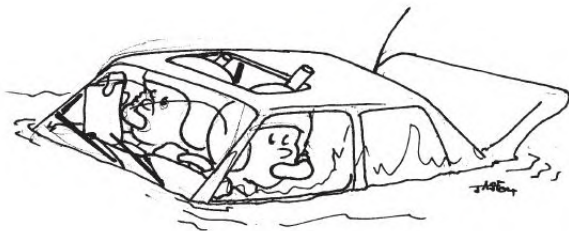


VALVE BOUNCE

January 2013



The Magazine of King's Lynn & District Motor Club

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Editorial by Jon Segger

Welcome to the January 2013 edition of Valve Bounce.

As I write this, it is Boxing Day and I'm taking advantage of a break in the family chaos to make a start on putting this edition of Valve Bounce together. I hope you all had a good Christmas. Ours was good – although both children have been ill, which has meant that nobody has had much sleep and we're all getting grumpier by the minute.

My Christmas present to myself was a flat-shift kit for the rally car. I'm looking forward to fitting it and giving it a try – although in hindsight that might have been a bit keen as I've still not had time to get to the farm and repair the oil cooler that cracked at the Snetterton charity day. Just to add to the expense of rallying I'm now in need of a new set of harnesses, as the perfectly good ones that I have in the car at the moment are now out of date. It is rather frustrating – they still look like new. I counted up and they've done a grand total of 14 rallies and will cost getting on for £400 to replace! Anyway, that's enough of my moaning for now...

One of our club members has had a good result though – Congratulations to Johnnie Ellis who has had a FINISH! He wrote:

"Rockingham stages was the one and only event in 2012 we finished. With a first in class and should have been 6th o/a which was our position all weekend until last stage when we had a spectacular blow out on the rear in front of the grandstand while in 4th gear flat. Managed to keep in on the black stuff change the wheel and still win class but ended up 13th o/a."

Don't forget it's the awards dinner and dance on the 26th January. I hope to see many of you there.

Happy New Year!

Jon editor@kingslynnmc.co.uk

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

Calendar of events 2013

DATE	EVENT	CHP	WINNERS	ORGANISER(S)
Wed 23 JAN	CLUBNIGHT RALLY	R, C		J Peterson I Graham
Sat 26 JAN	AWARDS DINNER			
Wed 06 FEB	CLUBNIGHT RALLY	R, C		B Baker B Cammack
Wed 6 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
Sat 27 APR	60 th DINNER			
Wed 1/8 MAY	CLUBNIGHT GYMKHANA	G, C		N Way
Fri 10/17 MAY	INTER-CLUB QUIZ			
Wed 05 JUN	CLUBNIGHT GYMKHANA	G, C		D Smalley
Wed 03 JUL	CLUBNIGHT GYMKHANA	G, C		E Haylock
Wed 14 AUG	CLUBNIGHT GYMKHANA	G, C		D Pollard
Wed 11 SEP	CLUBNIGHT RALLY	R, C		P Smalley D Smalley
Wed 02 OCT	CLUBNIGHT RALLY	R, C		A Cunnington S Leonard
Wed 06 NOV	CLUBNIGHT RALLY	R, C		P Haylock M Banham
Wed 04 Dec	CLUB NIGHT RALLY	R,C		P Horsburgh

2013 MEMBERSHIP RENEWAL IS DUE!

*If you haven't yet renewed, please use the form
at the end of this edition of Valve Bounce*

Thank you, Helen Haylock (Membership Secretary)

Forthcoming club events

January 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	31			

Monday 21st January
Committee meeting

Wednesday 23rd January
Clubnight rally

Contact John Peterson/Ian Graham for details

Saturday 26th January
Awards dinner

Chairman's spot – FULL CHAT

Happy New Year to you all. Let's make 2013 another competitive year with the club for everyone.

The first major event of 2013 is the Dinner Dance and Presentation evening. A list of award winners can be found in this magazine as well as the meal and ticket order form. **Please get your order forms in to Helen and myself by Saturday 5 January at the latest as we need to contact Knights Hill Hotel with the catering order. Thanks. I hope all the award winners will be there to collect their respective trophies, and bring along many guests!**

The first clubnight on 2013 will be held on 23 January and not the usual first Wednesday of the month, so please make a note in your new diaries! John Peterson and Ian Graham are the organisers for this one.

Many thanks to Peter Horsburgh and team for putting on the clubnight in December at short notice! Colin got snowed under with work and Peter stepped forward to make sure we had a full complement of club nights for the year. It was really nice to see some fresh faces out on Peter's rally, with 'team Hylton Gott' coming out to help with marshalling duties, very much appreciated. Thanks also to Steve Tilburn for sponsoring the excellent food at the finish, a very kind gesture. Thanks Steve.

