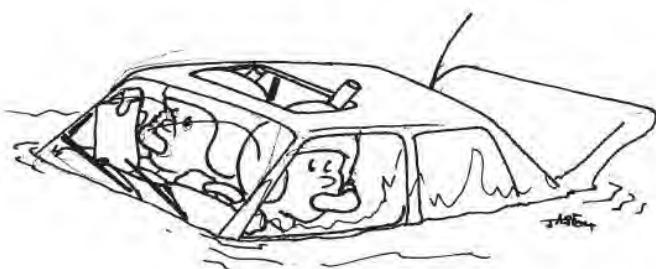


VALVE BOUNCE

April 2013



The Magazine of King's Lynn & District Motor Club

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Editorial *by Jon Segger*

Welcome to the April 2013 edition of Valve Bounce.

So, apparently, it is officially Spring now, and yet as I write this I'm looking out of the train window to another decent covering of snow.

It was similar weather a couple of weeks ago when Tony and I made the journey across the border from Suffolk to attend the AGM. There have been a few changes on the committee, but for now at least there were no volunteers to take over as Valve Bounce editor, so I'll be doing it for another year. You can see a full list of club officers and roles on page 2, and details in Paul's Full Chat.

I have received a lot of contributions for this month's edition. Thank you very much to all of you that sent me articles/photos - I'm sure you'll all enjoy reading them. Hopefully I'll see a lot of you at the 60th Dinner on the 26th April – it should be an interesting evening.

Jon editor@kingslynndmc.co.uk

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PLEASE <u>DO NOT CALL OFFICIALS AFTER 21:00 hrs</u> ■ Company Director ▲ Non Committee Post		

Calendar of events 2013

DATE	EVENT	CHP	WINNERS	ORGANISER(S)
Wed 23 JAN	CLUBNIGHT RALLY	R, C	CANCELLED DUE TO WEATHER	J Peterson I Graham
Sat 26 JAN	AWARDS DINNER			
Wed 06 Feb	TABLE TOP BEGINNER & NOVICE RALLY			
Wed 13 FEB	CLUBNIGHT RALLY	R, C	[E] A Shrimpton / D Bell [SE] P Horsburgh / D Webb [N] P Smalley / M Smalley	B Baker B Cammack
Wed 06 MAR	CLUBNIGHT RALLY	R, C		J Pollard I Pollard
Mon 11 MAR	ANNUAL GENERAL MEETING			
Fri 22 MAR	MARCH HARE RALLY			KLDMC
Wed 03 APR	CLUBNIGHT RALLY	R, C		E Haylock
Fri 26 APR	60 th DINNER			
Wed 1 MAY	CLUBNIGHT GYMKHANA	G, C		N Way
Wed 05 JUN	CLUBNIGHT GYMKHANA	G, C		D Smalley
Wed 03 JUL	CLUBNIGHT GYMKHANA	G, C		E Haylock
Sun 07 JUL	KLDMC VINTAGE & CLASSIC RALLY			
Wed 14 AUG	CLUBNIGHT GYMKHANA	G, C		D Pollard
(tbc) SEP	INTER-CLUB QUIZ			
Wed 11 SEP	CLUBNIGHT RALLY	R, C		P Smalley D Smalley
Wed 02 OCT	CLUBNIGHT RALLY	R, C		A Cunningham S Leonard
Wed 06 NOV	CLUBNIGHT RALLY	R, C		P Haylock M Banham
Wed 04 Dec	CLUB NIGHT RALLY	R,C		P Horsburgh

Forthcoming club events

April 2013						
MON	TUE	WEDS	THUR	FRI	SAT	SUN
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Wednesday 3rd April
Clubnight rally

(See page 13 for details)

Monday 15th April
Committee meeting

Friday 26th April
60th dinner

Chairman's spot - FULL CHAT

The Ides of March Rally I organised for novice crews, only had four entries but they all did very well and enjoyed the rally. It should give them all confidence to come out in the novice class on more clubnights.

The AGM saw a few changes as expected, with Edward Haylock taking over the Championship Secretary from David Pollard and Janet Smalley is the new Child Protection Officer from Emma Hewitt. Elaine Booth is now the person to contact for membership, taking over from Helen Haylock who has been taking your money for approximately the last 20 years! Many thanks to all the retiring club officers for all your work in maintaining the club and keeping it all on track.

Welcome also to John Holman who is joining us on the committee, we look forward to his input and ideas.

Due to work and family commitments Tony Duckhouse has decided to step down as a Director and committee member. Tony has done a lot for the club over the years, including organising club night rallies, printing and posting the magazine out to all members, and doing vital behind the scenes work on the clubs stage rallies at West Raynham, Snetterton and RAF Marham. Many thanks Tony for all you have done for the club.

The March Hare is just on the horizon as I write this and we have a full complement of six crews to do battle with our good neighbours over at SCCoN. Whatever the result, let's hope we all have an enjoyable evening and lots of fun.

The next club night is Edward Haylock's event and I know he is short of marshals. Please ring him ASAP if you can spare a couple of hours to help him and the club out. Thanks.

Last Sunday, I navigated for David Smalley in his quick Vauxhall Corsa on the Flying Fortress Stages Rally at the old USA Air force base at Grafton Underwood near Kettering. If the planes had still been stationed there they would have been grounded due to the appalling weather! We had rain, sleet and snow at various times all day! There was so much standing water and some of the route was very rough which contributed to several cars breaking something.

