

Torque Talk



NEW WEBSITE ADDRESS NOW ONLINE!!!

WWW.DURHAMAUTOCLUB.CO.UK

The magazine of Durham Automobile Club

April 2016



Nicky Porter's Merc 450 SLC on the Circuit of Ireland Déjà vu and Fred Henderson's Tour of Hamsterley winning Chevette. Articles Inside!

The Honest Lawyer, Croxdale Bridge

Durham DH1 3SP

The hotel's renowned AA rosette awarded Baileys Bar and Restaurant. Food served all day, offering a quality combination of locally sourced food, a relaxed atmosphere and friendly service.

Menus change seasonally, created by respected Executive Head Chef Harry Bailie, with inspired dishes and hearty classics.

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We look forward to seeing you!



Editorial

Hi everyone,

First of all, I would like to thank everyone who has been in touch to say how much they have enjoyed the new magazine. It's really pleasing to know that my efforts have been appreciated. I would also like to thank all the contributors to the magazine, which has enabled me to put together something which I hope is interesting to read as well as being informative.

I am pleased to report that the new Durham Automobile Club website is now live, and I have to say that it's looking really good www.durhamautoclub.co.uk. The new web address is far better and less of a challenge to type into Google or your web browser. From initial testing, it seems to be mobile device friendly as well which in this day and age is a critical factor. Well done to all those involved in its creation!

Could I extend a warm welcome to all the new members that have joined us lately. It's really great that you have joined DAC and we hope to see you on events and club nights in the future! If you know of other people who could be interested in becoming a member of DAC, please bring them along to a club night. Hopefully they will be impressed enough with us to join as well.

The new venue launch night was a really excellent evening. It was great to catch up with some ex members, some of which I hadn't seen for over forty years! Thanks once again to Fred Henderson who provided the buffet, and the staff of the Honest Lawyer, who put on a really tasty spread, not forgetting John Nicholson who did most of the planning and arranging. Perhaps we could have an evening something like this in the future which would include members from the past and also try and encourage some new members.

Talking of Fred, there is an interesting article from him with a brief résumé of his career in motorsport in this edition of Torque Talk. I have known and been a friend of Fred for quite a few years now and have enjoyed some super times with him. During the Chevette days, much to my families annoyance, we fitted the link boxes and suspension to the CCC Chevette project on a Boxing day, and I well remember being handed the keys for the car after we had just fitted a new Blydenstein 2.6 single cam stroker engine with the instructions to "run it in over the weekend and get the engine hot", Stanhope here I come!!! Can't leave this bit of reminiscing without mention of Colin Saxton, another long-time member of DAC who led the servicing. It was one of those situations where everything seemed to just "click" and nothing was too much bother – even changing an axle at Albermarle in two foot of snow!

The new venue launch gave me an opportunity to review some old films which were shown on the night. There were a few drivers at that time who were worth getting up at stupid o'clock in the morning to go and see or spend the night in some godforsaken forest miles from home. Tony Pond, Jimmy McRae, Ari Vatanen, Walter Rohrl and perhaps the fastest of them all – Henri Toivonen. All of them fantastic drivers! However there was one other driver of that time, who was consistently fast, didn't crash and was probably the best of the lot at that time – Hannu Mikkola. Unless of course you have another view. If so, drop me a line (martinhall49@gmail.com) and I will include it in a "Letters to the Editor" section.

James and I made our annual pilgrimage to Silverstone for the British Round of the World Endurance Championship a report of which will appear in next month's mag. However something interesting (at least to me!) occurred. One of the Audi's suffered a failure and stopped on track and the race had to be suspended with a full course yellow until an engineer could get to the car, plug a laptop in, and discharge the storage cell. With that done the car could be recovered back to a very unhappy Audi pit garage. One thing that struck me though is that this is the technology that will be used in mainstream car production. I wonder how long before breakdown services have to have a specific piece of equipment with them so that they can discharge the storage cell in the case of a fault or accident, and how safe cars of the future will be with MegaJoules of energy stored on board in massive capacitors or batteries.

At the same meeting, there was a gentleman that I recognised walking through the pit lane during the pit lane walkabout who didn't have any passes or permits and no team regalia. Being a shy retiring type, I said loud enough so he could hear "Henri" and he turned round. It was none other than Henri Pescarolo, who competed in 33 Le Mans 24 Hour races, winning four of them. He also competed in 67 Formula One Grand Prix as well. He speaks little English and I speak even less French (bonjour and gracias sums it up – hang on there, gracias is Spanish!), but it was great to meet him. Also there was the Manor Team with Graeme Lowden who did the presentations at the Salutation a year or so ago. They didn't fare too badly for their first foray into endurance racing.