It's the turn of Kings Lynn Motor Club to organise the March Hare Rally, a competition held annually between KLMC and SCCoN which is held in March. Thanks to Ian, June and Dave Pollard and Nick Way for organising it on behalf of the club. Because this rally is a team event and the teams are picked it was suggested that we should revitalise a 'Novice and Beginners' only clubnight rally. Before we go ahead with this, we would like to make a list of interested crews. Please contact Colin, who is one of the organisers, so that we can see if there are enough to make it viable.

Just a reminder, that on these events beginners get a marked map, with the whole route on it. This is ideal for anyone who has never done a navigational rally. It's a question of reading the map and telling your driver which way to go. Timing and code boards are the only things to keep an eye on. Novices get navigation but it's very straight forward with no tricks at all. This is also ideal for crews to move up from the beginner's class who have had experience of reading the maps. I hope enough of you come forward to make this event happen. We had a very successful three years of running these clubnight events with Experts and Semi-experts having their own events later in the same month. Marshalling the controls on this event should it go ahead, will be several experts, who are always handy for any advice!

Please remember about the Dinner Dance ticket and meal orders! See you there and on the first 2013 clubnight!

*** STOP PRESS ***

I've just received some sad news about two former club members and competitors:

STAN ROLFE passed away on Christmas day. Those of us who had the pleasure of seeing Stan compete on stage rallies with John Davy in his Capri, will never forget his 'maximum attack' antics, including a few 'offs' where Stan thought that taking his foot off the gas would be detrimental to the Capri's speed !

Stan competed in the days before fireproof race suits were compulsory and competed wearing his trusty tweed jacket! This was Stan's trade mark along with his flamboyant style in the tail happy Capri. Stan was a true character and competitor and we are all the worse for his passing. The funeral will take place at Terrington St Clements Church at 2pm on 8th January 2013.

And, sadly, JOHN DAVY has also died. John was known for being Stan Rolfe's co-driver on stage rallies in the Ford Capri. They competed on multi venue and single venue events together including the Lynn Regis Stage Rallies and rallies held at the Snetterton Race Circuit.

John had been ill for quite a while suffering from a stroke and it was nice to see him recover enough a few years ago to attend our annual dinner Dance and Presentation evening again. This was an event that John loved to attend and always made a special effort looking very dapper in his evening suit and enjoying the evening thoroughly, dancing with his wife Carol and joining in with the fun of the evening.

John will be sorely missed at this year's dinner but will always be remembered.

I am sure you would like me to convey the club's thoughts to both Stan and John's family and many friends at this time.

[Paul Haylock](#)

BEGINNERS AND NOVICE RALLY

MARCH 6th

This is a beginners and Novice event only and we need names to make sure it will be viable.

All interested crews please contact Colin Shinkins soon!

Ideal event for new crews to enter and experienced beginners to move up to Novice!

More details to follow when names are in!

KINGS LYNN & DISTRICT MOTOR CLUB

Member questionnaire

29th December 2012

To All members

Dear Member,

At the last committee meeting we discussed the possibility of involving more of the membership by having a regular get together say once every 3 months separate from the monthly competition related club nights.

We are keen to get ideas from the members on what format you would like to see so we can get you all more actively involved in the club.

Please review the ideas below you would be interested in or suggest another of your own and e mail back to me at the address **before** the next committee meeting which is on 21st January 2013 , with your postcode so we can get an idea of the geographical spread of members.

- 1 Film Night
- 2 Talk with rally car present on - What is involved in
 - a. Stage Rallying
 - b. 12 car Rallies
 - c. Road rallying
 - d. Historic rallying
 - e. Endurance rallies
- 3 General noggin and natter with slide show or guest speaker (Already have an offer of talk and film of 1981 RAC Rally)
- 4 Practice night with table top navigation tutorial and one "on the road" in car section
- 5 Any other suggestions from you; E.g. Treasure Hunt, BBQ other social events
- 6 Best location for such events?
- 7 Frequency of events – monthly, bi-monthly, 3 monthly ?

Peter Horsburgh (On behalf of the Committee)

Tel 01485 517178 evenings , E mail : p1h@hotmail.co.uk

Docking Xmas Stocking Rally

12th December 2012

Congratulations to Alan Shrimpton and David Bell for an excellent win round the North Norfolk lanes with a few whites thrown in to make life more interesting.

Some thought one of the whites was a bit rough but it was cautioned and this being Derek and my first event for the club done at short notice there were bound to be a few teething problems, but generally I hope it was enjoyed.

Starting at the Railway Inn, Docking, the 50 mile route went via Fring, Shernborne, Anmer, Houghton, West Rudham, Helhoughton, Broomsthorpe, Doughton, Dunton, West Barsham, North Barsham, Burnham Thorpe, North Creake, Stanhoe to the finish back in Docking. Thanks to Mathew at The Railway Inn for providing an excellent hot supper for all the competitors and marshals, just what was needed after a cold December night. Thanks to Steve Tilburn from Hylton Gott for subsidising the meal and for bringing 2 crews out to Marshal.