After getting a stage maximum on the first stage, due to getting stuck, the rest of the day improved with three fastest times in our class. A shame two stages got cancelled as I am sure we could have won the class, giving that we were pulling time back at a fast rate to the cars in front. Anyway, David drove very well and in spite of the weather and mud we were very pleased with our progress. Many thanks to Paul and Chris More for servicing and to Peter Horsburgh for lending us his 'EZ up' shelter which was an essential piece of equipment!

Don't forget the 60th Dinner if you haven't already got your tickets, it looks like it's going to be a brilliant evening.

See you all on Edward's clubnight and don't forget to give him a ring to marshal, please.

Paul Haylock

NEW Championship Secretary

Edward Haylock

Edward.Haylock@britishsugar.com

01553 813444

**If you want any points from events that you have
competed in or marshalled on, then please get in contact
with me so I can add them to the relevant championships**

**If I don't know what you have done then
I can't add on your points, so please
contact me and let me know. If not, you
may miss out on a trophy at the end of
the year.**

**Have a successful year representing
KLDMC in our 60th year**

A letter from EAAA

We need you today
You may need us tomorrow



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01733 367208 / 07917227078
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Paul Davison
61 Allard Close
Northampton
NN3 5LZ.

1/3/13.

Dear Mr Davison

On behalf of the charity, please accept my sincere thanks for your donation of £1000.00 in respect of last year's Lynn Stages Rally. (£500 Motor Club, £500 British Sugar). We are honoured that the club continue to support us after so many years.

Your donation is particularly appreciated at this time as we are currently launching our campaign to raise extra funds for our night flying initiative. Hopefully by spring of this year we will become the first air ambulance in the UK to carry out emergency operations at night.

Please allow this letter to serve as receipt of donation.

Best Regards


Chris Donaldson
Area Fundraising Manager

The East Anglian Air Ambulance now runs two fully medically equipped helicopters (code-named Anglia One and Anglia Two) serving the people of Bedfordshire, Cambridgeshire, Norfolk and Suffolk. Between the two helicopters they are able to provide a life-saving resource reaching patients quickly and if required, transporting them to hospital within minutes.

Flying Fortress Rally

After putting a Conrod through the side of the corsa's engine block on the Lynn Stages, I just have some thank you's to make. Thanks to Dad for helping me install my new engine- and for driving me all the way to Scotland to pick the engine up. Also to Dave Pollard for donating an engine block to the charity case that I am. And to my darling Mother and Girlfriend who put up with us spending too much time down the workshop sorting the car.

On the Lynn Stages I seemed to have left everything to the last minute, so for this event I decided to be a little more organised. On the Wednesday before the event I thought I had everything ready, until I tried to park the Car up for the night at mum and dads, as I went to move it to its final resting place till the rally, the starter motor went. After many swear words, me and dad devised a plan. He would try and find a new starter on the Thursday and I would fit it Thursday night. I got called out for work on the Thursday night but luckily this meant I got Friday off work and fitted the new starter before going out to compete on the Lyng Garage 12 Car on the Friday.

With a very early start on Sunday morning, we left dads at 5 o' clock sharp to arrive at the service area which was a muddy s**t hole. After the car got scrutineered and we got signed on, it was time for the first stage. I was surprised by how rough the stage was, after the tenth junction I managed loose the back end and end up balanced on a ledge with three wheels of the ground, luckily I was recovered and allowed to start stage 2 with a maximum time on SS1. Half way round SS2 we came to a halt as someone had rolled their car, this stage got cancelled and we all got a nominal time of 11 mins 13 secs.

So on to SS3 without completing half a stage, I managed to set fastest class time on SS3 with no real dramas. SS4 seemed to go well and my nerves were starting to settle down. SS5 was cancelled, when someone decided to have a closer look at a chicane. SS6, SS7 and SS8 all contained a component that can only be described as a river. Again on SS6 and SS7 I managed to set the fastest time in my class. Whilst in the service area, I chose to have a look at the results so far online- to my surprise I was only a minute behind 3rd in my class. By SS8 the stage was breaking up badly, with the mud pulling up tarmac and pot holes getting bigger, I took a decision here to ease off over the worst parts to ensure that I got a finish. With the car trailered up, I checked the results and yes I did come 4th in class, but was 4 seconds from 3rd in class and a 1 minute or so off of first. Without the stage maximum on the first stage I would have won the class. But then again the off probably settled me down a bit.

After what I can only describe as an interesting event, through the Mud, rain, snow and the field, I wouldn't recommend it to anyone- only joking. But be warned it's definitely a car killer but I enjoyed every minute of it.

Thanks to:

Paul Haylock For Navigating.

Dad and Chris More for being my service Crew.

Peter Horsburgh for lending me his Pop up tent (which was a god send because of the weather)

Because without all of these things I wouldn't have got a finish on my second stage rally.

David Smalley

3rd Poppy Rally

YPRES Belgium 16th/17th March 2013

This is a competitive action packed road event of 600kms based in the motor sport mecca of Ypres in the Flanders region of Belgium and takes place every 2 years.

The tight intricate nature of the roads create a challenge for both driver and navigator, and a good selection of 22 non damaging sealed surface tests (no reversing) will ensure maximum enjoyment for all competitors. Test penalties are based on class improvement so cars are matched to others in the same class. The balance of the competitive route comprises 37 regularity timing points timed to the second, and 7 flat out night time controls timed to the minute. The majority of the route information is issued in advance along with copies of the IGN 1:50,000 maps which gives the crews time to plot and mark up their maps in the style that they prefer. Some route information is given in the form of marked copies of the same maps allowing crews to copy the route onto the original maps. This is critical for accurate slot making.



