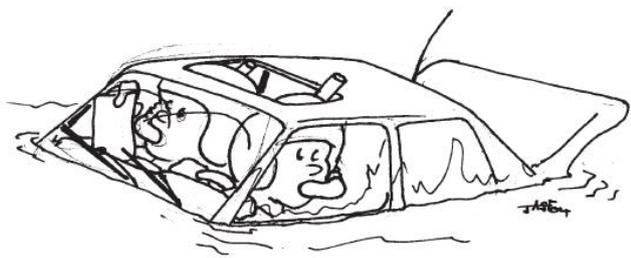


VALVE BOUNCE

May 2013



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The Magazine of King's Lynn & District Motor Club

Editorial by Jon Segger

Welcome to the May 2013 edition of Valve Bounce.

I'm writing this the day after the 60th anniversary dinner. What a great night it was! Nice hotel, good food and both speakers were excellent. Many thanks to all those involved in organising it.

I should mention that congratulations are due to Mark & Holly Cann on the arrival of their second child. Elsie Cann was born on 19th April. The downside of this news of course is that even if I do manage to find the time to get my car going again ready for another event, the chances are that Mark won't have the time to come and compete. Oh well, maybe 2014 will be our year...

I hope you'll agree that there are some excellent write-ups in this edition. Many thanks to all the contributors; please keep them coming!

Jon editor@kingslyndmc.co.uk

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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
Wed 03 JUL	CLUBNIGHT GYMKHANA	G, C	E Haylock
Sun 07 JUL	KLDMC VINTAGE & CLASSIC RALLY		I Cunnington A Cunnington
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 Cunnington 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

May 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 1st May
Gymkhana

(See page 7 for details)

Monday 20th May
Committee meeting

Chairman's spot – FULL CHAT

By the time you read this our 60th celebrations should be well under way with the Dinner on Friday 26th April. We had sold 120 tickets, so a full house was assured, and I hope the evening went well. The small sub-committee have worked very hard to making the event a success, so many thanks to them.

May sees the first in our summer Gymkhana season with the first event on the 1st of the month. Nick Way is the man to contact so please give him a ring with your entry. I hope the membership supports these events this year as they are good fun, competitive and have a good social side. Let's get a good championship going this year with as many contenders as possible to start the championship off.

Several years ago we had a group of members who used to make up a substantial marshalling team. We often used to travel as a group of marshals to stage events reasonably local to us. This seems to have dropped off a bit in recent years and it would be good to get it all going again. Check the 'what's on events' in the magazine and if you want to marshal on a rally contact our Chief Marshal to see if any other members are going as well and form a team up. Sharing costs with other members will help out with the fuel and also make for a more enjoyable day out.

Don't forget to contact Nick with your entry for the clubnight on the 1st May.

See you there.

[Paul Haylock](#)

Many thanks to all the sub-committee who worked so hard on the organisation of the 60th Dinner.

What a brilliant evening it was, with two great speakers to entertain everyone, Mike Nicholson and our own Martin Brundle.

I think both of them enjoyed the Q&A format of the evening after Mike had relayed a few rally tales with different drivers! Very entertaining. There was certainly lots of audience participation which made for a lively evening.

I am fairly certain that all the guests enjoyed the event, I think it was one of our best by far.

Once again thanks to the 'team' which delivered a first class event, as usual!

Look out for the books which both have coming out very soon!

Paul Haylock

Chairman KLMC

Myotis Rally (Mark & David)



Jonathan Stimpson (one of my navigators) talked up the Myotis as a great event, even though he had never competed; only marshalled. But that's another story. So I said I would enter as well. He was going to drive the event, with Ian Graham alongside, and David Smalley was going to be my navigator. As well as us, Hugh Garnish and Dave Bell had entered too. The Myotis a road rally held on the military roads of Salisbury Plain, virtually all of which are on smooth gravel roads. There are a few potholes, and these are fairly large due to the fact they are made by tanks! But on the whole it was pretty good. Scrutineering was fine for us, but we followed Hugh in and he was having electrical troubles, the rear lights were working on one side or the other or neither and the Dave's electric window was playing up. The old gent doing the light check somehow passed the car. I guess he just happened to be looking at the right working light at the right time. This is a bit of a worry at any time, but as we were later to find out, in thick clouds of dust it's not good. Especially for me, as I was running the car behind Hugh. He was 11, I was 12. He didn't seem too worried though, although I'm sure he would be if I ran into the back of him!