Thanks to all the marshals who were all in place thanks to guidance from Dave Pollard. Dave Sooley and Jasmin Congreve also did closing car duties.

Results:	Alan Shrimpton/David Bell	1 st overall (Winning the coveted Xmas Stockings !)
	Paul Smalley/David smalley	2 nd Overall
	June Pollard/Ian Pollard	3 rd Overall
	Mark Banham/Paul Haylock	4 th Overall
	John Peterson/Ian Graham	1 st Semi Expert
	Andy Congreve/Laura Congreve	1 st Beginner
	Rob Kitchen/Josh Ramm	2 nd Beginner (Josh's first rally !)
	Trevor Donovan/Amanda Brewster	3 rd Beginner
Marshals:	Signing On	Fern Horsburgh/Christina Maton
	Course Opening	Peter Horsburgh/Derek Webb
	TC1(Burnstalk) Close to TC2	Spencer Horsburgh/Victoria McGuire
	TC2(Shernborne)/ Closing car	Dave Sooley/Jasmine Congreve (£5 for closing car)
	TC3 (Houghton)	Dave Pollard/Paul Pollard
	TC4(West Raynham)	Steve Tilburn/Dave Bowman
	PC1 (Lay by on A148)	Nicholas Way
	TC5 (Sculthorpe)	Jack Tilburn/Jody Wilson
	TC6 (Waterden)	Alex Scoles/Catherine (£15 marshal's draw)
	TC7 (Stanhoe) /results	Peter Horsburgh/Derek Webb

Thanks to you all for braving the cold and doing an excellent job. We look forward to some new members whose interest has been sparked by marshalling for the first time.

Clerks of the Course : Peter Horsburgh/Derek Webb

Chief Marshal : Dave Pollard

Table of penalties : (note we used 10 mins for a missed code board)

KINGS LYNN & DISTRICT MOTOR CLUB LTD
XMAS STOCKING RALLY 12TH DECEMBER 2012

RESULTS

	TC1	TC2	TC3	TC4	PC1	TC5	TC6	PAN	TC7	TOTAL		
M. Barham	10	5	9	10	1F					1F 74m	4th O/A	
P. Haylock	10	5	10							63m	2nd O/A	
P. Smalley	10	5	5				3			56m	1st O/A	
D. Smalley												
A. Shrimpton	10	1	1			4				82 m	3rd O/A	
D. Bell												
J. Pollard	10	4	5	10		3	5			1F 76m	1st Semi	
L. Pollard												
J. Peterson		12	2	10	1F	9	10			5	1st Beginner	
I. Graham												
A. Congreve					1F					2	2nd Beginner	
L. Congreve												
R. Kitchen												
J. Ramm					10	1F	1	10	10	1	2F 119m	3rd Beginner
T. Donovan	2	7										
A. Brewster												

Docking Xmas Stocking Rally report

Round eight of the "On the Road Championship"; organised by Peter Horsburgh & Derek Webb; based at the Railway Inn in Docking; running on map 132. With the new organising team came a couple of small but quite significant innovations; penalty for a missed board 10 minutes (which I liked) and the promise of code boards on both sides of the road (which I didn't). My evening had got off to a bad start well before I reached Norfolk with a rather amusing seat failure in the Rover, now I know what it is like to try and drive sitting in a rocking chair. As a result Alan spent most of the time between signing-on and our start time crawling about in the pub car park trying to fix my seat, eventually wedging the spare wheel and my map board behind the seat did the trick.

Section 1 and a straight forward string of grid lines to TC1: Perhaps an omen for a good night was that we found ourselves parked outside the pub facing in the correct direction, also nice to have a straight forward section to start off with. The route looped to the north of Docking with TC1 located just north of the B1454.

Section 2 and a not so straight forward string of compass directions to TC2: Parked up just before the first junction for a think and decided that the key was direction of travel leaving grid squares. So off we went, left at T onto the B1454 and then first right, but at the second junction my solution went a tad pear-shaped as we followed a convoy of cars LWR the triangle at the slot right. Back to the drawing board but I couldn't find anything to fit the navigation to a LWR so I went with the original solution but fretted all the way to TC2 about whether to record the board or not, wimped out and wrote it down! A direction of approach to SH62 indicated the use of a white loop south of Fring but in true plot & bash style I ended up at the exit from the white with a 'spare' ESE resulting in a missed loop (should have gone past Inmere Fm). Checking things out on the kitchen table post event I should have split the 7th instruction into two (WNW into W & NW) but was it a devious bit of navigation from Derek or a typo? Also still ample time for a self-inflicted 'boo-boo' as I got my SEs and SWs mixed up on the last instruction leaving us with an extra loop towards Ingoldisthorpe via probably the iciest corner in Norfolk (twice) near Shernborne Hall. Just the one dropped minute at TC2 (SW of Shernborne) seemed to be a bit of a result (we didn't know about the board).