Due to our win on the first Poppy Rally in 2009 and the 2011 winners not taking part this year we were seeded at No. 1 at the top of a very strong entry of 70 crews. 45 from UK, 2 from Japan and the rest European from mainly Belgium and Holland.

Leg 1 Poperinge to Proven Saturday 16th (Morning)



We set off at 09.30 and fortunately the rain stayed away but the edges of the roads still had the remnants of melting snow left from the heavy fall the previous week making driving on the tests very tricky. As it continued to be throughout the rally, penalties were very close at the end of 8 tests and 14 regularity points:

- 1)Jan Ebus/Jan Berkhof (Porsche 356) - 0mins 34secs.
- 2)Peter Horsburgh/Anthony Preston (Mini Cooper S) 0m 35s,
- 3) Dermot Carnegie/Paul Bosdet (Escort RS2000) 0m 36s.

Leg 2 Proven to Ypres Saturday 16th (Afternoon/Evening)

The daylight part comprised 1 test and 6 regularity points to the supper halt. We then set off for the night section starting with 1 test and 1 regularity leading to the competitive road rally section with 7

time controls and 19 passage checks, designed to make the timing tight . All the leading crews dropped 2 minutes at different controls at 30secs penalty per minute, and positions remained very close as we arrived back at Ypres at 23.30 :

- 1) Dermot Carnegie/Paul Bosdet 1min 58s. 2) Us on 2m 00secs . 3)Eddy D'Hoe/Bjorn van Overschelde (MGB V8) 2m 12s.

Leg 3 Ypres to Ypres Sunday 17th (Morning/Afternoon)

The morning started with a pre- breakfast “Early Bird” section of 8 regularity points starting at 06.30! This after a late night in the bar discussing the day’s highs and lows, over a few pints of Leffe!

Back to the hotel for breakfast then off for the final round of 12 tests and 8 regularity points finishing back in the main square in Ypres by the famous cloth hall at 16.00. As the crews chatted at the finish the results were so close that no one knew the final result until all competitors were in and the results tallied up.



The final positions showing only 60 seconds separating the top 5 crews!

1st overall – EddyD'Hoe/Bjorn van Overschelde (MGB) 3mins 5 secs.

2nd overall - Peter /Anthony (Mini) 3mins 11secs.

3rd overall – John Bateson/Iain Tullie MGB) 3mins 19secs.

A great result for us but leaving many “if only s” where we could have saved the vital few seconds.



The spirit of the rally award went to the Japanese crew of Hisaro Kuminasa/Hiroshi Haenuki in their Datsun 160J which was built as part of a University engineering project ,they were accompanied by 8 other support team members all resplendent in matching yellow rally jackets .They all turned up to the Prize Giving dinner in national dress (see pic) , quite a spectacle.

Peter Horsburgh

My First Navigational Rally

My only previous experience of navigating in a car was last September when David and I ran closing car on the Stag Night rally using a marked map. I think both David and I were surprised by how well I got on telling him where to go (even though he knew the route)

Then on the 6th of February David organised a Table top practice rally and he decided that I would be entering it, Thanks David. The night before the event David got out a map around Cromer area and wrote out a few basic pieces of navigation and a list of grid references for me to plot. I got on ok and this was some worthwhile preparation. David told me there would be people there to give me some advice on the table top if I got stuck.

When the results were called I was very surprised to find that I had been the quickest with no mistakes and received my first ever trophy!!!

David had told me that he had entered us in Paul Haylock's Ides of March Rally on the 6th of March and we would be competing on a marked map. For some reason after speaking to Paul, David decided that I would be fine to compete as a novice, Once again thanks David.

The day of the rally didn't have the best start as on my way to work a Lady waved me out of a "T" junction then proceeded to carry on resulting in a cracked bumper and a broken grill. When I told David, His response was "what will we compete in tonight" not worried if I was ok or anything.

On the way to Runcorn Holme we were traveling on the A10 and drove straight past the junction where we should have turned off.

We finally arrived and I was nervous. I had the final control to plot and 1 black spot. This didn't really give too much information away about where the route would take us.

I was sitting in the car ready to go, David comes sprinting out and the envelope is open. It consisted of 7 tulips with a LWRT marked on the last one. I plotted the control and we headed across the bottom of Watlington. We made one wrong turn here which cost us a little bit of time but managed to get to TC1 where we found Peter Mears without dropping a minute phew.

I undid the envelope to find a straight line herringbone. This took up through West Briggs, David seemed to know this road well and warned me that it was very rough. I then plotted TC2 and after taking the second right in Tottenhill we found John Peterson and Ian Graham again without dropping any time but the brakes were making a rather funny smell.

Then Next envelope revealed a selection of arrows and a grid reference. This all seemed to fit and took us through Shouldham Thorpe and then Shouldham where there was a small codeboard on the side of the village green which David didn't see but luckily I did. Two other crews also struggled to see the board. Then we headed down a really rough road past Shouldham Warren to TC3 where we found David Bell. We managed to just get here without dropping any time and no arguments.

A list of numbers was the next to come out of the envelope. These were the grid lines that we would be crossing and after a few nasty bumps just before Marham, we headed down to the road that runs parallel with Fincham. David had already marked a '!' on the map here because he knew it was rough but I think Paul had spoken to the council and had the pot holes filled in. David was driving to slowly down here and I had to keep telling him to go faster as we wouldn't make it in on

our minute. We eventually came into TC4 to find Paul Pollard a little bit fast and created quite a bit of dust, Sorry.