Anyway we set off on the rally, with a short run out from the start in Devizes to the Plains. The first section gave a taste of things to come. Wide gravel roads, blind crests and dips and fast corners. Half way through the first test we anchored up quite hard at a code board, but it was in quite deep gravel with some big stones. We carried on only to have a really loud vibration through the front of the car. We made it to the end of the section. I stopped and got down to have a look. Lots of big stones were on the sumpguard sending the noise of the engine, gearbox and exhaust through the sumpguard. I tried to clear some but a few were wedged in. There wasn't much I could do in the time and we decided to carry on. Next were a couple of special tests, timed to the second. It was a 5 minute run along some twisty tracks through some woods. It was a really nice test, very Preston like. It didn't start well. As soon as we got round the first corner I could smell oil. I feared a stone has fractured something underneath so backed off to see what happened. The oil light didn't come on and the gearbox didn't start making a lot of noise so we carried on at a reasonable pace. Our time was still 6th quickest. Before the 2nd run of the same test I got under the car and there wasn't a trace of oil leaking out. I guess I must have smelt it from a previous car perhaps. On the second run I was able to resume normal speed without worrying. It went very well and I was quickest on the test by 4 seconds. From there it was back onto the Plains. It was now going to get interesting. There are so many tracks on the Plains that are not on the map so finding the right slot required expert navigation, or failing that, luck. The next section was very tricky as we had to find lots of these slots, and to cap it all the dust was terrible. A lot of the tracks are made with local chalk and stone, and as it had been so dry dust was a really problem. For the first time in weeks there was not a puff of wind to blow the tracks clear. A real problem if you were following another car. We struggled to find a few slots and had to double back more than once. There was one particular junction where we were given a diagram to find our way. It was a four way junction where you went through it twice, keeping to the right each time. There were cars going everywhere here, trying to pick the right route and pick up a codeboard, made worse by clouds of dust from both tracks. This is how most of the first half carried on, wrong slots and dust. At the petrol halt we were a lowly 18th, which didn't make sense. Looking at the results we should have been nearer the top 10. I don't know where the extra penalties came from. It was looking better for the others though, Hugh & David were 15th and Jonathan & Ian were 2nd.

Onto the second half and we were going to try much harder. The first section went really well. A nice flowing section on the edge of the Plains with very few ambiguous junctions, and we cleaned it. (See photo from this section) Although we had a bit of a moment towards the end on a series of downhill bends leading into the control. Hugh was parked outside the control so I had to brake hard and it got a bit out of shape, but we just managed to stop in time. Back onto the Plains proper again. We were going well until we lost our way. We were unsure where we were. We went left, then turned round, then right, turning round again. We opted to follow a Ford Puma down a slightly rougher rutted track. Bad move. As we followed the other car we were both bottoming out. The Puma managed to escape but we were stuck fast. The others couldn't help us and disappeared. Pushing was no use as the car was beached on the sumpguard. We managed to find some fence posts and planks in the grass a short distance away, so jacked the car up and put the wood underneath. We moved forward a bit and the wood slipped out. We tried again. Eventually we got going, and kept going, leaving the wood in the middle of the track. Sorry. We were over 30 minutes down now so things were looking bleak. We pushed on trying to make up time. At least there wasn't too much dust now as all the other competitors were well ahead. We came to the next special test, a dusty test round some buildings and down a bit of tarmac road. It was ok but was a bit of a waste of time as it was only a 2½ minute test. The first run was ok (6th=) but on the second test we came across a Peugeot 205 parked the wrong way in a tight junction. We got round him but lost a bit of time. (7th) Looking back at the maps some of this test was used as a stage when I did the Imber Stages back in the early 1990's. It was in much better condition back then.