Section 3 and a string of naked (topless & bottomless) tulips to TC3: First things first and a stop for a map fold and then an obvious route appeared assuming that the tulips were randomly orientated and didn't show all the junctions. I'm still not certain whether there was any significance to the orientation but TC3 (on the Old Bottom yellow triangle) wasn't quite where I expected it to be. Another minute dropped at TC3.

Section 4 and a string of well-dressed tulips to TC4: As I opened the envelope Andy & Laura came through the control and gave us a heads up as to which way to go leaving me with a reasonable run to the first 'proper' junction to sort out the navigation. Took in the loop past the rather topical North Pole Fm and were surprised not to find a board even though we had both been looking (on both sides), if the penalty had been a fail I'd probably have got Alan to go round the loop again but opted to carry on. The route took us across the A148 and round the back of West Rudham to the control on the large yellow triangle to the north of West Raynham. We were on a bit of a roll now still with only 2 minutes dropped (but the board penalty was now up to 20 minutes).

Section 5 and a string of numbers to TC5 (and my favourite section): TC4 was quite close to the first junction so we parked up for a think. Took a couple of minutes for the penny to drop that the solution was a mixture of spot heights and grid lines with a 6 figure reference added to the mix plus a couple of 'extra' instructions. The difficulty with the solution was that there was approximately 4km between the first two instructions (spot heights) with the next 5 (grid lines) squashed into a 500m loop. Even though I enjoyed the section I managed two major 'senior moments'. The first one was using a smudge from the District Boundary as the spot for SH63 setting us off in the wrong direction from the first junction. One of the extra instructions was LWR at the junction after 1.4 miles. Well we arrived at the triangle to find the board SWR on the right hand side of the road, a discussion followed as we drove over Helhoughton Common and I realised my error and asked Alan to turn round and back-

track the correct route. Alan was less than convinced as he didn't think there would be another board but after a minor domestic I won and we were off on a fruitless trip back to the first junction. (At least we'd driven the correct route, or as things turned out my version of the correct route). The second spot height was north of Tatterford and the grid lines and third SH took us to the crossroads at Southmill Fm. Now it was time for our cart to shed its wheels in a big way. The correct route took in 3 loops (3 boards) to Dunton, mine didn't! In ignorant bliss we very nearly went round the third loop (because that's the way I expected it to go) but no. The grid reference took us round the yellow triangle onto the A148 and the second extra instruction (use only 0.5 miles of A148) took us into the usual white lay by (although Alan didn't want to stop for Nick manning the PC) and another couple of grid lines to TC5 to the east of Sculthorpe Airfield. My senior moments cost us 4 minutes but the board count was now up to 50 minutes.

Section 6 and a clueless circular herringbone to TC6: The solution to these is usually down to luck but with a fairly long run to the first usable junction (cross roads) I was obviously on a lucky night. The route card had a PTO with an extra instruction LWR third junction and an opportunity for our second domestic of the night. We have been competing together for a few years but I still have great difficulty communicating what to do at a LWR (in Alan's defence I have this problem with all the drivers I sit with), to me 'slot left long way round triangle' needs no further information but I would estimate that we went round the triangle the wrong way, then round backwards, then turned round and went round it correctly turning right then set off back towards TC5 turned round and managed it correctly – and guess what the board was on the next junction! The route now moved onto very familiar Phoenix territory (PR'ed most of this section on SCCoN's last aborted attempt at running it) via bits of the B1355 & B1105 before the rather bumpy white south of West Barsham Hall, the yellow triangle in North Barsham, back across the B1105 at North Barsham Fm into the control located just before the junction with the Roman Road at Waterden.

Section 7 and joy of joys a string of via grid references with directions of approach and departure: Oh how I love grid references! Took a punt at them being in order and off we went along the Roman Road, mainly because I need the practice of trying to plot them on the hoof. Well half way up the Roman Road we had to stop for a final map re-fold, most embarrassing. Fortunately Derek had been kind; not only providing the references in order but also on junctions, always makes it a bit easier. The route went due north through the arch on the New Holkham white, down the 'are you sure this is a road' white to the south east of Burnham Thorpe, followed by the 'are you really sure this is a road' white past Nelson's Birthplace (although I had tried to send Alan into the field about 20m before the correct slot!), though North Creake onto the very fast yellow running west towards the B1155 (fortunate to spot the board here as Alan had missed it), through Stanhoe with the last reference taking us round the yellow triangle south of the B road and back across the B road into the control on the 90L 90R just west of Stanhoe.