After the control David turned left because he said we had already travelled on the road to the right. I suppose some local knowledge always helps. We had to cross grid line 69 four times which took us through Fincham then through to TC5 North of Wereham where we found Adrian Cunnington Still without dropping any time. Things were going well and we were both quite relaxed.

Then we undid the next envelope which turned out to cause every crew problems. My problems started by not reading the part which said "turn left on the A134 then:" We headed through Wereham and nothing seemed to fit. I suddenly read the piece about turning left and got back on the route. This took us round a loop where we found a board but then didn't seem to work. We turned down a yellow road that became a white so knew this wasn't correct. So I decided to work the route out backwards from the control. This gave us a route that seemed to join up with the previous and we found a board on the route and then into a control not where we had one plotted and found Alan Shrimpton. This was TC5a an intermediate control which caused confusion and we were told we were the first car even though we had dropped 20 minutes. Then, while trying to work out what was happening, Paul and Mathew flew past. David wasn't amused. He then spent the rest of the section trying to catch his dad because he wanted to get into tc6 before him. We caught them easily and they really held us up due to the slow driving. People of that experience should know to let the faster car past and not cause them any unwanted delay. ;-)

We arrived at TC6 behind Paul and Mathew to find Jody Wilson, Jack Tilburn and Harry Tilburn without dropping anytime and undone the envelope. Paul and Mathew pulled over to plot so we went past and David was reading the hand out whilst driving slowly to help me. This took us round Crimpleshaw and through to Stow Bardof where there was a 90 right which was sharper than David expected but we managed to get round and up to a LWRT just before the control and everything seemed good. I think we made up quite a lot of time here but it didn't make any difference. Mark Banham told us that we were the third car but the first ones to have visited TC5a. We knew Paul and Mathew had visited the intermediate control so though they had probably beaten us because we had dropped more time than them after TC5.

The results were called and Ed and Derek were Third, Paul and Mathew Second and Myself and David First.

Thanks To Mark and Paul for organising a great event and all the marshals we managed to find, because without you the event wouldn't happen. No doubt David will volunteer me for something else soon so I will see you all again then.

Daisy Tooke

South West Endurance Rally

I received a Text message from Mark Banham on the 23rd of February asking if I would like to navigate for him on the event South West Endurance Rally the following weekend in his Suzuki Ignis. Recently all I seem to be doing is rallying but I can't really complain as I really enjoy both driving and navigating. My only real worries were that the navigational event was called the "nightmare navigation rally" and also how much sweet talking Daisy would require. Mark spoke to the organisers and they said it would be a very simple navigational rally and Daisy didn't seem to mind so I agreed to compete.

On the Friday we travelled down to a holiday park at Clevedon (south west of Bristol) to stay the night. I would say that the accommodation served a purpose with a large car park, decent food and somewhere to sleep. We had a look through the maps, got a few bits and pieces sorted, had some tea then went to bed.

Saturday morning began well with a power cut whilst I was in the shower then a puncture on the trailer. Changing the tyre on the trailer was like a F1 pit stop and we were soon on our way to scrutineering at Ashburton. This was an unorganised free for all with only one bay in the garage and everyone having to reverse out once their cars had been dealt with. Once completed, we then had to drive through to the start at Badgers Holt on Dartmoor. Suddenly the roads completely changed. There were some very narrow twisty lanes with some very steep hills. We got our road books and 20 time cards and found out that we would be car 13. (No worries there then) Suddenly I was wondering what I had let myself in for with all the paper work. Mark seemed rather chilled out and relaxed.

We left the start at 12 o clock and headed for the tests. We were warned by the police not to speed between tests and they would be out completing speed traps on our route. I couldn't give mark Much information about the tests because I was only given tulips on parts where the cones and junctions were with a distance in-between. The tests were forest tracks that were mostly loose gravel with a few parts that were really rough. Everything was going well and the car never missed a beat. One marshal shouted 'that's the fastest Suzuki I've ever seen'.

We went back to Badgers Holt for tea. Everything seemed a mad rush and by the time I had eaten and plotted half they night rally route it was time to go out and compete on another 6 tests. I thought I would have time to finish plotting the navigation rally after we had completed the tests. No worries, we went out and had a great time completing some of the same test as the day time in the dark and ended the tests in 9th place on 107minutes 13 seconds. This was 9minutes behind Jamie Turner. Mark had been driving superbly and faster than I would have in a lot of places so I'm not really sure how Jamie must have been driving to be this fast.

The start of the navigational rally started around 20 miles from the finish of the last test and we only had 30 minutes to get there. So after another mad rush to the start I had no real preparation time for the navigational rally. We started the event at midnight and all seemed ok. The roads were very twisty and roads I said to Mark looked straight had 90' bends in but because the left and the right were so close together they didn't show on the map. Some of the junctions were a very small gap in the bank and very hard to find. We didn't see many code boards. After a while I realised that where 'R.C' was marked on the map we needed to leave the marked route to find this. We had a separate hand out to show us what to do and the Controls and Passage checks could also be off of the marked map round a Triangle.

After 5 sections suddenly the map didn't fit the roads and something was wrong. We had to head back around 2 miles to find we had missed a very small track that was the route. But this got us back on a correct approach for the time control. We had dropped some time everything seemed back on track.

Two sections before the petrol halt Mark said we will have to cut straight to petrol because the car was empty. Luckily the next marshal had a can in his boot and I brought this off him allowing us to carry on. We knew we weren't clean but we were having a good time. The petrol halt at around 3am gave mark time to check over the car and me time to focus on the next part of the event.