Just a couple of sections left now, more dust, more hard to find slots etc. There was one very hard to find slot off a yellow, as a white ran parallel to it. We took the white when we should have been on the yellow, and then struggled to find a loop on some old concrete roads next to the yellow, even though we had a marked mark and a photo of the collection of junctions. Onto the final section, which used a fantastic gravel road that had only been finished a week! It all went ok, but we did get held up behind another car for a bit but lost him when we went back for a codeboard. We were OTL at all the last 5 Time Controls so were racking up 30 minutes a time at these, giving us a hefty total at the end of 3:11:15, as they penalise missed controls and codeboards with time rather than fails. This put us down in 20th place. A bit disappointing, but one of those things. Hugh and David finished 9th and Jonathan and Ian 4th. I think they will really have to run as Experts now. After a great breakfast and awards it was back to the Travelodge for a couple of hours kip before the long drive home. Thanks to David for navigating, I hope we can do this one again next year. Hopefully it will be wetter.

Mark Banham

Reminder:
NEW Championship Secretary

Edward Haylock

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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

May Gymkhana

Just a reminder that the first Gymkhana of the year is on 1st May, at Dale field, West Dereham. Map143, 666018

Please contact me on nicholas.way@hotmail.co.uk or 07979472057 for details

(If you have anybody that might be able to help marshal the event as well please bring them along, just in case mine don't turn up.)

Nick Way

The rally drew to a close with a series of references to plot which routed us round Emneth and Outwell before we headed for the finish through Marshland Smeeth and some of the bumpier roads in the locality west of Stowbridge. Again a variation on the tried and tested move a square up, down, left or right threw a few people simply as Ed chose to use the acronyms for American sports (NHL, NFL, NBA etc) as his codes instead of anything more conventional.

We returned to Runcton Holme pleased with our run as a new 'crew' and were even more so when it was announced we had taken the honours, with Andy & Jasmine Congreve and Paul & Matthew Smalley taking 1st Semi and 1st Novice respectively.

Many thanks to Bob for the invitation, Brian for the loan of his kit and to Ed and his team of marshals for an enjoyable rally to draw the season to a close. See you all again in September...

Adrian Cunnington

60th ANNIVERSARY DINNER

Just a quick note from me on behalf of the Organising Team to thank everyone involved in the organisation of the 60th Anniversary Celebratory Dinner. We had an excellent evening highlighted by two outstanding speakers.

Former two-time British champion co-driver Mike Nicholson shared his experiences over his career which included competing alongside the likes of Jimmy McRae, Pentti Airikkala and Tony Pond. After his retirement from competition he managed Vauxhall Motorsport for 20 years, including multiple BTCC titles for the likes of Cleland, Thompson, Plato etc.

Martin Brundle did an excellent Q&A session providing an insight into his role at SkySports F1 but also lots of opinion about the way the sport is heading and who to look out for as well as some choice memories from his own career.

Our thanks again to them and to all concerned; it was a great reflection on 60 years of our Club.

AC

Myotis Rally (Hugh & David)

Saturday 20th April and a step into the unknown with a trip 'well down south' to Devizes for the Myotis. No idea what was in store, regs promised marked maps with all the competitive mileage on the private roads within the MOD Salisbury Plain Training Area (SPTA) including the firing ranges. It turned out to be a bit of an East Anglian away day with local crews Mark & David and Jonathan & Ian also making the trip.

Our event turned out to be best summed up as a series of comedy moments.

Loading the car onto the trailer at Hugh's I was asked to check the rear lights as there was a 'potential' problem, sure enough only 75% of the red lights were working. A bit of a tap and a wiggle changed this to 100%, not really a good start.

Car unloaded and a rear light check (all still working), noise and another check in the queue for scrutineering – back to 75% (but a different one not working) and all wiggling and tapping did was toggle the problem. Sailed through scrutineering (don't ask me how).

Driver briefing came and went with all the questions coming from the 'outsiders'. We were warned not to leave the tracks under any circumstances (biggest comedy moment of the night as it turned out), to watch out for other traffic on the tracks and that was it.

Running at car 11 we were scheduled to leave MTC1 at 22:41 (one of the advantages of running on private land); 22:20 and as Hugh fired up the car to warm it up there was a curse and we were off to look for a petrol station! Back to the car park and confirmation from another competitor that we were now down 50% working red lights (and these needed assistance from the middle pedal), bad news for Mark & David running at car 12!