Grateful to reach the final control without having to resort to the 'panic' envelope, overall Alan enjoyed the route and I thought the navigation was a good challenge. Back to the pub for a well-earned supper, thanks to the staff at the Railway Inn and the generosity of Steve Tilburn at Hylton Gott. Things had gone a bit despondent in the car at the final control when Peter informed me that we had missed 5 boards but after comparing notes with David we both seemed to have followed the same route and ended up with the same number of boards I perked up. As the results were read out we found ourselves on the top step and another nice touch was the presentation of a Xmas Stocking full of goodies (particularly liked the Belgian beer!) to the winning driver and navigator. There was a debate at the end about the awarding of a fail for missing Nick's manned PC but as it didn't affect the results there was nothing really to worry about. For a change missed boards dominated the results with the 4 Expert and 1 Semi crews in car number order missing 6, 5, 5, 6 & 5 with only 3 of the 8 crews visiting Nick in his layby. Thanks to Peter & Derek and their merry band of marshals.

Alan & David (Car 3)

Championship updates

	Jan	Feb	Mar	Apr	Sep	Oct	Nov	Dec	Total
Expert Driver									
Bob Baker	12	11*	12	11	11	(11)	12		69
June Pollard		10	11*	10	12	12	10	(10)	65
Alan Shrimpton	11*	11	10	9	10		11	12	65
Mark Banham	11	12	12		9	11*	9	(9)	64
Paul Smalley	10		9	12	11*	10	8	11	63
Peter Horsburgh				8				11*	18
Expert Navigator									
Brian Cammack	12	11*	12	11	11	(11)	12		69
Paul Haylock	11	12	12	8	9	11*	9	9	65
David Smalley	10		9	12	11*	10	8	11	63
David Bell	11*	11	10	9	10		11	12	65
Ian Pollard		10	11*	10	12		10	10	63
Adrian Cunnington						12			12
Semi Expert Driver									
John Peterson	(10)	12	12	12	12	12	12	(12)	72
Andy Congreve	12			11	11				34
Dale Glover	11								11
Ed Haylock							11		11
Semi Exp Nav									
Ian Graham	(10)	12	12	12	12	12	12	(12)	72
Jasmin Congreve	12			11	11				34
David Peters	11								11
Dave Pollard							11		11
Novice Driver									
Ed Haylock					12	12			24
John Holman		1	12						13
June Pollard	12								12
Novice Navigator									
Tom Pett	12	1	12	12					37
John Holman					12	12			24
Beginner Driver									
Trevor Donovan	12	1	12	12	11			10	58
Andy Congreve						12	12	12	36
Paul Smalley		12							12
Chris More					12				12
Alan Cox	1	1							2
Dale Proctor		1							1
David Peters				1					1
Beginner Navigator									
Amanda Brewster	12	1	12	12	11			10	58
Matthew Smalley		12			12			12	36
Laura Congreve						12	12		24
Dropped score (1)	Daryl Cox	1	1						2
Organiser*	Dale Cox	1	1						2
	John Proctor		1						1
Best 6 to count	Mike Peters			1					1

Ladies	Jan	Feb	Mar	Apr	Sept	Oct	Nov	Dec	Total
June Pollard	12	12	12	12	12	12	12	12	96
Amanda Brewster	12	1	12		12	12		12	61
Jasmin Congreve	12			12	12				36
Laura Congreve						12	12	12	36

Clubnight champ

John Peterson	126
Paul Haylock	115
David Smalley	105
Ian Pollard	96

12 Car Expert

Bob Baker/Brian Cammack	69
Mark Banham/Paul Haylock	64/65
Alan Shrimpton/David Bell	65
June Pollard/Ian Pollard	65/63
Paul Smalley/David Smalley	63

12 Car Semi Expert

John Peterson Ian Graham	72
Andy Congreve/Jasmin Congreve	34

12 Car Novice

Edward Haylock/John Holman	24
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12 Car Beginner

Trevor Donovan/Amanda Brewster	58
Andy Congreve/Laura Congreve	36
Paul Smalley/Matthew Smalley	12/24

Marshals

A Congreve	18
D Pollard	17
R Offer	16
C Offer	15
D Sooley	13
J Pollard	12
L Congreve	12

Ladies

June Pollard	96
Amanda Brewster	61
Jasmin Congreve	36
Laura Congreve	36

Stages

Stephen Tilburn	100
Robert John	67
Tony Wales	55

Co Drivers

Jack Tilburn	72
Dave Green	45
Jody Wilson	38

(Championship updates provided by Dave Pollard)



On Friday 1st February 2013
RIPON MOTOR SPORT CLUB LTD
 Proudly Presents
LEGENDS OF THE
LANES



The 1970s and 1980s were the hey day of road rallying and Ripon Motor Sport Club has gathered together some of the stars of this era to entertain you with their reminiscences and stories from these times

On the panel will be:-

3 times Motoring News Champion Driver-Mick Briant
 3 times Motoring News Champion Driver- Ron Beecroft
 Double Motoring News Champion Navigator- John Millington
 Mexico Challenge Regular-Bob Bean
 Rapid Mini and occasional TRV8 Driver-Phil Cooper
 Top Northern Navigator and Co-driver-Ian Grindrod