We seemed to get everything together and I had got my head around where we were going and everything seemed great, some sections we couldn't have gone much faster and were still only just getting in on our minute.

After writing down a code board I managed to go back to the map thinking we were one junction after were we were and the next 2 junctions seemed to fit then the third was completely different, suddenly we were lost. We managed to find a code board but this didn't seem right either. Mark stayed so calm but we just couldn't work out where we were I couldn't really think straight. I had the compass out and looking at road signs and junctions we finally got back on a piece of route we had already been on but we dropped 25 minutes. We decided we should carry on even though we were very close to O.T.L.

All enthusiasm was lost in the previous incident and we just carried on and completed the rally. We got to the finish at 7.30am we knew that the result wasn't going to be very pretty, but at least we finished. We had breakfast and Left to get the trailer to start drive home. We had a sleep at services on the M5 then completed the rest of the 320 mile journey home. I think Mark worked out that we travelled over 1000miles in the weekend.

My mistake spoiled a fantastic weekend that I really enjoyed but when being on the go nearly 24 hours I was not surprised. Mark drove really well all weekend and I was sorry that I let him down. All I can say is that I slept rather well on the Sunday night and getting up at 6.30am for work on the Monday morning was not a pleasant experience.

David Smalley

April Fools rally

Wednesday 3rd April 2013

Start at Runcorn Holme Social Club

Maps required: 143 D1 and 131 D1

Contact Edward Haylock

01553 813444 or 07894147088 Email: Edward.Haylock@britishsugar.com

Marshals and competitors required

March Hare

(KLDMC v SCCON) Navigational Challenge

The March Hare has become a major fixture for KLDMC and SCCON navigational crews in the past few years and as the longest event on the calendar, one that Bob and I look forward to. I know that there are still all night rallies but “plot and bash” rallies without rough white roads are difficult to find these days.

And so to the 2013 event and the start of the rally. Our hosts at Hylton Gott certainly did the club proud with excellent facilities and nothing was too much to ask from the staff who were present. Running as car 1 always adds a little bit of pressure as does our own expectation of a good result, as on these occasions you don’t want to let the club down.

The first handout took us to TC.1 at Fordham via two given lengths of “A” road. The first of these was simple and led us to the Bexwell yellow but the second took a couple of minutes to find as the route did not take the course that I expected. We arrived at the TC with a couple of minutes to spare, something that would not be repeated until TC.7

For me, section two was the most difficult to plot in the first half. There are several possible routes through West Dereham and you had to look closely at the detail of the “YYYWYYW etc” handout to find your way. We would arrive at TC.2 just north of Wretton with about a minute to spare.

Section three via some fairly straightforward “clock times”, giving us junction approach and departure directions took us via Boughton and Oxborough. Once again the devil was in the detail which had to be looked at carefully as every small dead end white had been included.

Next up was a string of numbers, fairly easy but with the odd map reference thrown in just to keep you on your toes. The pace of the rally though was beginning to feel a bit frenetic. Once again we only had a few seconds to spare and we had not seen another competitor since we left TC.1. Unfortunately, on our way to TC.5 we would come across Joe Public as we approached Fincham and it would take some nifty overtaking before we took to the old white, now questionably reclassified yellow, as we once again arrived with a few seconds to spare.

As I got to grips with the map symbols, spot heights and references that made up section six Bob took in the triangle at the end of the yellow/white and turned right as it was the most obvious option. We didn’t find a code board but had wasted no time in heading towards another former white through West Briggs. It was unusual not to turn left half way through and we were grateful to the marshal at the manned PC who warned us of the potholes. We proceeded via Tottenhill triangle and South Runceton to TC.6 on the opposite side of Shouldham Thorpe to TC.5. Bearing in mind that this section had taken in a mile and a quarter of the A10 and that we had not stopped nor been held up we were surprised to find that we only just got our minute at the control.

The final section before halfway was a “string of numbers” and based on our experience of the event so far we kept up our pace, only to arrive at TC.7 near Crimpleshaw about eight minutes early! There was more good hospitality and the exchanging of first half stories and penalties where told before battle reconvened about half an hour later.

At the time and also at the time of writing, I had and have no results to hand but can remember that Bob and I were clean, Mark and Paul were just two minutes down and Paul and David had lost around six minutes. John and Ian made a complete horlicks of the first section as Ian had miss plotted TC.1 but as far as we could tell all was present and correct with regards to the Code Boards.

I had no news of Andy and Jasmine, but Peter and Derek missed the end of the half when they mixed up the handout envelopes.

For the first section out of halfway we had one of my favorites, well they are if I can work them out. All was well as we had to turn right out of the garage and I soon found the starting point for the handout. This was quite a short section and the clocks had reverted to their earlier format (screwed) but we arrived on time at TC.11 NW of Stow Bardolph.

Section 9 took us to the North of Wiggenhall St. Mary through an area that was quite built up, via two "spot height" 2's. With no results to hand I cannot remember if we dropped our first minute here or on the following section which used some very small map detail to keep the Expert crews on their toes. Indeed this was the first section on which I had to ask Bob to retrace his steps as my initial plotting was wrong and we would have missed a three mile loop. Two thirds of the way through the section we passed David Bell & Alan Shrimpton parked up and I would guess that they missed the loop and therefore a route check on their way to TC.13 where we also dropped a minute.