Congratulations to Peter Masters on winning the first of our Croft Autotests. Peter has long been a stalwart of the club and autotesting, so it's nice to be able to report on his success. Thanks to everyone who turned out as Marshalls and helped with the organisation of the event, and also Direct Car Parts for their sponsorship of the event. Lindsay has produced a report with pictures taken on the day which appears later in the magazine as well.

I appreciate that DAC is a pretty much rally orientated club, but I'm sure you couldn't have missed the debacle of the first two rounds of the Formula One championship. Quite why the qualifying needed changing is beyond me, and the efforts that were used to "spice it up a bit" was an abject failure. Sense eventually returned for the China round where reliability - or lack of it – did all the spicing up that was required. I think the situation demonstrates something that a lot of motorsport can learn from and that is the old adage "if it isn't broke, don't fix it" Looking back, the demise of so many good events has occurred because of misguided though I am sure well-meaning changes being brought into place. If you lose competitors due to rule changes or those competitors are left with cars and equipment that have been rendered worthless by a change in regulations, it is hardly a wonder that those people leave motorsport – usually for good!

Having become magazine editor of DAC (again!) I have been taking a greater interest in rallying and the various rally reports on satellite TV. The WRC cars certainly seem to be very fast and sophisticated rally weapons these days, and they remind me a great deal of the old Group B cars. Visually, they certainly seem to be nearly as fast! However I think it is time that I went and saw an event or two for myself and see if my love of rallying can be rekindled (I did travel all over the country to service or spectate in the past). So don't be too surprised if you see me spectating on one or two of the local events in the future. I would appreciate some suggestions on the best events and places to spectate as it's been so long. However, could I state that I'm not in the market for an outing as a navigator or suchlike in the future. These days I'm a terrible passenger, and if it was John Nicholson, he might just try to get his own back for the crash we had at Lambton Lion Park!

I had the pleasure of meeting our new website hosts the other week, and after many years in the IT Industry, you tend to get a feel for those who know what they are doing. Smart offices with good equipment, clear and competent design, and willingness to please that is somehow lacking from quite a few companies. I have to say I was very impressed and look forward to working with Discovery in the future. If you are ever in the market for a website, you could do a lot worse than contact them on 0191 543 7111

Appreciate that this appeared in last month's mag, but I think it is worth repeating. The DAC Facebook pages is still available at the following address

<https://www.facebook.com/Durham-Auto-Club-290235977789949/?ref=bookmarks>

As well as the new website, the Facebook page is an ideal place to find out what is going on as well as being a forum for comments etc. However, could you please ensure that you follow the house rules with regard to Facebook, and therefore don't post anything that contains bad language, personal attacks or is generally of an unsavoury nature.

All the best, and good luck if you are competing

Marty

Chairman's Report

It is already April and this seasons Club events have started!

We held a new club venue launch night at the Honest Lawyer on the 30 March. All club members were invited plus two people from each North East motor club. Around 60 people attended and enjoyed a drink, a chat, a buffet and some videos of our club members rallying many years ago. Thanks must go to Fred Henderson for donating the buffet and to John Nicholson for organising the videos and venue.

Our Auto test Championship will start on 16 April and will consist of four Auto tests at Croft Circuit. The second round follows very quickly on 14 May. Why not pop along and see what happens at an Auto tests. You may want to give it a go. It's cheap and easy to get started. Peter Masters and Tom Hall have been travelling far a wide from Seaton Carew to West Cumbria to compete in auto tests. I believe Tom Hall won the auto test organised by the West Cumbria car club.

Some Durham club members have been out competing on Stage and Navigation rallies. Steve Petch and Steve Perry competed on the Malcolm Wilson Rally and finished 24th and 61st respectively. Unfortunately Stephen Petch retired with a damaged radiator. Ed Todd and yours truly tried to beat our 2015 result of 6th overall at the DCC Ingleton stages. I'll not go into the details as I have included a report further into the magazine.

John Nicholson took part on the John Robson Historic Navigational Rally. A good finish was not on the cards as it appeared they had missed several route checks even though John said they visited every one.

To have your results entered into the club championship, please ensure you pass on your results to our Competition Secretary Steven Perry (steve.perry1979@hotmail.co.uk).

