

GUILDFORD MOTOR CLUB

MEMBERSHIP APPLICATION FORM

Applications will be submitted at the next Committee Meeting

I, (Mr, Ms, Mrs, Miss)
(Capital letters please)

Of,

Telephone (Home and Business)

Hereby apply for FULL / FAMILY / ASSOCIATE membership of
Guildford Motor Club and if elected,
agree to abide by the Club rules and Bye-Laws made thereunder.

Signature Date

Proposer Seconder

Full Membership £12.00 Family Membership £15.00 Associate Membership £2.50

Pro-rata Membership for new members joining after 1st July
Full Membership £6.00 Family Membership £7.50

Please return this form duly completed with the remittance for the current year to
the Secretary whose address is in the Magazine.

Cheques should be made payable to "Guildford Motor Club".

I consent that the above details may be held on a computer

GUILDFORD MOTOR CLUB



Founded 1953. Affiliated to A.C.S.M.C, L.C.A.M.C. & A.S.E.M.C.

In Tune

The magazine of Guildford Motor Club



Editorial

February, 1993

At the AGM in January, both Bert Palmer and Robert Clayson announced that they would be retiring from the committee after very many years of stalwart service Jules Golbey very kindly volunteered to take over from Bert as President and was elected without hesitation. Before retiring, Robert reminded everyone at the AGM that 1993 is the 40th anniversary of Guildford Motor Club and that a special effort should be made throughout the year to mark the occasion. Furthermore, Robert suggested that GMC could benefit from greater public awareness and this might be achieved by the creation of a 'Publicity Officer' post on the committee. It would be the responsibility of this publicity officer to inform the local press / radio, etc. of GMC events and results. Compilation of a GMC photograph library might also prove to be beneficial.

As usual, at the first committee meeting of the year, the Chairman of GMC is elected and this year it is to be Roy Duggan, with Gavin Johnson as Vice Chairman. Other positions on the committee remain the same as for 1992 – the full structure of the committee can be seen inside. As you will see, the position of Publicity Officer is still vacant – any offers ? Outline programmes for Scatters, Practice Scatters, Clubnights and Pubnights throughout the year were created and the first Practice Scatter of the year will be that organised by Roy on the 5th February – see calendar for start and finish details. Steve will also be running the 12-car Practice Scatter postponed from 1992, on the 5th March, please try and take part so that the 12-car is indeed a 12 car event ! We are still in need of some new suggestions for clubnight activities. Last year, the video and scalextric evenings were particularly poorly attended.

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The 5 Maps Championship season begins on the 13th February with the MCAC Valentine Scatter. If GMC is to stand a chance of beating Nat West Bank in the Club Championship this year, we need to get off to a good start, so dig out your navigation equipment, sharpen those pencils and have a go. Remember the second event in the 5 Maps Championship is the GMC Printemps on the 13th March.

Calendar

February

Fri	5	Practice Scatter, organised by Roy Duggan Start: 8pm, unmarked car park MR 897.5 711 Finish: The Jolly Gardener, MR 889 768.5
Sat	6	Sevenoakes & District MC – The Kent Rally
Tues	9	Clubnight – Videos
Sat	13	MCAC – Valentine Scatter (5 Maps)
Sat	13	Breckland Forestry Rally
Tues	16	Committee meeting
Sat	20	Taunton Motoring Club – 1993 Taunton Rally
Sun	21	FDMC Production Car Trial, February Frolic Park Farm, East Worldham, 186/753380 Contact Steve for regs
Tues	23	Pubnight – The Cider House @ Shackleford

March

Fri	5	12-Car Practice Scatter, by Steve Cole Start; 7.45 pm, Jolly Farmer at Blacknest MR 186/ 798 415 For more details, phone Steve on 0483 486525
Tues	9	Clubnight – Table Top Rally
Sat	13	GMC – Printemps Night Trial (5 Maps)
Tues	16	Committee meeting
Tues	23	Pubnight – White Hart @ Pirbright

Subscriptions

You are reminded that your subscriptions were due on the 1st January 1993. At the EGM earlier in the year it was decided to increase the subscriptions. They are now as follows:

£12.00 – Full Member

£15.00 – Family Member

£2.50 – Associate Member

You can renew your membership with me, Robert, at the forthcoming AGM or by post to me at Twopenny Piece, Dockenfield, Farnham. SURREY GU10 4JA. If you have any queries you can always telephone me on 0252 793775 (BT have recently changed our number!).