MTC1 saw the maps handed out giving me the run out to TC2 a chance to look at them (the run out also saw the first wrong slot of the night on the A roads through Upavon, not too serious but not a confidence booster). I'm not a fan of marked maps and to be fair I did struggle with them. I should really have taken more notice of the first section and modified my interpretation but in my defence most of the first half (to TC10) was fairly relentless with the only break being between TC3 and NTC4, but the break included 2 runs at the first of two tests). I would have preferred to have the maps handed out at Signing On but that's a MSA no-no. On the plus side the maps showed the route and all the controls (TC, PC and RC); on the minus side the annotations weren't always obvious and the route occasionally was shown on the 'wrong' side of the track.

Sitting at TC2 it was obvious that dust was going to be a bit of an issue (understatement of the year) but a far bigger issue was my farcical attempts to predict the route from the maps. The map for the first section showed a white, slot left onto a 'new' track, left at T onto a track, RC, fork left onto a 'new' track, GW SOX (A road) onto a 'new' track for 2 miles into TC3. The 'new' tracks were dashed lines drawn on the maps by the organisers; obviously the roads on the Plain are fairly fluid. On the night the first 'feature' we came to was the RC, the first two junctions just weren't there, unfortunately I didn't learn! Hugh came up with the solution at the debrief – I should have just navigated by the Controls using the 'junctions' as possible reference points.

Clean to TC3 and the first run at Test 1. Timing at all controls was to the minute apart from the four tests which were to the second. Test 1 was a 3 mile run through a wood with a well-defined

flowing route. We had a good run, well too good really as we caught our 30 sec man and had to wait for them to pull over then caught our 60 sec man and had to follow them through a manned PC, manned lolly-pop into the finish. Straight into a second run at the test. No 30 sec man this time but caught the 60 sec man just before the manned PC and with no opportunity to pass had a frustrating run to the finish. Fortunately Hugh had already realised that because of the dust odd seconds probably wouldn't be too relevant in the final reckoning.

The end of the second run was also NTC4 and so it was straight back into the fray. Hugh was becoming increasingly frustrated with my inability to call the slots (mainly because the ones I called weren't there!) and PC3 saw the wheels depart big time. Can't remember whether it was manned or not or followed by a missed call but we should have slotted left at PC3 and we didn't and when the dust cleared we weren't where we should have been and I had absolutely no idea where we were! If it wasn't for a local turning up to ask us what we were doing and then pointing out where we should have been we may have still been there! More new track to take us to TC5 and 10 minutes gone (bit worrying to be already 10 minutes down at what was in effect the second TC!).

Highlight of the night time, TC5 to TC6 via a double use 'crossroads' locally known as Barden's Clump, basically turn right each visit. Confidence was running low in the MG as we approached the Clump for the first time. Sadly I called it correctly but Hugh spotted an RC and wasn't interested when I informed him that it was for later. After a discussion (and a bit of a raised voice) we were off on the correct track (but the discussion was still going on). Attempts to get Hugh to look for an RC at the next junction were just beginning to succeed when Hugh was distracted by a convoy of cars approaching. Hugh's immediate assumption was rally cars and wrong slot (re-enforced by the RC in the Clump and lack of RC where I said it should be). Against my better judgement agreed to a return to the Clump. Approaching cars had by now disappeared and there was no other route from the Clump so off we went again, a proper search at the predicted RC location found the board (nearly flat) and we were off again. Big loop back to the Clump and another heated discussion as this time Hugh didn't want to go via the RC spotted earlier but opted to go off up the track back towards TC5. Finally made it to TC6 and surprised only to drop 3 minutes.

Can't remember any moments to TC7 but another 2 minutes went, perhaps it was just down to the dust. Obviously things were improving as we managed TC8 & 9 penalty free, not so TC10. We were going reasonably well up to RC21 then what looked like a fairly complicated bit on the map through PC9 and PC10 turned out to be very straight forward with none of the junctions called from the map appearing on the road resulting in us driving past the unmanned PC9 ending up at a T junction which I had called SOX, R@T (no idea what had happened to the cross roads). Arrived at PC10 and realised that we'd missed PC9 – had we driven past it or was it not there, so far all the boards and controls had been fairly obvious – opted to carry on. Just the 1 minute dropped at TC10 so probably should have gone back for a look, oh isn't hindsight wonderful!

