

August 2013

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Editorial *by Jon Segger*

Welcome to the August 2013 edition of Valve Bounce.

Another brief editorial from me, as I'm currently busy working in the U.S. Not one channel could I find that was showing the Hungarian grand prix this weekend, although there's plenty of NASCAR!

Anyway, thanks to all those who sent contributions for this edition. I'm sure you'll agree there are some excellent articles this month.

Until next month...

Jon editor@kingslynndmc.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	ORGANISER(S)
Wed 23 JAN	CLUBNIGHT RALLY	R, C	J Peterson I Graham
Sat 26 JAN	AWARDS DINNER		
Wed 06 Feb	TABLE TOP BEGINNER & NOVICE RALLY		D Smalley
Wed 13 FEB	CLUBNIGHT RALLY	R, C	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
Sun 07 JUL	KLDMC VINTAGE & CLASSIC RALLY		I Cunnington A Cunnington
Wed 17 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
Sun 20 OCT	LYNN STAGES		
Wed 06 NOV	CLUBNIGHT RALLY	R, C	P Haylock M Banham
Wed 04 Dec	CLUB NIGHT RALLY	R,C	P Horsburgh

Forthcoming club events

August 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	

Wednesday 14th August

Gymkhana

(see page 5)

Saturday 17th August

Barbecue @ Anglia car auctions

Monday 19th August

Committee meeting

Chairman's spot – FULL CHAT

What a brilliant day our annual Classic Car Rally was this year. The entry was superb, not only in the quality of the cars entered but also the number of cars entered. So much so that Daniel told me that they even had people ringing up to enter on the morning of the event!

The start venue of Adrian Flux Insurance was a hive of activity as cars were arriving and their drivers signing on and grabbing a coffee before the off.

This year the mileage to the lunch venue at Dunston Hall was a bit longer than usual at around 50 miles. I cut from the start after 'flagging' the cars away at the start to Dunston, to help set up the sails with our motif on them. As the day was so sunny we were glad to see plenty of shade in the picnic area next to our Classic Car Park.

This is where all the marking of the cars takes place for the awards at the end of the day. Each competitor marks each car in their own class by whatever criteria they chose! It's very difficult to see which cars will end up as winners as the quality was so high and the cars so diverse.

A shorter drive to Blickling Hall for the finish made sure everyone would be in place by the 16:30 prize giving. I had my Father with me and we followed the route to Blickling, I think he quite enjoyed reading the route out to me! (I wonder what he would think to one of our clubnights, maybe not!).

The class winners were displayed in front of the splendid Blickling Hall which made a superb photographic back drop. After a few thank you speeches the awards were given out to the worthy winners and another very successful Classic Car Rally came to an end.

Many thanks to Adrian, Ivan and Daniel Scully along with their families, for organising another excellent event. Once again the KLMC marshals did a brilliant job with a special mention to Mark and Paul for arrowing duties. Probably one of the trickier tasks of the day but expertly done, as usual.

Looking forward to next year already!

Our clubnight had a new venue for Edwards Gymkhana, thanks to the generosity of Steve Tilburn, who came forward when our two usual venues were unavailable at the time. His front lawn made for an excellent venue! Big enough to set out the three main tests, along with the three precision tests.

It was pleasing to see that we are gradually getting more entrants for these Gymkhanas making the competition even closer. Let's hope this trend continues for the next one, maybe some members who we don't see too much of, but who live locally may be encouraged to join in the fun, because that's what it is!

See you on Dave Pollards Gymkhana clubnight, pick up the phone now and secure your entry.

[Paul Haylock](#)

East Elloe/Kings Lynn Motor Clubs Co Promote gymkhana

Wed 14th August at Terrington St Clement, grass field. Organiser is Dave Pollard. Everyone welcome.

- Map 131 (any D) ref 542178 will be arrowed from A17
- Entry Fee £4.00
- Venue: Hay Green, Terrington St Clement, (½ mile from PE34 4PP)
- By kind permission of Greg Bates
- 7.30pm start
- Round 4 of KLDMC off road championship

Entries and Marshals to contact Dave and June on:

Tel: 01366 383860 or 07761263157

E-mail: davejunepollard@sky.com

If weather very wet prior to event venue may change, please let us know you are coming so we get to let you know.