*** WARNING ***

It is essential that you renew your membership as soon as possible as more and more clubs are inspecting membership cards at signing-on and you may not be able to compete if you do not have a valid membership card.

We shall be enforcing the rules of the club, i.e. any member whose subscription remains unpaid two months after it became due for renewal will cease to be a member.

This will be the last issue of "In Tune" that you will receive if you have not renewed your membership before the end of February. You have been warned !

Committee Meetings

You will notice that the GMC committee meetings have now been changed back from the first Tuesday of the month to the third Tuesday of the month.

Your Committee for 1993

At the Annual General Meeting, the following were elected as officers of the Guildford Motor Club for 1993;

President		
Jules Golbey		
23 Birch Court, Thicket Road, Sutton, Surrey, SM1 4PY 081 661 9659		
Secretary		Treasurer
Henry Richardson 35 Warwick Gardens, Thames Ditton, Surrey, KT7 0RB 081 398 7462		Bob Blows Hillside, 14 Iveagh Road, Guildford, GU2 5PU 0483 66816
Competition Secretary		Social Secretary
Steve Cole 8 Connaught Road, Brookwood, Woking, GU23 0HE 0483 486525		Paul Marlow 2 Danses Close, Marrow Park, Guildford. 0483 579864
Publicity Officer		Magazine Editor
Vacant		Graham Skingle 19 Dene Lane, Lower Bourne, Farnham, GU10 3 PW 0252 715490
Jennifer Gordon 32 Town End Street, Godalming. 0483 422539	Steve Pringle 5 Chesterblade Lane, Forest Park, Bracknell, Berks, RG12 3GP 0344 55487	Roy Duggan 30 Tukesbury Avenue, Pinner, Middlesex. HA5 5LH 081 429 4609
Gavin Johnson 15 Southlands Avenue, Ash, Aldershot, GU12 6NQ 0252 27998		Jon Marlow 82 Pond Meadow, Park Barn, Guildford, GU2 6LG 0483 36390

At the first committee meeting of 1993, the committee elected

**Roy Duggan as Chairman and,
Gavin Johnson as Vice-Chairman.**

We are very sorry to lose Bert and Robert from the committee after their long and valuable service to Guildford Motor Club.

Vice Presidents

by Jules Golbey (President)

The Motor Club's rules allow for a "class" of membership that is little known about – that of Vice President. The Vice Presidency can be awarded to members who have done much more than their fair share for the Club, so that all members may benefit.

At our recent AGM it was sad to learn that we were to lose both our President and Chairman.

Our retiring President, Bert Palmer, started his motor sport in the wild stage venues of east Africa. Returning to this country in the early 70's, he joined G.M.C. and over the last two decades has helped, advised and guided the Club and both competed (very successfully for many years as our top navigator) and organised (especially the NovNav). His enchanting wife Brenda was, of course, always behind him and was indeed herself Secretary for a good few years.

Rob Clayson, our retiring Chairman, has been around for a good few years, but always seems to have been doing something. The Committee and hence the Club, was guided by Rob in his capacity of Secretary for many (was it ten or so?) years. I can personally vouch for the solid, dependable help given by Rob and the comfort this gave others. He has also competed (scatters and the little known PCT's), as well as organised (scatters - Printemps, barbeque, skittles and our newly re-introduced PCT). And if all that was not enough he has co-edited (together with his charming wife, Annette) our monthly Bulletin and lately been our Chairman.

I was, as you can now imagine, very pleased to be able to nominate both Bert and Rob to be Vice-Presidents and thrilled when the Club unanimously elected them to the life-long position.

It is but a small token of the Club's appreciation to give this honour, but I know of no others who deserve it more. We are, of course, not losing their individual talents and look forward to many more happy years in the Club. Indeed, we are gaining another Clayson later this month.

Congratulations and thank you, gentlemen.