Any other reports or information you would like to be added to the Magazine / Facebook / Website please forward to Martin Hall (martinhall49@gmail.com)

We now have a full program of events for the year which have been emailed out to club members and are also included in this magazine. Hopefully there is something for everybody. I will kick off the club night events with a couple of navigational training nights. If you would like to learn how to read a map and plot navigational rally clues, come along with map 88, a pencil and rubber. We will have spare maps and pencils if you don't have any. These training nights will later include easy navigation events that everyone can take part in.

If you haven't been to a club night this year now is your chance.

Andy Brown

Chairman of Durham Automobile Club

PS, if you wonder where our club website has gone, don't worry it will be back very soon. Better and faster than the old one.



Proud Sponsors of the Durham Automobile Club Croft Autotest Series

Tel: 0191 3847803 or 0191 3849913 (During opening hours)

Direct Car Parts
Front Street
Framwellgate Moor
Durham
DH1 5AU

Email: sales@directcarparts.co.uk

<http://www.directcarparts.co.uk/>

DCC Ingliston stages 2016

After two rounds of the 2016 ASP North East Tarmacadam Championship under our belts already the GTM red top was sounding like a tractor. The engine had been fully overhauled 12 months earlier but after only 5 rallies it sounded rough and had been chuffing out blue smoke ever since the overhaul. We feared the engine would go pop if we did another event with it so sent it off for a check-up but the diagnosis was not good.

A “new” unit was installed and the dyno figures looked very good.

Our third event of 2016 would be the DCC stages at Ingliston, the Royal showground located next to Edinburgh airport. The forecast was for rain but we arrived to dry conditions. It had rained during the night which made the track wet and slippy.

Stage 1 was eventful with very little front end grip but we kept it on the Tar and posted 15th fastest. Only one hour later the tracks were a lot drier and we scorched through stage 2 some 40 seconds quicker and moved up to 11th overall.

During service we found the alternator belt was fraying and this had been caused by loose bolts vibrating out of one of the engine mounts. Luckily one bolt remained in place but still loose. New bolts were fitted and the engine was now secure or so we thought.

In stage 3 all was going well until gear selection problems started. By the last lap of stage 3 we could only get 2nd gear and had to “kill” the engine at the stage stop line because we had no clutch. We pushed the GTM back into service and found the gearbox mount was also loose. As the hydraulic clutch cylinder was mounted on the gearbox mount the clutch cylinder action had stripped 2 of the mounting bolts. We managed to get the mount secured to a certain degree but after 2 more stages we decided to call it a day as we were struggling for gears and didn’t want to damage the gearbox and clutch.

Retiring after stage 5 was disappointing but knowing someone had put the engine back in but had not secured the engine and gearbox mounts was annoying.

The new engine was very good giving us a lot of power from very low revs. So we are looking forward to our next event, which may be the Summer stages at Crail or an event way down on the south coast of England.

Thank you to Jason, Jamie and Alistair for servicing.

Fred Henderson (1945— ****)

After reading Marti's excellent profile of his Motor Sport history, I thought it might be of some interest to current members for me to do something similar. It is over 30 years since I gave up regular competition and many people are unaware as to what I got up to. So, briefly, here we go!

After having a farming upbringing involving tractors and any other items of machinery (I could plough a straight furrow by the age of 13), it was only natural that I should be obsessed with racing and rallying. I would make sure I heard Raymond Baxter's report on the Monte Carlo Rally before I went off to school. I was well familiar with all the famous names even before I was 15 years old: drivers like Peter Harper and a young Paddy Hopkirk.

Working as a Motor Mechanic did not give much money but fortunately I finished up with a Ford E van, courtesy of a local pig farmer.

It was while driving through Edmondsley in 1962 that I saw cars in a nearby field going round some old Duckhams oil cans. It was a DAC Field Auto Test. It was already half way through but I asked if I could join in. They let me have a go free, I think just for a laugh, but I was soon putting in times in the top half dozen. The following Wednesday I joined DAC which was meeting at the Hare and Hounds, Gilesgate and I have been a member ever since (apart from two weeks in January when I was expelled under Rule 6.2, whatever that is).

A lack of money meant I did not take part in my first proper Rally until January 1967 driving a 1000cc Ford Anglia. The Rally was the Tynemouth Three Rivers which was a top Rally in its day and we started at 88 out of 90 and went on to finish 14th and 2nd Novice. I thought this is easy but that was a bit of an under- statement.