The next section from TC.13 to TC.14 would not be any easier. The handout was a "string of numbers" but they made little sense initially. Then I realized that there were just four numbers, 5,3,1 & 0 which would convert to North, South, East & West though you had to work out which was which before you could work out the route crossing "grid lines". And you did have to work the route out as the route taken used some unusual roads that could not have been guessed. As we were about to move off with part of the route on the map we were joined by Paul & David who would keep us company for much of the remainder of the rally. From memory we lost another minute or two when we found Adrian at TC.13a which came as a bit of a surprise as I had failed to notice it on the timecard.

The section finished just North of Outwell which led us to another, very built up area to find our way through whilst avoiding some "map references". We did an extra half a mile on this section as a result of me miss-plotting a reference and Paul & David probably wondered what I was doing when I wrong slotted as a result of careless pencil marks. Along with most other crews I think that we lost a few minutes at TC.15 which ended this section and unfortunately, to all intents and purpose the competitive element of the rally.

The final two sections were quite straightforward, comprising "grid square entry/exit" and a "string of numbers" to round things off. I am aware that the organisers found some of the intended route to be in a very poor condition re the road surface, and I would guess from looking at the map and the roads that we did not use, that the final sections suffered as a result. Therefore, unfortunately it felt as though the rally had sort of petered out, though for some crews that were by now "struggling", I guess that they were probably quite pleased.

For Bob and I, and King's Lynn Motor Club the March Hare has taken a familiar pattern in recent years and long may it continue, but I would like to thank the SCCON crews also who contribute greatly to the spirit and extra competitive edge that this rally enjoys.

Brian.

Car No.	Class	Club	Driver	Navigator	1st half		2nd half		Overall				
					F	min	F	min	F	Min	OA	KL	SCCON
1	Ex	KLDMC	Bob Baker	Brian Cammack	0	0	0	10	0	10	1	12	
2	Ex	SCCON	Alan Shrimpton	David Bell	0	8	0	26	0	34	4		9
3	Ex	KLDMC	Mark Banham	Paul Haylock	0	2	1	42	1	44	9	4	
4	Ex	SCCON	Johnathon Stimpson	Peter Riddle	0	17	1	53	1	70	11		2
5	Semi Ex	KLDMC	Paul Smalley	David Smalley	0	6	0	6	0	12	2	11	
6	Semi Ex	SCCON	Robert Aldous	David Mann	0	21	0	24	0	45	6		7
7	Semi Ex	KLDMC	John Peterson	Ian Graham	0	18	0	26	0	44	5	8	
8	Semi Ex	SCCON	Ian Woodley	Damian Conway	0	18	1	39	1	57	10		3
9	Nov	KLDMC	Andy Congreve	Jasmine Congreve	0	13	0	18	0	31	3	10	
10	Nov	SCCON	Rob Henchoz	Amy Henchoz	0	22	0	57	0	79	8		5
11	Nov	KLDMC	Peter Horsburgh	Derek Webb	2	71	0	32	2	103	12	1	
12	Nov	SCCON	Dale Lawson	Andrew Lawson	0	22	0	28	0	50	7		6
												46pt	32pt

	Marshalls			Marshalls		
Start	Hylton Gott	Peter Mears		Tc10 Start	Hylton Gott	Peter Mears
Tc1	Fordham	Craig Blackshield		Tc11	Stow Bardolph	Bob & Carole Offer
Tc2	Wretton	Howard Joyst/Bernie Fox		Tc12	Wiggenhall	David/Gareth Turner
Pc 2A	Boughton	Bob/Carole Offer		Tc13	Marshland	David Daniels & Josh Ward
Tc3	Gooderstone.	David/Gareth Turner		Tc13A	Walton Highway	Adrian Cunningham/Nigel Mann
Tc4	Barton Bendish	Simon Riley/Wendy Burge		Pc 13A	Emneth	Nick Daubney
Tc5	Shouldham	David/ Leckie + David & Josh		Tc14	Outwell	David Leckie/
Pc5A	West Briggs	Alan Sampson		Tc15	Three Holes	Simon Riley/Wendy Burge
Tc6	Shouldham	Rob Kitchen/Josh Ramm		Tc16	Nordelph	Rob Kitchen/Josh
Tc7	Crimplesham	Chris/Jonathon More		Tc17	Stone Cross	Craig Blackshield
Code boards		Simon Pollard/John Holman				Simon Pollard/Nick Way
Course open		June/Dave Pollard				June Dave Pollard
Course close		Adam Calvert/Paul Pollard				Adam Calvert/Paul Pollard
Hylton Gott		Steve/Jack Tilburn		scrutineer		Jody Wilson/Dave Bowman

Thanks to Marshalls and Steve and his team at Hylton Gott for hosting event and food

Thanks for all the Marshals for coming out, marshals draw winner, Simon Riley & Bob and Carole Offer, £5

March Hare Gallery

(Thanks again Bob & Carole)



Mark Banham's Spring Adventures

Well, I've had an exciting few weeks rallying of one kind or another. Back in February it was the Xpart Rally, Chelmsford MC's event, not far away in Bury St Edmunds. This was followed two weeks later by the South West Endurance Rally based on Dartmoor, a bit further away, clocking up 1090 miles in 50 hours.



Then I did course car on the Novice clubnight with Paul, followed by SCCoN's Lyng Garage Rally and finally the March Hare.