12 Car Practice Scatter

by Steve Cole

The second GMC practice scatter of 1993 is due to run on Friday the 5th of March. As a means of giving club members a taste of something a little different, this is being run as a twelve-car navigational rally. If you who don't know what a 12-car is, I will attempt to explain it, but anyone who can do a practice scatter will not have any problems with a 12-car.

The event will run from 8 pm to around 10 pm, much the same as any practice scatter, however, you should aim to be at the start for 7.45 pm. You will require the same sort of equipment that is used on a scatter (map, romer, pencils, etc.) and will probably cover the same sort of distance that you would on a practice scatter. Unlike a scatter, which by definition has no route, a 12-car has a defined route. This means that each piece of navigation will define the route that you must drive. Codeboards will be located along the route, and you will record these in the normal manner. These will not, however, be hidden under stiles but will be on posts beside the road - you will not even have to stop to read them, although you may have to slow down.

Each section will be timed at 30 mph, with start and finish marshals as on any rally. The start marshal will hand you the navigation for the section and your time will be recorded. You then plot the route, drive it (recording the codeboards on the way) and book in at the finish control, where your finish time will be recorded. The winners will be the crew who have collected the most codeboards, as they will have driven most of the correct route: times will only be used to decide ties, and will probably only be relevant to the first few crews, thus putting the emphasis on navigational accuracy rather than driving speed.

If this sounds at all complicated, don't be put off, because you will find that it is really very simple and everything will be explained in the handouts. The marshals will also be there to help anyone who is confused by anything.

The event will run entirely on map 186, and will start at 8.00 pm at the Jolly Farmer at Blacknest, GR 186/798 415. Please do come along as I am sure that you will find the event enjoyable. If you have any queries or would like more information give me a ring on 0483 486525.

5 Maps 1992 - GMC Results

The 5 Maps results for 1992 have been published and it can be seen that GMC have done very well in, what was once again, a two horse race.

Position	Club	Total Points
1	Nat West Bank Motor Club	1200
2	Guildford Motor Club	1035
3	Middlesex County Auto Club	738
4	Windsor Car Club	571
5	Cranleigh Motor Club	458
6	Hants & Berks Motor Club	218

Drivers				Navigators			
Overall Position	Name	Total Points	Status & Position	Overall Position	Name	Total Points	Status & Position
3	J Golbey	660	E 3	3	B Blows	660	E 3
8	D Smart	467	E 7	8	G Parsons	467	E 7
11	G Johnson	428	S 3	11	S Pringle	428	S 3
20	G Diston	230	N 3	21	K Diston	234	N 4
21	S Cole	229	E 12	22	J Gordon	220	S 7
24	E Mather	199	N 4	23	G Mather	199	N 5
26	D Gordon	195	S 10	25	P Marlow	172	N 6
29	J Marlow	172	N 5	27	H Richardson	153	E 13
33	J Duggan	137	S 12	30	R Duggan	137	S 9
34	D Mills	122	N 6	33	C Hatch	117	N 7
36	T Griffiths	117	N 8	42	S Pringle	76	E 20
46	P Stewart	66	N 10	46	A Laing	66	N 10
53	M Cole	53	N 13	50	G Purdue	51	S 19
55	S Norris	51	S 22	56	D Trew	42	N 13
63	N Teasdale	38	S 26	59	J Bateman	38	S 22
64	M Rippingdale	38	S 27	60	N Lambert	38	S 23
69	C Hatch	32	N 18	64	J Richardson	34	N 17
75	V Quayle	26	S 29	66	T Griffiths	32	N 19
76	G Skingle	25	E 26	68	R Foxley	31	N 21
85	R Embling	14	N 29	80	C Pringle	19	N 29

Club Championship Points

by Steve Cole

Club championship trophies are awarded for various forms of motorsport competition, as well as for some non-competitive activities. Annual awards are currently presented for the following:

1. Stage rally driver - CAF Trophy
2. Stage rally co-driver - Dunlop Trophy
3. Road rally driver - Courage Rosebowl
4. Scatter driver - Secretary's Salver
5. Scatter navigator - Leonard Morgan Trophy
6. Semi-expert scatter crew - new for 1993
7. Novice scatter crew - Novice Trophy
8. PCT driver - Veedol Trophy

Additional perpetual awards are presented for the individual competitions and also for some other things (the Hard Luck Trophy for instance).