Thanks, Dave and June

41st Monteberg Rallysprint

11/12th May 2013

Following the format change of the last couple of years to both the International Historic and VAS National events, SuperStage, the event organisers of this the 41st running of the Monteberg Rallysprint held in Dranouter 12km south of Ypres, Belgium. The date for this year was put back a couple of weeks to the 11/12th May, the dropping of the International Historic element the event becoming solely a VAS National event running to VAS national regulations which accepted entries from MSA license holders. The total entry attracted 135 crews, of which 12 crews were UK/Irish descending on the normally sleepy village of Dranouter.

With Derek & Chris, towing Derek's Mk1 Group 4 Escort, travelling down from deepest Norfolk, Mick & Karen from North Kent and Archie & Phil from East Sussex, we all met early on Saturday morning at Dover Eastern Docks before catching one of the newest P&O ferries to Calais en-route to Heuvelland.

Upon our arrival in Heuvelland, Derek & Archie, Chris & Karen along with Mick Rose & Phil Littlemore, who were our service crew for the weekend, unloaded the Escort in Loker, a couple of km north of Dranouter at the local garage run by Bart Vanacker, who provided invaluable help in diagnosing the diff problems encountered in 2011. Once unloaded, we made our way to the Kemmelberg Hotel, which overlooks Dranouter and the sprawling countryside to the south, which was to be our base for the weekend.

With signing on, entry fee payment and scrutineering taking place on Saturday the rallysprint was on the Sunday, Derek, Archie and the rest of the crew made their way to Dranouter. Unlike previous years the service park was positioned entirely in the centre of Dranouter, as the road between Loker and Dranouter was closed and being relayed with tarmac, all through traffic being diverted via Klitje and Kemmel and back to Dranouter along the original service road as used in previous years. Resulting in 135 rally cars and support vehicles vying for space within the centre of Dranouter. However, SuperStage, had had the situation under control, although it did not seem like it at the time, by allocating each competing crew/service vehicle a specific service area within the service park, as it transpired all the UK/Irish crews were placed together at the northern end of Dranouter adjacent to signing on.

Once signing on was completed, getting the Escort to scrutineering, at the southern end of Dranouter was a nightmare, not only negotiating through the extremely busy service park but dealing with 'Jozef Publique' going about their daily business. Although each crew were allocated a scrutineering time frame, the subsequent road closure between Loker and Dranouter ultimately impacted in accessing the scrutineering area, although the event marshals kept an organised stream of competing cars entering and leaving scrutineering., Scrutineering seemed a very laid back affair, compared to UK events, for all intents and purposes vehicle eligibility consisted of checking the Escorts V5, MOT, MSA logbook and Insurance details also a cursory check on helmet, HANS device and race suit compliance to FIA spec and little more. The only thing we encountered was regarding the class the Escort had been entered in, which was 3G, according to the technical officials we were to be moved to the historic class 4H3.

Following scrutineering, Derek, Archie and the rest of the crew returned to the Kemmelberg Hotel before Derek and Archie took advantage of the free recce which, unlike previous years, took the form of up to three runs through the stage in a standard road car at non-competitive speeds, as the stage was still open for public use. After a couple of runs through, Derek and Archie were satisfied with the pace notes from last year's event with only a few minor alterations were necessary. With signing on, scrutineering and the recce now completed a final spanner check was carried out to the Escort, it was now time to relax at Redmond's Irish Bar in Loker where Frankie Vanacker, Barts brother, serves an excellent menu for all tastes.

As we were running car No 40, an early alarm call was in order for the Sunday morning. Upon leaving the Kemmelberg Hotel, the overnight rain meant the stage would be quite wet and slippery, so after setting up in our allotted pitch within the service park a decision had to be made, do we risk running on Hankook moulded slicks or change to Dunlop full wets !!. As time was of the essence, the weather looked set for more rain and with a stage arrival due time of 9:38 for the 1st timed run, the decision was made Dunlop wets were the preferred tyre choice, alas these were still in Loker, so Archie and Phil, having to take the 28km round trip via the diverted route of Kemmel and Klitje to Loker returned with the Dunlop wets with 5 minutes to spare, with the Escort ready on axle stands for the Dunlops to be fitted, before Derek and Archie headed off for the 1st timed run of the day. As it transpired the first run over the 8.1km Monteberg stage had been halted as one of the competing cars had an off which resulted in the first run being delayed by approximately 30 minutes.