Neutral to NTC11 and another 2 sections to petrol. TC12 was a fine example of how disorientating it all was. The map showed RC25, white, new track, white, slot left onto a white into TC12. RC25 came up and the next feature we came to was TC12, so I had TC12 500m from where it actually was, it was actually where it should have been and I was 500m out for the next few junctions resulting in a stupid missed slot, a ticking off from Hugh and a dinked back bumper as we did a multi-point turn on a very narrow road. This cost us a silly minute at TC13 and Hugh was so hacked off he made me get out at petrol to hand in the cards (once I'm in I don't usually get out until the end).

80 minute break at petrol and with $\frac{3}{4}$ timing throughout (not that obvious from the briefing or regs) an opportunity to make up 20 minutes (fortunately enough to put us back on scheduled time at MTC15).

A sort of re-run in reverse of section to TC12 took us to TC16, an easily cleanable section which gave Hugh the opportunity to make an absolute b*lls up of the hairpin left slot into TC16 much to amusement of Andy Manston. Neutral to NTC17 followed by another easily cleanable section to TC18.

TC18 to TC19 was very rough including a deeply rutted downhill section that was so out of character to the rest of the route that Hugh confessed he wouldn't have followed my instructions if we hadn't been in a convoy. Also managed a serious wrong slot on a road that wasn't on my map in my search for PC18 resulting in another dropped minute at TC19.

TC19 to TC20 and time for another where the h*ll are we moment. We were running with Mark & David following yet another series of tracks that looked quite complicated on the map but weren't. Ended up at a junction that looked like a cross roads but my map showed R@X immediate L@X. Took the R@X and decided it didn't feel right so turned round and opted for the L@X option. Next junction should have been L@T, turned out to be a triangle with a Q board on the completely opposite approach direction. Saw cars in the distance so headed that way, road began to match the map with the next PC approached around a large triangle. Close to a wrong approach without seeing a slot so turned round and followed roads and cars around a large loop that was almost certainly not the correct route but did bring us into the PC from the correct direction. This section had been designated a last minute Quiet Zone at signing on so I think a few NO boards may have helped any potential PR issues – as it was there were cars all over the place. 7 minutes dropped at TC20.

Neutral to NTC21 via two goes at Test 2. Didn't enjoy Test 2 as much as Test 1, basically less than a mile around a farm yard and a couple of tracks with a couple of manned PCs and another manned lolly pop. Self-inflicted poor first run (my fault), and more baulking on the second run with no passing option.

Clean run to TC22, but not without its memorable moments First one, call was GW R@X onto yellow, however Hugh spots a STOP sign on the tank track on the other side of the yellow so straight across the yellow, nice GW at the STOP sign and off we trot up the tank track – after a polite discussion a neat 180 (tank track nice and wide) and back onto the yellow and the correct route. With the discussion still continuing from the right hand seat instructions from the left hand seat have to be made with a raised voice as we approach one of the most complicated NAMs imaginable via a RC into TC22.

Neutral to NTC23 followed by the final section to TC24 and another couple of moments. Start of the section went new track, GW L@T onto yellow, 200, TR onto white, 100, RC40, 100, PC30 TL onto new track, 500 TL onto new track, RC41, GW R@T back onto yellow. All was well through PC30 but there just wasn't a link across from the track to the yellow. Atmosphere in the car was a tad tasty as I think it went 180 back to PC30 for another run along the track, still no track, another 180 back and another 180 followed by the creation of our own new track onto the yellow, back along the yellow to RC40 and another loop, very tasty now as we had another go along the track only to spot RC41 in the distance (not a million miles from our first 180 an absolute age earlier). Things were still a little frosty as we found a re-route through a field between RC45 and PC31 and the final straw was no PC31 where I said it should be (Hugh was not in the mood for a hunt the board) so we pressed on to TC24 to drop another 4 minutes.

On the run into the finish I wasn't too sure whether or not I'd enjoyed the event as I thought we'd both had a poor night. Over breakfast I perked up a bit as it became obvious that getting to the finish was a result in itself. Happy to end up 10th o/a after missing a couple of PCs (2 x 20m), must admit that I was so demoralised at half time that I didn't bother making a note of our penalties so a total of 65m looked about right.