Results may be counted from any event to which GMC members are invited or are eligible. The exception to this is the Novice award, for which only the main GMC scatters (Printemps, Starlight and NovNav) and practice scatters count. To qualify for any club championship it is necessary (apart from making sure that I have a set of results) to do one of the following:

1. Participate as either marshal or organiser on two GMC run or GMC supported events.
2. Marshal on or organise one event, and write an article for the club magazine.

A GMC supported event is one such as the Mazda, where GMC are running a stage, or a part of a stage. A GMC run event could be a rally, PCT scatter (such as the Printemps) or any other that the club runs that is open to other clubs. To qualify by organising an event you may run or help run any of the regular GMC events or a practice scatter.

The points scored on an event depend on your finishing position and on the number of starters. This year the formula has been slightly modified to benefit people who do well on larger events, as it is only fair that the winner of the RAC should receive more points than the winner of a practice scatter!

The points position for novices is slightly different, and is based on the old scoring system, but remember that the main scatters (Printemps etc) count double

for the novice championship.

For those of you who are interested in such things (assuming anyone is), I include the equations used in calculating the points.

$$\frac{(\text{Starters} - \text{Position})^2 \times 10}{\text{Starters}}$$

Starters

For Novices in the Novice Trophy competition, the following equation will apply,

$$\frac{(\text{Starters} - \text{Position}) \times 100}{\text{Starters}}$$

Starters

These equations would give a novice navigator, who finished 16th out of 37 starters on the Printemps, 119 points (the winner would receive 350 points) which would count towards the Leonard Morgan Trophy. The same novice would also receive 57 points towards the Novice Trophy, which would count double, as the Printemps is one of the main GMC events.

The current points standings will be given in "In Tune" on several occasions through the year, as well as an overall points position which may be of interest to some of you. There is no limit on the number of events which may be counted, so get your results to me and make sure that you have qualified by the end of the year.

5 Maps Events for 1993

Organising Club	Event	Date
Middlesex County Auto Club	Valentine	13/14 February
Guildford Motor Club	Printemps	13/14 March
Windsor Car Club	Safari	27/28 March
Cranleigh Motor Club	Dan Clare	24/25 April
Malden & Dist. Motor Club	Time Traveller	22/23 May
Windsor Car Club	Don't Panic	5/6 June
Nat West Bank Motor Club	Skeletal	3/4 July
Nat West Bank Motor Club	Classic	25/26 September
Hampton & Dist. Motor Club	Clock	23/24 October
Guildford Motor Club	Nov Nav	13/14 November
Hants & Berks	Holand Birkett	4/5 December

5 Maps Championship for 1993

The 1993 Five Maps Scatter Championship (FMSC) regulations remain largely the same as for 1992, but I include a copy of the class definitions so that you can all work out your status for the first event in the championship, the Valentine Scatter on 13/14th February. We hope to see a good entry from GMC members to set us on a good footing for the rest of the season.

Classes:

EXPERT;

A crew in which any member has finished in the top TWO positions in an event based on ordnance survey maps (other than closed to club events) in the last three years. Also classed as an expert is the crew who has won the annual 1st semi-expert awards in the previous year's championship.

SEMI-EXPERT;

A crew classed as neither expert nor novice.

NOVICE;

A crew in which no member has won a novice class in any TWO events based on ordnance survey maps (other than closed to club events) where the novice entry has been five or more.

Once a novice crew loses novice status, that crew will enter subsequent events in the semi-expert class but will continue to accrue points in the Championship as novices. Similarly, once a semi-expert crew finishes in the top two of an event outright, they will enter as experts on subsequent events but will still accrue points in the Championship as semi-experts.