For the Xpart I persuaded Jonathan Stimpson to navigate in the Suzuki, having done such a good job on the Preston the previous year. Scrutineering was completed the night before and was a formality, as the car had visited the same scrutineer for an MOT earlier in the week. An 8am start meant a long day ahead with 33

tests and a 45 mile road rally. The tests didn't start too badly. These were on grassy and muddy farm tracks with lots of areas to go off and get stuck. Fortunately we didn't get stuck but had a near miss, running into a great lake of smelly manure. I kept the pedal to the metal and we managed to get out.

The morning was pretty uneventful, steady runs on the mixed surface tests, setting times between 12th and 25th quickest. Then onto Wratting Common airfield for the second run. All was going well until we dropped a wheel just of the concrete into a ploughed field. The big furrow meant we were beached on the sumpguard and couldn't move. We tried jacking the car up and wedging stones under the wheels but the ground was soft and the jack kept sinking in. Jonathan managed to borrow a trolley jack from a nearby marshal, which helped a bit and got us a bit more clearance and we moved about a metre before getting stuck again. The soil was really sticky and covered our shoes, weighing us down. All the jacks were covered too, I felt bad returning the jack to the marshal in such a state. The only way out was a tow. But we had to wait until all the competitors had done both runs, meaning we lost an hour. It was still a struggle getting us out, as the furrow was so deep. We were now well behind time and close to OTL. We had to cut and run, missing the next four selectives to get back on time.



We then had to try harder in the afternoon session, as we had dropped down to 34th place. The afternoon was better, setting times as high as 7th place, although we struggled with the handing of the car as it seems to bouncing about a lot and struggling to put at low revs. The tests in the afternoon were mostly concrete farm tracks or old airfields. Old Buckenham was very enjoyable. I met Dale Glover and Dave Peters (car1) at the merge and got ahead. I found a wide place to let them pass but they seemed to take for ever to get past so we lost a bit of time as I slowed, but we were still 7th fastest. On the second run we got baulked by a less considerate car who held us up for a large portion of the test. When he finally did let us pass I proceeded to push a bit too hard and go straight off onto a grass field, but got back on quickly, straight behind him again, where we stayed until the finish.

On the next airfield, Fersfield, we got a puncture, but it was right at the end and didn't cost us any time, as we only heard the hissing at the end of the test ☺ As darkness fell there were a couple of old Preston Rally tests next, Euston and Hawthorn Spinney (Fox Pin). Euston went well but we later realised the

organisers had miscalculated the bogey time due to a reroute and two-thirds of the field cleaned the test. What a waste! Hawthorn Spinney was as rough as ever, but we still cleaned the bogey time.

Onto Lavenham, an old airfield with lots or mud, water and rough bits. Within a quarter of a mile of the start all the warning lights came on and the car wouldn't rev. We pulled over. After a couple of restarts of the engine all seemed ok, so off we went, although the engine management light stayed on for the next hour or so. It never happened again. After Lavenham it was into the road rally section, although the competitive mileage had to be cut due to PR issues. Nonetheless Jonathan did a good job and we 10th =. A couple more short tests and another run through Lavenham and we were done. Literally. It was now beyond midnight and we had been rallying since 8am. Back to the hotel bar for a drink or two and results. The results were finally declared at about 2.30am I think and we finished 17th. A few places down on our seeding, but a good climb back from a stupid mistake that dropped us to 34th!

It was a late decision to enter the South West Endurance Rally (SWER), as I realised the next championship round I had planned was the Ross Rally, but that was the morning after the 60th



Anniversary Dinner. So I planned a quick trip to Devon instead. I changed the spark plugs on the car and decided to revert to the standard front suspension as the Bilsteins I had been using were just too stiff. The SWER promised 50 smooth forest miles and a 130 mile road rally on some of Devon's finest lanes. I was struggling for a navigator and asked David Smalley if he was up to the challenge. He agreed and off we went to Devon. An overnight stop near Weston Super Mare saw a short journey to Dartmoor on

the Saturday morning. Although a trailer puncture slowed us down a bit after I ripped the sidewall out in a filling station ☹

The trailer park and scrutineering area in Ashburton were chaos as there wasn't enough space for everybody and their trailers, and even though we weren't late we were last to scrutineer. We then had to travel another 8 miles to the start in the middle of Dartmoor. Then rush through sign-on, eat breakfast (now 11.30) sort the car out and pretty much head straight out. Onto the forests. These were great tests, varying between 1 and 5 miles and 98% smooth gravel. The weather was very good which made dust an issue on one or two as there were lapped sections. We were very pleased and had an event free day, getting up to 9th place. The car was still struggling with low down grunt on the Devon hills though and the gap between the gears seemed huge as we revved hard in one gear to get moving, only for the car to bog down in the next gear. I think that's a problem with a lot of Japanese engines, they are very revvy at the top end but lack low down torque. Anyway it's something we had to get used to.

Onto the night event. This started at 23.30 and was scheduled to finish at about 6am. It was a long night ahead. It was quite a shock to us really, even with a marked map we struggled to find the route checks that weren't on the route! missed a few PC's and code boards, nearly ran out of petrol (we bought some off a marshal) and got completely lost at one point. But when it went well it was brilliant. They are cracking roads down there. David did really well to follow the route and we had a fun event. We ended up 18th in the end, but at least it was a finish after the long trek down there.

SCCoN's Lyng Garage Rally was also going to be another rally in the Ignis as it didn't need any work after the SWER and it was a struggle to change a few things on the Rover due to me hurting my back. I had to call for another different navigator, the 4th in as many rallies, and SCCoN's Peter Riddle stepped in. We

met at the finish venue, North Elmham Railway Tavern, but sat for 25 minutes in different places in the pub before we realised we were both there. So we arrived at Lyng Garage a bit late and were last for scrutineering.