The evening will be hosted by
 Modern Day Co-Driver-Craig Thorley

The event will take place in the theatre at
 Lightwater Valley near Ripon (HG4 3HT)
 commencing at 8:00 pm

Tickets, including Pie & Pea Supper—
 £10

All proceeds to The Yorkshire Air
 Ambulance

Email info@riponmotorsportclub.co.uk
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The Preston 2012

I look forward to the Preston and it doesn't seem like twelve months since we were last riding the bumps. With the weeks and weeks of wet weather several modifications were made to deal with the expected mud bath: another 2½ inches of ground clearance, high pressure spotlight washers and serious knobbly tyres. Jonathan Stimpson again offered to be the victim navigate after the good result in 2011. To check the car and navigator were working ok we decided to do the SCCoN 12 Car Rally run by David Mann and Robert Aldous. It was a bit last minute, in more ways than one, as we put a late entry when the quiz had unfortunately been postponed on the same night and it was the night before the Preston. Wise? I'm not sure. It was a good test though, with a couple of slippery airfields thrown in as well as the very icy roads. And they were icy. We had several moments, but got to the finish, car intact.

Onto the matter in hand, the Preston. The car was all loaded on the trailer and I had arranged to meet Jonathan at 5.15. 5.30 came and went. At 5.45 he showed up having had a rather longer than planned nap. All the scrutineering and signing-on went ok and as car 22 we were off at 22.22. We put in a team on the chance that we might all finish and others may not. There was us, car 23, Geoff Goodwin & Ian Graham in a Proton and car 25 Rob Kitchen & James Savage in a 205.

The evening started slowly in a short test called **Cherry Hill**. I was over cautious and we had a slight overshoot finding a slot left. 16th fastest.

We upped the pace a bit on the next one, **Kentford**, a long fast section, muddy in places and occasionally icy. Towards the end we caught up a couple of cars. Unfortunately we followed car 21 into a very muddy hole off route 2 bends from the time control. We just managed to reverse out but they were stuck fast. We soon got back on route were surprised to be 4th.

We followed a recovery vehicle to the time control for **Herringswell**. They went to recover a car that was stuck but told the marshals to keep sending the cars into the section. But within half a mile we came across said recovery vehicle blocking the section, pulling car 8 out of a muddy field. We waited and waited until they eventually moved. Car 8, a brown BMW, (all cars were brown by now!) got away in front of us but soon let us pass. The section contained plenty of mud, bumpy grass tracks and very icy concrete, which had some vicious broken joints, pushed up by tree roots. Our initial time put us about 30th but after getting an allowance for being held up we were awarded 7th fastest.

At the start of **Chippenham**, Dave Bell and the SCCoN marshalling team were doing just that. "Chipin' 'em." We set off at a reasonable pace but had a couple of close calls with the scenery (on the navigators side of course) and a real close call with a gate post on my side. I was convinced were going to hit it with the back end and braced for impact, but somehow missed. ☺ We came along the bumpy final narrow straight between a fence and a hedge, somehow narrowly missing both, to see the BMW from earlier reversing up. (He wasn't having a good night) Then we realised we had also missed the narrow gap in the hedge we were warned about at the drivers briefing. Reverse was found and we reversed for about 50m to the gap, quickly through it and onto the finish. 16th



Badlingham Manor was next, a blast round a stubble field. But it was so badly laid out a lot of crews went wrong, including our team mates in car 23. But as everybody had made such a balls-up of it the organisers wisely scrubbed the section.

Worlingham started in a field but soon went into the very narrow footpath from previous years. No traffic uses this lane, only walkers so it's really narrow and overgrown. We made one mistake on here, sliding past a slot left off the path. This was probably witnessed by Tony Hewitt and his daughter marshalling in the adjacent field! The

section went into and out of fields along the path and finished along some very rough tracks near the A11. The gearbox was starting to rattle on the sumpguard, so I backed off a bit. But only a bit. 5th

After a brief petrol halt and a check over the car we were off the **Wangford**, a proper forest section. Boy this was good, probably the best of the night for me. Lots of straights and 90s, plenty of run off and mostly very good surface. We flew in here, catching and passing car 21 about halfway through and finished a further 37 seconds ahead of them. Lovely. Jonathan wasn't so sure as he jarred his back badly over a massive bump. But it was fine as it was later to click back in over some more bumps! 2nd

Then onto a section called **Methwold**, even though it started near Feltwell. Which itself was a nightmare to get through it you don't know it. And I don't. The wet weather had meant a section had to be dropped and a quick reroute confused a few navigators. (it's not hard is it??) We met car 1 on a road we shouldn't have been on, and they had already had a really bad night. It started off on a very long straight icy yellow, which meant stopping for the slot right up a white was very tricky. It was actually better to swerve onto a muddy concrete pad and brake there. We caught a couple of cars up, one coming onto Methwold airfield and came into the time control quite close together. The airfield was very slippery and I backed off a bit too much. The second half of this section is through Methwold Warren, a narrow twisty footpath at the start and finish and very fast bumpy straights in the middle. This is another favourite of mine. Again Jonathan wasn't so sure. There is very little a navigator can tell you on this as it's solely off and OS map and you can't see all the narrow twists and turns. Jonathan felt he was just a passenger as I drove the socks of the Rover. If it was going to break on this rally, this is where it would happen. We were weaving our way between trees then flying from bump to bump down the straights. I don't think Jonathan was quite prepared for how fast we were going. We lost a bit of time on the first half of Methwold but after a mad drive on the second half we clawed back a bit of time to only drop 2 seconds. The top three all cleaned it but we were still 22 seconds ahead of the next car.