Additional Note about Driving Standards on Five Maps Events:

These will be monitored. A driving infringement will be deemed to have occurred if a crew is stopped by the Police for a road traffic infringement; by visual observation by an event official; or by a report from the RAC Motor Sports Association. If a crew is found guilty, the following actions will result:

- (a) The Clerk of the Course will make a decision as to whether to exclude the crew from the results. However, the crew will be excluded automatically from gaining FMSC points for that event.
- (b) A subsequent offence will result in exclusion from the Championship for the remainder of the current year.
- (c) Organisers will print an incident/damage declaration form on the road book which is to be signed by the competing crew before handing in at the finish.

Attention; a date for your Diary !

Guildford
Motor
Club

The Printemps Night Trial



13th / 14th March 1993

Round 2 of the Five Maps Scatter Championship

Nightwatchman

by Steve Cole

The night dawned grey and sunny, the car had been covered in a layer of mud in anticipation, Bob was knackered: we were all set for the Nightwatchman, run by Central Sussex Motor Club on maps 187, 197 and 198 (plus 1 square of 186), as we set off for the start at Broadbridge Heath.

Up until a few days before the event we were not sure whether the event was running or not. Reports of few entries (a common occurrence in these times) suggested that it could be cancelled, but then the organisers of this, the penultimate round of the ACSMC championship, had not helped their cause by not advertising it anywhere - perhaps they didn't really want it to run. After a week of continuous rain we knew that the lanes would be in a soggy state (how is it that rain always fails to wash the roads clean?) but it had been dry all day, with a possible frost forecast, with rain by morning. The weather was correct until signing-on; it then started to rain. Within minutes it was pouring, and so it continued all night. I think someone was getting their revenge for the Nov Nav - this was wetter!

Gavin Johnson and Steve Miles were the only other GMC crew out, so as we waited for the start we were given the full story of how Simon and Henry did (or didn't) on the RAC.

We were seeded as number 7 out of a paltry 26 starters, yet by the time that we started the start marshals were already soaked. In spite of this all controls were manned (by loonies presumably) and whenever we reached one Bob insisted on complaining to the marshal about how much rain was coming in through the open window (whenever he wasn't complaining to me about the lack of electric windows) which probably didn't impress the marshal.

Most of the navigation used in the first half of the event was fairly straightforward, even to the point of being Mickey Mouse, but this didn't stop us from dropping 5 minutes. One section defined by a tracing was claimed to have 3 codeboards, but it was fairly short, so we thought that there had to be some catch to it; after driving past a short white that ran parallel to the road, we decided to go back and have a look, thinking that there could be a code board up there. Unfortunately it was so muddy that we were unable to actually drive up it at all, so we resumed our original route, only to overshoot the next junction. "Why didn't you turn left?" asked Bob, "we wanted to go down there". Somehow all this lead to us only dropping a single minute.

At one point we came across a time control that was about 1 kilometre too early, which naturally made the following section longer by the same amount and things weren't helped by that section being extremely narrow and muddy (I didn't see any tarmac anywhere), so we dropped two minutes here.

The only other section at which we dropped time was rather confusing. The organisers had cautioned a section of route, yet Bob couldn't make the navigation use it. Instead we seemed to go up the red for about 2 miles. This seemed most odd, but when we encountered a codeboard on the red we felt a little happier. We reached the control having dropped 2 minutes but were then surprised to find car 1 and car 2 just booking out, having obviously lost rather more.

The halfway petrol halt was back at Broadbridge Heath, but the petrol station was already full when we arrived, which was extremely confusing as there were only meant to be 6 cars ahead of us. Further inspection revealed that the aforementioned vehicles had nothing to do with the rally, but were a collection of scrap yard rejects (yes, they were even worse than my car) each emitting extremely loud rhythmical noises, and full of people with IQs of less than their age, and ages of considerably less than their cars. These people seemed to have followed one another into the garage, and were then unable to find the exit. At least one drove out by cutting straight across the grass, only to take the wrong exit at the roundabout, and drive straight back into the garage. The remainder wandered about passing jars of sweets to each other (I assume that is what they were) and saying "Where's the rave?", which I understand is Serbo-Croat for "Excuse me old chap, but would it be too much trouble for you to pass the jelly babies".

Having talked to other competitors, several of whom claimed to have only dropped one minute, we decided that we must have had a fairly disastrous first half. We left for the next control early - not because we were keen to get there, but because there was a long queue for the loo at the garage!