After a crew briefing by Simon Tebbitt, in which he assured us it would be an easy night and we would all have fun, we were ready to go as car 4. It was a really wet night, and had rained for most of the day too: the poor marshals were going to suffer. It was a great route, round Cawston, Reepham, Aylsham, Bawdeswell and Swanton Morley. The navigation was a nightmare though. We were assured that Simon's reputation of MENSA style handouts had been reignited in to make it a more pleasurable night. They were wrong. Some handouts were completely unfathomable. Cars were going everywhere all night. There weren't even any really easy handouts to keep up our spirits. Peter and I ended up 3rd but that was on 15F 37mins. Alan Shrimpton and Dave Bell won on 3F 39 mins, which was really good going, so well done to them. Simon did apologise for the navigation and felt quite remorseful over it, but an organiser shouldn't suffer too and **everybody** should have a good night. It was just destined to be "one of those nights". Without naming names, you can see what the rest of the scores were like in the table:

1st	3F	39M
2nd	12F	35M
3rd	15F	37M
4th	19F	20M
5th	19F	37M
6th	20F	35M
7th	21F	33M
8th	22F	36M
9th	23F	31M
10th	26F	15M

And so a week later, the March Hare, this year starting from the splendid Hylton Gott showroom, near Downham Market. After successfully scrutineering it was time to sign on, only to find navigator Paul had left some of his navigating stuff at home and had to whizz back to get it, fortunately the start isn't that many miles away from Paul's house. I was glad to be driving, rather than marshalling, as the forecast talked of snow coming in that evening and the wind was biting. The snow never came and we had a dry night. We were running at car 3, behind Bob Baker & Brian Cammack and Alan Shrimpton & Dave Bell. We got off to a reasonable start, dropping only 2 minutes in the first half. Bob & Brian were clean, but Alan and Dave had dropped a bit more after a bit of a detour. The first half took in roads to the east of the A10, but the second half went the other way, west of the A10 and as far as Wisbech, roads of a completely different character. We struggled on the second half, starting with two very tight sections where we lost time and then there was a section later we simply couldn't get. This took us in completely the opposite direction and we never went as far as Wisbech. Then we seemed to mis-plot a section and ended up on the wrong route near Upwell. Anyway, we didn't finish very high up the order but had a fun night (most of the time) and KLDMC won the March Hare Cup. Thanks to all the organising team for all their hard work, thanks to the marshals for bearing the cold and thanks to Steve Tilburn for the venue and his hospitality at the finish. I look forward to seeing Bob & Carole's photos. How cold will we all be looking in the group photo at the end??

Driver: **Mark B**

Navigators: Jonathan Stimpson, David Smalley, Peter Riddle & Paul Haylock

(Photos by M&H and Paul Mitchell)



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MARSHAL'S CORNER



*Marshals are required for
the following Events:-*

Alan Healy Memorial Rally – 7th April

See <http://www.bordermotorclub.co.uk/> for details

London Rally for Heroes – 19/20th April

See <http://londonrallyforheroes.com/> for details

From: loyd gerken [mailto:lpgerken@googlemail.com]
Sent: 02 March 2013 17:14
To: secretary@kingslynndmc.co.uk
Subject: Langley Park Rally School Open Day June 2013

Hi Paul,

I would be very grateful if you could please put into your next club magazine a small article about Langley Park Rally School Open Day.

Langley Park Rally School are holding a Charity Open Day at the school the first weekend in June 2013, (Saturday or Sunday to be confirmed). The format of the open day is that the school will give passenger rides in the school rally cars for a small fee which will be donated to local community charities including the Cancer in Children Charity. The school are inviting as many as possible local motor club members to bring along their stage rally cars and give fee paying passenger rides to the public, and also it's an ideal opportunity for their sponsors, families, mechanics etc to have a ride too. The school hopes that we can have as many stage rally cars old and new to attend and a few historic stage rally cars will take part too. There will also be displays of classic cars, static displays of Cross Country rally cars, WRC rally cars and other family attractions (to be confirmed). Camping, refreshments and toilets will be available on site.

As always with these events, lots of marshals will be required. All marshals will be given a lunch voucher to say thank you for helping and we hope to have a marshals prize draw...prizes to be announced. If there are sufficient marshals, we hope to give marshals a break during the day so that they can see all the other attractions on display and perhaps have a ride in one of the rally cars.

The school address is Langley Park Rally School, Langley Upper Green, Saffron Walden, Essex, CB11 4SB. Phone 01279 777519 or contact either Simon or Caroline Clark at enquiries@langleyparkrallyschool.co.uk.

Many thanks,

Loyd Gerken

From: TIW-XBOW MOC1 (Grenville, John Flt Lt) [mailto:TIW-XBOWMOC1@mod.uk]
To: secretary@kingslynndmc.co.uk
Subject: 0130320-RAF Marham SUMmer Ball-U

Paul,

I am organising the Officers' Mess summer ball this year on the 12th July. The theme is 1920's Cairo and I am trying to obtain two or three vintage cars from the period to park outside the Mess to greet guests as they arrive. Does your membership have any vehicles that might fit the bill or do you have any suggestions as to how I might solve this particular problem?

Regards,

John

Flt Lt John Grenville | ISR Mission Commander | X-BOW | TIW | RAF Marham | Kings Lynn | Norfolk | PE33 9NP | Civ: 01760 337261 x7115 | Mob: 07813132151

Flying Fortress Gallery

(thanks to Bob & Carole)









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