Through Weeting village and onto **Santon**. A new longer version of an old section. This time with nice forest roads, smooth and fast. Felt very good with no incidents at all. 2nd

After another petrol halt in Thetford it was onto **Croxton Forest**. Another favourite of mine this one and we got off to a flyer, catching car 21 early on. As we reeled him in it felt like we may have a slow puncture, but there still plenty of grip. We passed the car ahead and within a 100 yards the tyre let go. We pulled over at the earliest opportunity and changed the wheel. It seemed quite quick but I think it must have been about 4-5 minutes to change, in the dark and on soft ground. We pushed hard on the new tyre, which was tricky as it was a different size and type to the other side. We dropped over five minutes to the fastest time and were 39th.

Larks Hall was a mixture of rough farm tracks, stubble fields and public whites. There some really nice bits on here and we got on ok, but the rough bit was rough and we hit a bump at speed, launching us into the scenery. We were in bracken higher than the car and ended up quite a way from the road. We guessed where the track was and drove through the high bracken, hoping there was nothing hard in there. We ran over a small bush but that that was all luckily. Rob Kitchen, our team-mate, had started the section a minute ahead of us, and at the end said he felt like a "marked man" as we closed in on him to finish only 7 seconds behind. 7th



The exhaust was now starting to blow a bit as we started the next section, **Bridgeham**, a short of section of icy yellows and bumpy whites. It was ok apart from an overshoot turning into the last white. 6th

At the next petrol halt I checked the exhaust. It didn't seem too bad, there felt like just a small hole, but we were still quieter than some of the other cars with competition exhausts. We were placed at 8th at this point so a top 10 finish was on the cards again.

We were now going into the final quarter of the event, starting with **Euston**. A long section around the farm tracks of the Euston Estate. Lots of mud and big bumps here, which really gave the car a pounding. With it being a frosty night we had trouble with the water from the puddles freezing on the wipers, making them next to useless. At times we were peering through small clear areas at the bottom of the screen, which made things interesting at times. But the spotlight washers still worked, giving us plenty of light ahead. Even with poor visibility we still managed to catch and pass car 21 again and set a reasonable time. 5th

Foxpin was next, sometimes the roughest section on the rally. Not too bad as extra farm tracks were used but still very rough towards the end, where we passed car 15 parked up with broken suspension. He had been trying a bit too hard apparently. 7th

Dukes Ride was the penultimate section. Made up of some fast sealed surface bits and some seriously rough bits and big bumps through the trees. Jonathon was thinking of the position we might be in and told me to back off a bit over the rougher bits. I did slow a little but we still caught a car towards the end of the section. 5th

At last, the final section, **Elveden**. A new forest section this year, normally made up of smooth grass tracks, but was frozen solid in the sub-zero temperatures. It was sooo slippery in there. It was a forest pretty much made up of straights and 90s, which made it tough to drive. It was a struggle to accelerate, to brake, to turn, to stop for PC's and get moving from PC's. It was a nightmare and we went straight on at the first 90, as did most of the competitors so I hear. Speeds weren't great but we still managed to be 4th quickest.

Back to Elveden Estate for a great breakfast and results. The results came out and we were 6th. Looking at the times they had made a mistake on Methwold, giving us a time of over six minutes, which we knew wasn't right. I queried it and there had been a miscalculation in the results due to one of the sections that had been dropped being left in the calculation. When they had made the results final we were 4th. Brilliant, what a result! The car seemed to have faired very well. The exhaust needed welding up, some bolts were missing from the sumpguard and that was about it. Thanks to Jonathan for navigating so well and keeping me in order. Thanks to all the marshals who ventured out on such a cold night. It was nice to several familiar SCCoN faces cropping up during the night.