We could have expected the navigation in the second half to get more difficult, but if anything it was easier. Unfortunately one section turned out to be our downfall: the navigation was of a type that Bob had never seen before, called a Herringbone. This consists of a straight line with several other joining lines. The central line represents your route, while the other lines are the roads that you do not take. Thus a line on the right may be interpreted as either 'miss the next road on the right' or 'take the next road on the left' as appropriate. We found this confusing and ended up missing a codeboard, which means 20 minutes added to your total. This turned out to be the only time 'dropped' in the second half.

The finish was at 'The Greasy Spoon', a transport cafe recommended by Egon

Ronay (he recommends that you avoid it) where a hearty breakfast was enjoyed by all (believe that if you will) and the organisers calculated the results in a remarkably short time. We confirmed that we had lost 25 minutes (20 of which were for the codeboard), but Bob was extremely p****d off to discover that the winners had dropped 8 minutes. Several competitors had tales to tell of an irate and extremely non-sober local who, having decided that he didn't like cars using the road near his house, drove out in his Land Rover and proceeded to ram the first car he encountered, which turned out to be that belonging to a woman who had nothing to do with the rally.

Navigation wise, the event had generally been fairly easy, sometimes too easy. We had dropped little time in spite of having to drive very carefully due to the amounts of standing water. Had it been dry I suspect several crews may have cleaned it. The event was marred slightly by several vague (I really mean wrong) map references, but at least the organisers hadn't needed to resort to any underhand tactics to decide the winner. The route contained a good mix of (mainly) Sussex lanes, with no unsurfaced whites, although some of the yellows were a bit rough.

Metro 6R4 Challenge

For NOVICE drivers - male and female - the opportunity to drive a 300 BHP Metro 6R4 at Goodwood and for the overall challenge winner to compete - totally free of charge - on 4 Prewell Tarmac Stage Rallies in 1993. The runner up will similarly compete on one event.

For your Challenge entry fee you will have a full day's driving assessment which will include a number of 2 lap stages with you driving the 6R4.

Eligibility - 17 years or over and NOT to have finished (as a driver) in the 1st TEN OVERALL on a stage rally.

Full details from:

CSC Rallying, Kenmare, New Domewood, Copthorne,
West Sussex, RH10 3HF.

Tel: 0342 712629.

Please send A4 sized stamped/addressed envelope for full details and an application form. Please mention GMC when replying.

CSC Rally School

Professional instruction in rear, front and four wheel drive fully prepared rally cars.

A full day with a MINIMUM of 1 hour's driving on a number of differing 2 lap special stages. The venue is the famous Goodwood racing circuit in West Sussex and the school commences operation in February 1993.

For full details please telephone 0342 712629 or fax 0342 717853, and remember to mention that you saw the advert in the GMC magazine.

Club Information

Committee meeting

When: 3rd Tuesday of each month, start 8pm

Where: Hillside, 14 Iveagh Road, Guildford

Please contact any member of the committee if you wish to have a particular discussion point added to the agenda.

Clubnight

When: 2nd Tuesday of each month, start 8pm

Where: Conservative Club, Bridge Street, Godalming

Pubnight

When: 4th Tuesday of each month

Where: announced in 'In Tune'

Motor Club Goodies

The following GMC goodies are available from Henry, just phone him, or speak to him at Clubnights, Pubnights etc.

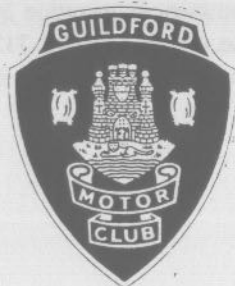
Windscreen sticker	£1.00
Club Badge (self adhesive)	£1.00
GMC leather key ring	£1.50
Sew-on Badges	£1.00
5x11 Stickers (for outside use)	£1.00
Romers (from Basic Navigation)	£1.50
GMC Umbrellas/Parasols are still available	£15.00 (£25 for two)

In Tune is produced on the third Wednesday of each month preceding the cover date. Please could I have any news, views, articles, results, adverts, etc. for the magazine by the third Tuesday of the month (committee meeting).

Thank you.

Magazine Editor

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Club Secretary

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