No.</u>	<u>Name of Driver</u>	<u>Year</u>	<u>Car</u>	<u>Seats</u>
A.1.	Mrs. P. Fotheringham-Parker	1903	Renault	1
A.2.	Mr. W.T. Grose	1902	Wolseley	3
A.3.	Mr. T.W. Lightfoot	1902	Panhard & Levassor	3
A.4.	Mr. T.E. Johnson	1904	Star	3
A.5.	Mr. A.F. Reeves	1904	De Dion Bouton	1
A.6.	Mr. H.P. Lucas	1904	James & Browne	3
A.7.	Mr. N.T. Beardsell	1904	Humber	1
A.8.	Mr. D.G. Warwick	1904	Humber	1
A.9.	Mr. H.O.S. Bridcutt	1904	De Dion Bouton	1
A.10.	Mr. J.B. Thompson	1904	Beeston Humbreterette	1
A.11.	Mr. J.O. Wiginton	1904	Wolseley	3
A.12.	Mr. G.F. Hodgkinson	1904	De Dion Bouton	1
A.14.	Mr. F.E. Dell	1904	Humber	1
A.15.	Mr. C.H. Smith	1904	Speedwell	1
A.16.	Mr. H.T. Clarke	1904	De Dion Bouton	1
A.17.	Mr. D.W. Gough	1905	Alldays & Onions	3
A.18.	Col. Sir Thomas Salt, Bt.	1906	Rover	1
A.19.	Mr. W.M. Goslett	1906	Rover	1
A.20.	Mr. D.F. Hunt	1907	Rover	1
A.21.	Mr. R.D. Sully	1907	De Dion Bouton	1
A.22.	Mr. C.C. Tufnell	1908	Rover	1
A.23.	Mr. C. Pilmore-Bedford	1905	Wolseley	3
A.24.	Mr. P. Fotheringham-Parker	1908	White Steamer	2
	'B' Type London Bus	1911	A.E.C.	

"GUARDS TO HASTINGS" RUN

19th March, 1955

SECTION 'B' TO LEAVE KIDBROOKE AT 0745 HRS. AVERAGE SPEED 17 M.P.H.

<u>Section No.</u>	<u>Name of Driver</u>	<u>Year</u>	<u>Car</u>	<u>Seats</u>
1	Mr. Fred S. Bennett	1903	Cadillac	2
B.1.	Mr. R. Bennett	1904	Panhard & Levassor	2
B.2.	Mr. H.T. Welham	1904	Renault	3
B.3.	Commander J.D.R. Davies,	1904	Renault	4
B.4.	Mr. S.J. Skinner /R.N.	1909	Wolseley Siddeley	3
B.5.	Mr. A.C. Fairtlough	1904	Panhard & Levassor	3
B.6.	Mr. R.C. Waring	1904	Renault	7
B.7.	Mr. C.H. Trengove	1904	Cadillac	4
B.8.	Mr. A.D. Englefield	1905	Clement Talbot	2
B.9.	Mr. J.R.G. Downs	1905	Renault	3
B.10.	Mr. L. Lewis-Evans	1906	Darracq	3
B.11.	Mr. D. Fitzpatrick	1906	Wolseley Siddeley	3
B.12.	Mr. D.R. Grossmark	1909	Napier	5
B.14.	Mr. J.E. Ford	1907	Lanchester	3
B.15.	Mr. A.M. Fisher	1907	Wolseley Siddeley	2
B.16.	Mr. E.W. Pilkington	1906	Renault	3
B.17.	Mr. F.W. Hutton-Stott	1908	Lanchester	3
B.18.	Mr. G.R. Mann	1908	Vinot et Deguingaud	4
B.19.	Mr. B.D. Cole	1908	Renault	1
B.20.	Mr. G. James Allday, M.B.E.	1908	Dalanney Bellville	4
B.21.	Mr. N.R. Cole	1908	De Dion Bouton	4
B.22.	Mr. M.B. Marr	1909	Vauxhall	1
B.23.	Mr. J.A. Lamb	1909	Alldays & Onions	3
B.24.	Mr. E.J. Edmonds	1909	Darracq	3
B.25.	Flt. Lt. L.A. Sandford	1909	Riley	3
B.26.	Mr. J.A.G. Purcell	1909	Clement Talbot	1
B.27.	Mr. T.P.W. Tacon	1910	Bianchi	4
B.28.	Mr. F. Cogswell	1910	Renault	2
B.29.	Mr. W.A.L. Cook	1908	Mercedes	3
B.30.	Mr. A.M. Garrett	1907	Rolls Royce	3
B.31.	Mr. R.L. Green	1907	Napier	3
B.32.	Mr. R.D. Gregory	1904	Darracq	3

B.B.C.



"GUARDS TO HASTINGS" RUN

19th March, 1955

MILITARY VEHICLES

SECTION 'B' - TO ASSEMBLE IN THE FORECOURT OF THE "DOVER PATROL", ROCHESTER WAY, S.E.3. TO MOVE OFF AT 0745 HRS. AS INSTRUCTED BY MAJOR J. SWINTON. GAP OF 440 YARDS BETWEEN FIRST MILITARY VEHICLE AND LAST VETERAN CAR IN 'B' SECTION.

1 Staff Car	Household Bde. (1 Coldstream)
3 Staff Cars	London District
1 Truck $\frac{1}{4}$ ton CT	Household Bde (RHG)
1 Truck $\frac{1}{4}$ ton GS Land Rover	Household Bde (1 Coldstream)
1 Truck $\frac{1}{4}$ ton GS Land Rover	London District
1 Truck 1 ton GS Cargo	Household Bde (1 Coldstream)
1 Truck 3 ton GS Cargo	Household Bde (1 Coldstream)
1 Truck 3 ton Tipper	"Q" Eastern Command (20 Coy. RASC)
1 Ambulance	London District
1 Ambulance (New Type)	London District
1 Daimler Scout Car	Household Bde (RHG)
1 Daimler Armoured Car	Household Bde (RHG)
1 AEC	Household Bde (RHG)
1 White Half Track	Household Bde (RHG)
BAT, drawn by Champ	London District (1 Scots Guards)

The following column of heavy WD vehicles to leave Ashford and to be at the regrouping point in Hastings by 11.50 hrs. together with Ministry of Food mobile canteen, in order to join on the column from London.

1 Truck 1 ton Wireless	Home Counties District
1 Truck 3 ton Specialist	Home Counties District
1 Tractor Recovery HY (Scammell)	Home Counties District
1 Bridging Crane	Home Counties District
1 Wheeled Excavator	Home Counties District
1 Class 30 Bridging Unit	Home Counties District
1 Motor Grader	Home Counties District
1 Mobile Asphalt and Tarmacadam Plant towed by 10 ton Tipper	Home Counties District
DUKW	"Q" Eastern Command
Truck 10 ton G.S. Cargo	"Q" Eastern Command
Tractor GS Medium (AEC Matador) plus trailer	"Q" Eastern Command
Tractor GS 16 ton H.A.A. (AEC), with 3.7" Gun	"Q" Eastern Command
Tank Transporter	"Q" Eastern Command
Fd. Arty. Tractor and 25 pdr.	"Q" Eastern Command
L.A.A. Tractor and L.A.A. Gun	"Q" Eastern Command
Assault vehicle RE (on low loader)	"Q" Eastern Command