The results were probably the only thing to let the event down. The reaction to questions at the driver briefing indicated that the event was moving onwards and upwards and the results confirmed that they still have one or two things to learn, I have a feeling that if it had been a round of one or the more competitive regional championships there might have been one or two repercussions. I'm not a Blue Book expert but I thought once the results were declared final that was it. On a 12 car results have been known to change post event but I'm not so sure about a Nat B. When the detailed results came out there were one or two obvious anomalies. The biggest was that a non-finisher was listed as 6th o/a (mainly due to 'cleaning' the second half due to the results team not inputting any data). It took a forum post from the crew to rectify this and most crews moved up 1. We were only penalised for the one missed PC (PC9) with our missed PC31 going un-penalised. I have a feeling that this was due to the marshal signing against all the boards in his section and putting an 'X' against PC31 which the results team missed.

Overall a very unique event and one for next year's calendar. How did the other East Anglian crews do? Mark & David finished a character building 20th o/a after serious problems between TC19 & 20 caused them to run OTL through the final sections; Jonathan & Ian finished a very impressive 4th o/a and 1st Semi.

The breakfast was also very good as was the finish venue located in Devizes market place.



Hugh & David

Flanders International Rally Challenge (FIRC)

KLDC HISTORIC CREW HEAD TO BELGIUM

I am currently preparing my faithful Mini Cooper S "277 BRX" for a foray into Belgium to tackle the 5 rounds of the FIRC championship (www.firc.be).

Starting with The ORC Canal Rally on **June 2nd**, I will be accompanied by **David Smalley** in the co-drivers seat who is experiencing his first taste of closed public road special stage rallying with pace notes! David partnered me in the Mini on the East Anglian Classic last year finishing just outside the top ten. This year we have split Webers and 20bhp more!

Each of the events has a day for the recce and a day of competitive stages with a stage mileage of between 85 and 120 kilometres.

The first rally is based in Ostrozebeke just outside Ypres, and for the series of events I have to thank Justin and Alex at **MiniSpares** Centre in Potters Bar for their support in taking on the challenge.

For the rest of the series I will be co-driven by **Derek Webb** whose experience of competing on Belgian roads will be invaluable.

The rallies come thick and fast as you can see below so reliability will be very important.

2nd June ORC Canal Rally <http://www.orc-rally.be>

15th June – GEKO Rally Wervik <http://www.scuderiavervica.be>

7th July – Sukerstreek Rally <http://www.autoclubtrt.be>

15th September Hemicuda Rally <http://www.hemicuda.be>

24th November 6u Van Kortrijk

You can keep up with progress on the above websites.

Pictures attached are from the 2009 Tour of Flanders, which was a round of the British MSA Historic Championship.



Peter Horsburgh

Championships Summary

(Provided by Ed Haylock)

Clubnight

Paul Smalley	35
Matthew Smalley	35
David Smalley	33
Derek Webb	33
Peter Horsburgh	32

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

Peter Horsburgh/Derek Webb	12
Andy/Jasmine 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	3
Jody Wilson	3
Nick Daubney	3
Dave Sooley	2

Junior Marshall

Harry Tilburn	2
Jack Tilburn	2
Chloe Hewitt	2

MIDDLEWICK STAGES at WOODBRIDGE 12th MAY

Just to let all members know that the MCAC are running the Middlewick Stages at Woodbridge on the 12th May round 4 of the CORBEAU SEATS UK ASEMC Stage Rally Championship and they have promised no rough stuff.

Also KLMC members are entitled to special prices less 20% across the range of Corbeau products and remember that Corbeau seats are for 7 years and not the usual 5 as they can be re-homologated for 2 years. Also the range includes the Stand 1 Hans Device for only £250 plus vat.

For more info or special prices please contact Derek Webb Corbeau Seats UK series co-ordinator on Tel 01953 488696 or 07818 206265.



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*
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133	North East Norfolk, Cromer & Wroxham	9780319231791	06/10/2009	D2
134	Norwich & The Broads, Great Yarmouth	9780319231807	11/12/2009	D2
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* 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; KLDMC 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

KLDMC Endurance Karting – June 28th 2013

- Anglia Karting centre, North Pickenham
- Large engine 270cc Thunder karts
- 2hr endurance race
- £160 per kart 3 or 4 drivers
- Agreed number of pit stops
- Food and drinks provided
- 6.30pm Drivers briefing & video for 7:00 start.

www.anglia-karting.co.uk

Contact johnnyholman@hotmail.co.uk, tel: 07824340041

FOR SALE

4 off Matador Inters/Wets compound W14. 180 x 530 x 13

All still have mould pimples on so are as new.