Once the stage had been cleared and the event restarted, Derek and Archie made their way to the start of the 8.1km course, by which time the rain had stopped. From the start line the first 800 metres which snaked up hill was, as anticipated, wet



and slippery, from the top of the hill 'crossroads square left' through the first twisty narrow tree lined section was also quite slippery and muddy followed by another narrow twisting, and quite rutted section leading to the second tight and tricky tree lined stretch, which was less muddy than anticipated although much rougher than previous years. The rest of the stage was wet in places but a dry line was appearing, with little or no debris and mud being pulled onto the racing line by previous cars cutting corners. As we approached the very fast downhill section before a tricky square left, which always has a lot of loose gravel on the apex, yellow flags were shown, obviously a crew had an off or broken down somewhere between here and the flying finish, as we approached the top of the hill, 6 other crews had come to a stop due to a Mk2 Escort demolishing the straw bale chicane which lead to the flying finish. Once cleared and the Escort recovered Derek and Archie made their way to the flying finish and time control, some 17 minutes after they had started the stage.



Upon returning to the service park, there was nearly a 2 hour service halt before the second timed run; the decision was made to change from the Dunlop wets to Hankook moulded slicks. During the service

break Chris and Karen had found an internet cafe which produced a print out of live timing for the event, it turned out that Derek and Archie, along with 10 other crews had been given a nominal time of 6 minutes 10 seconds for the first timed run, this seemed a little unfair as on previous years the Historic International crews had up to four timed runs, with the best time to count for O/A and class positions. However under VAS regulations, all timed runs count and the resulting accumulative time would decide the O/A and class positions.

On the second timed run the majority of the stage was drying out very quickly, except through the trees, which was treated with respect, as any time lost here, could easily be made up on the fast dry sections, which proved true as the time was 5 minutes 36 seconds, only 3 seconds slower than last year's best time. The third timed run was some 11 seconds quicker, at 5 minutes 25 seconds, as Derek got to grips with the Escorts performance and handling. Before the final fourth run, whilst in service, a routine check of the Escort found a problem had developed with the clutch, the slave cylinder pushrod lock nut had worked loose and as our due time at the stage start was less than 15 minutes away, Mick and Phil



diagnosed and rectified the problem with the lock nut leaving Derek and Archie only a couple of minutes to check into the stage start control without incurring any penalty, luck was on their side as the fourth run was delayed for about 30 minutes as another competitor had an off, blocking the stage, and needed to be recovered safely before the stage could be restarted. The fourth run felt the quickest of the day

although the time of 5 minutes 27 seconds did not reflect Derek's efforts. However Derek was well pleased in beating the 5 minute 30 second barrier on the third timed run and 5 minutes 25 seconds, at 89,72 kph, was the quickest Derek and Archie had completed the stage since they rekindled their partnership several years ago in a Porsche 911 Carrera 3.

When the overall results were published the first timed run of 6 minutes 10 seconds had been updated to 5 minutes 29 seconds, this being the aggregate of the second, third and fourth timed runs with an overall time for the event of 21 minutes 58.61 seconds, leaving them in 48th O/A, 26th in division 3 and 5th in class 3G.

1st O/A, also taking the division 3 honours, were the Belgian crew of Bert Cornelis & Lydia De Sousa Dias in a Subaru WCR S5 in a time of 18 minutes 33.12 seconds, Class 3G winners were another Belgian crew, Koen Lauwaert & Nico Beernaert in a Renault Clio R3 in a time of 19 Minutes 35.35 seconds, the highest place UK crew, at 10th O/A, were pairing of Alex Taylor & Mike Herrington who recorded a time of 19 minutes 59.06 seconds competing in an unusual choice of rally car a Subaru Forester.