Photos by M&H Photography

Mark & Jonathan

CORBEAU SEATS UK ASEMC STAGE RALLY CHAMPIONSHIP 2013

Date	Event	Club	Venue	Grade
Jan 12 th	TRS Brands Hatch Stages	Chelmsford MC	Brands Hatch	Nat B
Feb 9 th	Sherrards Solicitors Southdown Stages	Southsea MC	Goodwood	Nat B
April 14 th	Cadman Construction Stages	Chelmsford MC	RAF Honnington	Nat B
April 20 th	London Rally for Heroes	Southern CC	Brooklands Multi Venue	Nat B
June 9 th	Carnival Stages	Sutton & Cheam MC	Abingdon	Nat B
June 30 th	Brands Hatch Stages	Chelmsford MC	Brands Hatch	Nat B
Sept 1 st	Bomb a Long Stages	MCAC	TBA	Nat B
Sept 22 nd	Hutton Kitchen Stages	Chelmsford MC	Woodbridge	Nat B
Oct 20 th	Lynn Charity Stages	KLMC	Sculthorpe Airfield	Nat B
Nov 3 rd	Snetterton Stages	Wickford & G.B.M.C.	Snetterton Circuit	Nat B

Contact Championship Co-ordinator Derek Webb for details and regs:

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 2 Griston road
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 IP24 1PX
 Tel 01953 488696
 Mobile 07818 206265
 Email: rye.racingderek@aol.co.uk



Landranger maps - current editions

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131	Boston & Spalding	978031922948	16/10/2006	D1
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133	North East Norfolk, Cromer & Wroxham	9780319231791	06/10/2009	D2
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* NEW EDITIONS IN 2011

Dave Pollard has provided a useful link where you can get savings on Ordnance survey maps:

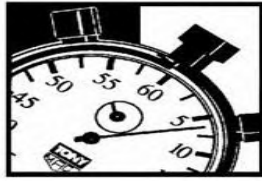
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MARSHALS' CORNER



*Marshals are required for
the following Events:-*



The Association of Eastern Motor Clubs
in conjunction with Volunteers in Motorsport and Go Motorsport
is pleased to announce a

RALLY MARSHALS' TRAINING DAY

on

Saturday 2nd February 2013

at

Cambridge Regional College

Training will be by MSA licenced training instructors with separate sessions for new marshals, experienced stage marshals, radio operators, timing marshals and senior stage officials.

Signing-on at 09:00 for a prompt start. The training will end by 16:00, thus allowing an easy return home.

Please apply via the online application form at <http://volunteersinmotorsport.co.uk/tinc?key=nX0K3jBh&formname=cambridge> which will ensure we have all necessary details. If this is impossible then please phone Clive on (01223) 232861.

Early application is requested so that we know how many are coming and which training streams are required so that we can cater accordingly.

Remember that to retain your Marshalling Grading you should receive formal, accredited training at least every other year.



www.volunteersinmotorsport.co.uk



RM1D-ADO 121115A

ANNUAL DINNER DANCE

held at

*The Great & Small Bar &
Knights Hill Hotel*



26 January 2013

Roast Topside of Beef with Yorkshire pudding & horseradish sauce
or
Suprême of Chicken Bergère with mushrooms, herbs, onions and cream
or
Poached fillet of Salmon, a Rustic Ratatouille with a Walnut Basil Pesto
or
Baked Portabella Mushroom with a herb crumb

All served with minted new potatoes, baton carrots & peas

.....
Warm Bramley Apple Pie with cream or custard

or

Baked Vanilla Cheesecake with a Raspberry Coulis

or

Selection of Cheese & Biscuits

.....

Tea & Coffee

*Dancing to
Phase One Roadshow*

*7:00 pm for 7:30 pm
Dancing to 12:30 am*

**Dress Code; Dress to impress, no jeans or trainers
please**

Accommodation available - Tel: 01553 675566

Tickets: £ 26.00 each



PLEASE CONTACT ANY COMMITTEE MEMBER,
OR PAUL & HELEN HAYLOCK 01553 810070
h.haylock@virgin.net,
TO ORDER YOUR TICKETS BY **5th January 2013**

KINGS LYNN MOTOR CLUB

CHAMPIONSHIP WINNERS FOR 2012

Clubnight Champion	John Peterson
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Expert 12 car Navigator	Brian Cammack
Semi-Expert 12 car Driver	John Peterson
Semi- Expert Navigator	Ian Graham
Novice 12 car Driver	Edward Haylock
Novice 12 car Navigator	John Holman
Beginner 12 car Driver	Trevor Donovan
Beginner 12 car Navigator	Amanda Brewster
Marshal	Andy Congreve
Junior Marshal	Laura Congreve
Stage Rally Champion Driver	Steve Tilburn
Stage Rally Navigator	Jack Tilburn
Outside off Road Co-Driver	Adrian White
Outside off Road Driver	Simon Pollard
Outside On Road Driver	Mark Banham
Outside Club Co –Driver	David Smalley
Ladies Trophy	June Pollard

KING'S LYNN & DISTRICT MOTOR CLUB LIMITED

Membership application/renewal form

PLEASE WRITE CLEARLY WHEN COMPLETING THIS FORM

SINGLE MEMBERSHIP £15	PLEASE CIRCLE THE TYPE OF MEMBERSHIP APPLIED FOR	FULL TIME STUDENT £7.50 (under 22 years)
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