They cost £90+ each, so a bargain at **£200**

My contact is Derek Webb 01953 488696 or 07818 206265.

derek.webb@aol.co.uk



MiddleWick Stages 2013



Entries are now available for the 2013 MiddleWick Stages, which will take place at MOD Woodbridge, near Ipswich on Sunday 12th May 2013.

Organised by Middlesex County AC and Green Belt MC, the event is a qualifying round of the Ward Construction AEMC Stage Rally Championship and the Corbeau Seats UK ASEMC Stage Rally Championship and, in addition, is open to members of member clubs of the ACSMC and EMAMC.

Scrutineering and Documentation will be available on Saturday 11th May from 5.30pm to 8.00pm at The Holiday Inn, Ipswich - Orwell (where special rates have been negotiated for an overnight stay) and on Sunday morning from 6.45am to 8.30am at the venue.



Last year we used a long run through the buddleia bushes but that was not successful, so this year we are reverting to the use of the main tracks. However, we are still able to offer 8 stages of around 8 - 9 miles each and there will be a Stage Practice event for those competitors who are unfortunate enough to retire on the early stages.

We encourage competitors to submit their entry using the web entry system which is both quick and efficient. Payments can be made via Bank Transfer or by sending a cheque to the Entries Secretary.

For more information, and to enter the event, please go to the website - www.middlewickstages.co.uk

Entries Secretary - Tony Phillips

E-mail: entries@middlewickstages.co.uk or telephone: 01923822590

Marshals:

For any rally to be successful it needs the assistance of a large number of officials and marshals and the organising clubs are very grateful for the support they receive from the many individuals, groups and motor clubs.

If you are able to help at the event please contact the Joint Chief Marshals, Eris Robertson or John Davie

Email: marshals@middlewickstages.co.uk or telephone: 07865058233

From: <paulbarrett@chelmsfordmc.co.uk>

Date: 22 April 2013 21:00

Subject: 2013 Ward Construction AEMC Stage Rally Championship - Round 3 update

The first running (in the 21st century) of the London Rally for Heroes took place at the weekend. The third round of the Ward Construction AEMC Stage Rally Championship took a heavy toll on championship contenders with the same number of retirements as finishers.

The rally was very slickly organised - the start on Friday evening was held at Brooklands and we were flagged away by the local MP & Secretary of State for Defence, Rt. Hon. Philip Hammond (who was previously Transport Minister and answered diplomatically questions about closed roads rallying).

Southern Car Club lined up 23 mostly short sharp (1.5 to 3.5 mile) blasts along tarmac military roads and round active and disused army bases (including Montgomery Barracks in the centre of Aldershot - built in the Cold War and now closed), with a final pair of stages around the Mercedes test track at Brooklands where the rally finished after being based all day at a central service point in Aldershot. The rally had substantial support from the Army and corporate sponsors.

Alex Cannon took a lead in the drivers' championship with another good finish, although Craig Teasdale / Duncan Lillwal (both serving RAF officers) were best AEMC crew in 7th overall. Tony Capon (with late stand-in co-driver Allan Smith) and Mac & Amber Jessop each finished 4th in class.

Paul Barrett leads the co-drivers' table despite a DNF on the London Rally; Ray Keith is three points adrift.

Tony Michael and Rob Dillon both broke Civic driveshafts within a few miles of each other, Paul King broke his clutch and Paul Haines went off in SS15.

Tony Clements and Stuart Cadman are both fixing bent Evos after the Flying Fortress Stages and had to withdraw their entries but hope to back for Middlewick.

The regs are out for the next two rounds - 12th May Middlewick Stages at Woodbridge and 9th June Abingdon Carnival.

Middlewick is reverting to more traditional airfield-based stages (no gravel tracks). Abingdon usually fills up very quickly so get your entries in as quick as you can.

Tony Hewitt and I hope to see you on the next rounds.

Paul.

KING'S LYNN & DISTRICT MOTOR CLUB LIMITED

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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

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