*Archie Pelling
Co-driver to Derek Webb, Car No 40
Ford Escort Mk1 Group 4 'Irish Spec'.*

Championships Summary

Clubnight

Peter Horsburgh	55
Edward Haylock	52
Mark Banham	50
Paul Haylock	46
John Peterson	42

Expert Driver

Bob Baker	23
John Peterson	20
June Pollard	18
Mark Banham	17
Alan Shrimpton	12

Expert Navigator

David Smalley	21
Ian Graham	20
Ian Pollard	18
Paul Haylock	17
David Bell	12

Semi-Expert

P. Horsburgh/D. Webb	12
A. Congreve/J. Congreve	12

Novice Driver

Paul Smalley	35
Peter Horsburgh	20
David Smalley	12
Edward Haylock	10

Novice Navigator

Matthew Smalley	35
Derek Webb	21
Daisy Tooke	12
Spencer Horsburgh	9

Marshall

Paul Pollard	4
Dave Pollard	4
June Pollard	4
Andy Congreve	4
Jody Wilson	3

Junior Marshall

Harry Tilburn	2
Jack Tilburn	2
Chloe Hewitt	2

Stage Driver

David Tinn	116
Peter Horsburgh	74
Johnnie Ellis	49
Stephen Tilburn	48
David Smalley	47

Stage Navigator

Dave Smalley	50
Dave Green	49
Jack Tilburn	48
Paul Haylock	47
Stephen De Vere	26

Off Road

Mark Banham	33
Edward Haylock	31*
Peter Horsburgh	23
John Peterson	22
Ian Pollard	20

Outside Club Off-Road

John Peterson	213
Adrian White	123
Mark Banham	25
Rob Kitchen	24
David Smalley	23

Outside Club On-Road Driver

Mark Banham	76
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Outside Club On-Road Navigator

David Smalley	39
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* Inc organiser points

Reminder: 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. Edward Haylock

Edward.Haylock@britishsugar.com 01553 813444

www.kingslynndmc.co.uk

Vintage & Classic Rally

This year's event, held on Sunday 7th July, started at East Winch Hall.

Courtesy of Adrian Flux Insurance, lunch was at the De Vere Dunston Hall near Norwich and to finish we visited the National Trust's Blickling Hall, near Aylsham.



Congratulations to all award winners:

- Car of the Day: Ron Loomes & Ron Ludlow, King's Lynn (1934 MG J2, see picture below)
- Vintage & PVT class: David and Sian Thomas, Spalding (1948 Jaguar Mk 4)
- Historic Classic class: Mike Ball, Bury St Edmunds (1961 Austin Healey 3000 Mk II)
- Post-Historic class: Terry Sprosson, Downham Market (1971 Alfa Romeo Giulia 1600 junior)
- Modern Classic class: M Stammers, Thetford (1988 Mercedes 300SL)
- 'Most Appropriately Attired': David and Sian Thomas, Spalding (1948 Jaguar Mk 4)

Many thanks to everyone who supported the event and to all the marshals from KLDMC for their unstinting work on a glorious but very hot day.

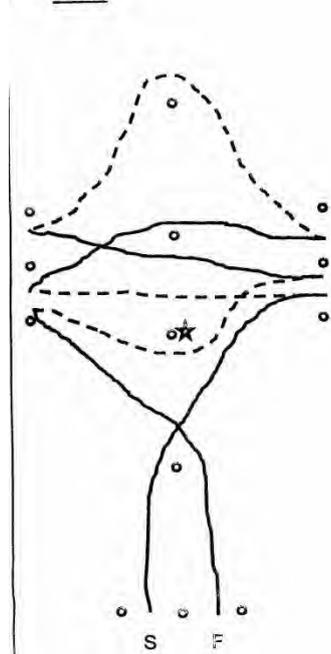


Adrian & Ivan Cunnington

KLDMC Gymkhana - Eastmoor - 17th July 2013

On a hot evening Ed had put together some great tests on Steve Tilburn's meadow. There were twelve entries so that was a good amount. Three skill tests were planned and four driving tests. As Ed was organising, Paul needed a passenger, as did I. So we paired up.

Test 4



Test 1. Reverse your car up to a string between two cones. As close as you can get, with 50 points for touching it. By luck I managed to get within 3cm on the first attempt, I thought I could see a mark on the ground by the tyre, so tried to get a bit further along on my second run but blew by going too far and touching the string. Adam Calvert did very well on his second getting within 1cm in his Audi.

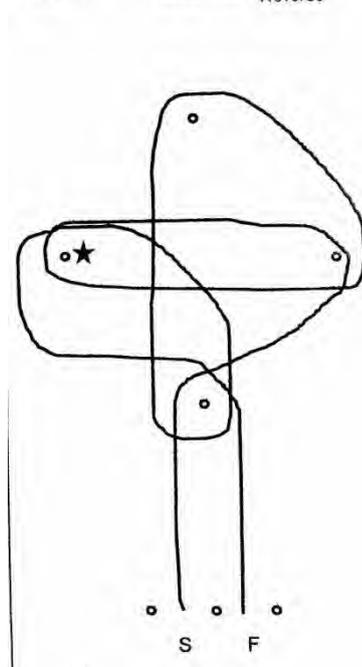
Test 2. Put 2 cones at a distance where you think you can get your car through. I get it down to 2 on my first attempt but tried to be too clever on my second and couldn't fit between, meaning another 50 scored. Richard Leggett got down to a negligible amount in his Fiat 500 and hence scored zero. Nice one.

Test 3. Set up a three cone garage estimated to the size of your car that you can parallel park into. This was a hard test, as the cones were quite short and couldn't be seen beyond the bonnet and wings, but at least the navigator was able to talk the driver in from outside.

Cumulative distances all around made up the points. Richard Leggett again conquered this one, with a 40 and 38. I set a 48 and 55. This test gave a wide variety of results and made quite an influence in the overall results.

Test 6

..... Forward
 - - - - - Reverse



Test 4. Onto the driving tests. This was a tricky test as it involved some reversing, and it was easy to go WD by picking the wrong line across the test. Paul Haylock was very quick on this test, setting 2 fastest times, 50 and 48. Very good compared to my two 57's. I hesitated several times on which way to go. Some faired less well with 7 people getting WD's

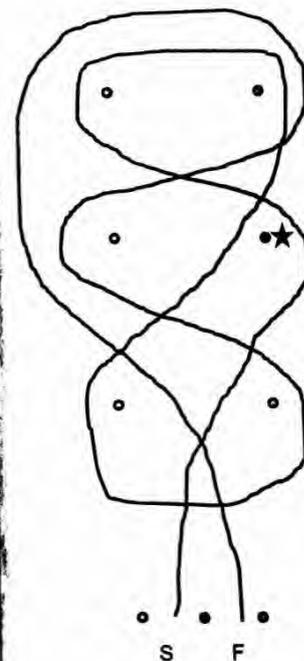
Test 5. An all forward test this one, round six cones with a can on/off in the middle. This was a great test that really flowed, and thanks to Paul's fantastic can work I set 2 fastest times, 41 and 40. Paul was nearly as quick, with a 42 and 41.

Test 6. Another all forward test. Four cones with a single can on/off looping round the 4 cones. Rob Kitchen was fastest on the first run, with a 36. I started with a 37, while Paul did a 38. The second run was better, with me fastest on a 35, although Paul couldn't improve and posted another 38. A nice test.

A great evening was had by all. I was surprised to do so well really. Richard Leggett topped the timesheets in his Fiat 500, but I was top KLDMC member. Many thanks to Ed for putting at all together and

thanks to Steve for the late use of his field. I don't think we left it in too bad a condition and I hope we can use it again next year. The next gymkhana will be on 14th August.

Test 5



Mark B



Landranger maps - current editions

Sheet	Title	ISBN	Publication Date	Edition
130	Grantham, Sleaford & Bourne	9780319229293	06/10/2011	C3
131	Boston & Spalding	9780319229408	22/02/2012	D2*
132	North West Norfolk, King's Lynn & Fakenham	9780319231364	30/03/2011	D1
133	North East Norfolk, Cromer & Wroxham	9780319231791	06/10/2009	D2
134	Norwich & The Broads, Great Yarmouth	9780319231807	11/12/2009	D2
142	Peterborough, Market Deeping & Chatteris	9780319229248	14/09/2012	D2*
143	Ely, Wisbech & Downham Market	9780319231319	17/11/2008	D1
144	Thetford, Diss, Breckland & Wymondham	9780319229255	07/11/2012	B3*

* NEW EDITIONS IN 2012

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

<http://www.dash4it.co.uk/store/>

☆☆☆☆☆☆☆☆ Official Club Clothing ☆☆☆☆☆☆☆☆

	Comments	Cost £
Polo Shirt	White or Royal blue; KLD MC logo	6.76
Sweat Shirt	As above	8.46

Other garments are available on request. Size guide: M=36-40, L=42/44, XL=46/48

To order, contact Paul Haylock, ☎ 01553 810070



MARSHAL'S CORNER



*Marshals are required for
the following Events:-*

Dear Competitor

Entries are now open for the Mark Ellis Motorsport Woodbridge Stages on 22 Sept 2013.

This is a round of the 2013 Hamilton Classic ACSMC Stage Rally Championship, the 2013 Ward Construction AEMC Stage Rally Championship, the 2013 Corbeau Seats AEMC Stage Rally Championship, and the Kick Energy PIRELLI 2013 Junior F1000 Championship. It is also the nominated event for the Inter Association Stage Rally Event, so get your entries in early.

On offer is 7 Stages with about 60 Stage Miles for £220.

Chelmsford Motor Club welcomes you to the 7th running of this event.

See the event website at <http://woodbridgestages.co.uk> for details.

We look forward to seeing you there.

Gary Nicholls

Clerk of the Course

Martin Brundle's book

Most club members will know about Martin Brundle's career in single seaters, his years as a Grand Prix driver and a sportcars champion and his celebrity status as the TV voice of Formula One.



But how many know that his first car crash was on the dodgems at Skegness, his first car was an Austin A30 and how he displayed his early competitive streak at Scalextric? Or, how as a car crazy kid, he sat beside his dad John clawing round the roads of Terrington Marsh in a rally car and how he had to be virtually dragged out of the workshops at the family garage.

These memories and many more, along with pictures from the Brundle

family album feature in the Martin Brundle Scrapbook which tracks his career from banger racing at Pott Row to his Sky role today.

It is part-biography, part-autobiography with 500 illustrations and the text in bite sized chunks from his family, friends, racing and TV colleagues with tributes from the likes of Stirling Moss, Jensen Button, Sir Jackie Stewart and Murray Walker. Martin makes his own contributions in his typically candid and witty style, revealing highs and lows, good decisions, not so good decisions and what convinced him to make his controversial move from BBC to Sky coverage.



Launched at the Goodwood Festival of Speed, It is a fascinating read and is available from www.porterpress.co.uk or 01584 781588. The published price is £34.95 but until October 31st it comes at an introductory price of £29.95. Time for some early Christmas shopping, maybe?



Judy Bates

King's Lynn & District Motor Club

LYNN CHARITY STAGES

Sunday 20th October 2013

Sponsored by

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In aid of the East Anglian Air Ambulance



Photo © Digital Motorsport

A qualifying round of the following championships:

Ward Construction AEMC Stage Rally Championship

Roadrunner Phoenix Awards ANEMMC Multi-Use Stage Rally Championship

Rainworth Skoda EMAMC Single Venue Stage Rally Championship

Corbeau Seats ASEMC Stage Rally Championship

www.lynnstages.co.uk

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Membership application/renewal form

PLEASE WRITE CLEARLY WHEN COMPLETING THIS FORM

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SPOUSE or PARTNER'S NAME FOR FAMILY MEMBERSHIP:		
ADDRESS: (Including Post Code)		
TELEPHONE: (Including mobile)		
EMAIL ADDRESS:		
The club magazine is distributed in PDF format only via email. If you wish to receive a copy Valve Bounce, please provide your email address above.		
ASSOCIATE MEMBER CLUB:		
"Every member of the club undertakes to contribute to the assets of the club in the event of the club being wound-up during the time that he/she is a member, or within one year afterwards, for payments of debts liabilities of the club contracted before the time at which he/she ceases to be a member, and of the costs, charges and expenses of winding up the same, and for the adjustment of the rights of the contributories among themselves such amount may be required not exceeding £1.00"		
I enclose the sum of £..... and agree if elected I will abide by the rules and regulations of KING'S LYNN & DISTRICT MOTOR CLUB LIMITED. Cheques should be made payable to KL&DMC Ltd and sent with this form to: Elaine Booth, 8 Farthingales, Spalding, Lincs, PE11 3AD		
Proposed:.....	Seconded:.....	Ref No:.....