However, 12 months later I won my first event, the Snowdrop Rally and went on to win the ANECC Championship for the first time at the age of 23. After taking a breakdown job for extra money, I found little time for night rallying, so by 1970 after acquiring a 1293 Cooper S, I set my stall out to do the RAC Rally, keeping myself sharp with a whole series of Auto Tests which the Mini was good at. I achieved a lifetime's ambition of taking part and finishing the 1970 Lombard RAC Rally and in fact went on to finish the Rally three times with the same car. The full account of this is available in my book (Breakdown Doctor) which was published in 2005. It recounts the dramas of which there were plenty.

In 1973 I started my own business to get time for motorsport and by 1974 I decided to make some effort and get out and win a few more things, so with sponsorship from ATS and a brilliant Navigator in the shape of Trudi Binks and armed with a RS1600 Escort, we easily won the 1975 ANECC Championship despite strong competition, winning seven or eight of the rounds, including the Peak Revs in Cumbria.

An offer from Toyota via Oates Garage followed this and allowed me to move on to the International stage. The 1600cc Toyotas were brilliant Class winners resulting in me winning the British 1600cc Championship in 76 and 77 as well as finishing 18th in the Arctic Rally. 76 saw the first Tour of Hamsterley win, which would be followed by eight others.

During this time I had completed another four RAC Rallies, but real success seemed to elude me: 16th place was lost in 1976 with 5-minute road penalties.

1978 was a quiet year before joining Dealer team Vauxhall to work with the Chevette. These were amazing years with many rally wins, though victory on the BTRDA Championship escaped me by one point.

People ask me which were my favourite wins. Sometimes it is just about the event but I am pleased to have won three tough events on Otterburn, won the South West stages in Cornwall and finished 3rd and then 2nd on the Snowman Rally; the 3rd behind Ari & Pentti. A Class win on the Arctic was good and a similar result on the South Swedish felt good. In all, during my 22 years I managed to win over 40 rallies.

People also ask me which was my favourite Rally car. Having driven so many courtesy of Triple C and Rally Sport magazine, that is not straight forward. The Cooper S was fun for many years and I certainly enjoyed my time with the Toyotas but it was only near the end of my time that I got to drive a RS1800 ex-works car. By gum, that was good: so balanced and easy to drive, I think I could have conquered the world if I had had one in my heyday.

It is said that the older you get the faster you were; I was very fast because I am now very old, but looking back I have had an amazing journey. I have met and worked alongside many of the great names of world Motor Sport, which I could never have imagined as I drove up and down my father's field in a David Brown tractor instead of going to school. I have taken part and won so many different disciplines including circuit racing, auto-cross, rally-cross, hill climbs, auto-tests, even an odd sprint and a F2 stock race. I have made many, many friends many who have helped me along the way, and can't recall ever having made an enemy until January this year when I seem to have acquired two.

Perhaps my greatest achievement has been that I have continued to work, make money in motorsport and enjoy being a part of Motor Sport for so many years. Even now I am still working within the British Touring Car Championship and a few racing circuits and have developed and marketing a revolutionary tow-eye for racing cars which will become mandatory from next year.

My recipe for anyone setting out now: do your research, knowledge is everything, reward is in direct proportion to effort, so make three times the effort; you won't succeed if you are not 110% committed. Always be determined and never, never give up. If the car starts to roll you are going to need first gear if it lands back on its wheels, so make certain the car is in gear and ready. Believe what the mind can see and believing it can achieve.

Nicky Porter's Circuit of Ireland Deja Vu

"Hello, Beatty Crawford here. Have you still got the Johnson's Rally Wax/Doggart's Mercedes-Benz Rally Car? We would like you to bring it to Killarney next Easter for the Circuit Deja Vu"

Yes, I replied, he went on to tell me that he had 150 Rally cars coming over to South West Ireland to celebrate the COI Rally History.

The list of drivers and cars was mind blowing. Paddy Hopkirk won the rally in 1958 and then four more times later, Adrian Boyd won it in 1971, Cathel Curley in 1974, local Billy Coleman in 1975, 1976 and again in 1984, all were there. There were three Andrews Heat for Hire cars on parade, the Escort, the Chevette and the Talbot Sunbeam which Russell drove with his old Co Driver John Brown. Jimmy McRae brought his Opel Manta. There were several Drivers and Co Drivers including current WRC entrants Craig Breen and Paul Nagel. There were many other celebrates there including previous Clerks of the course and organisers.

Our Mercedes-Benz 450 SLC Rally car had been in hibernation for nearly two years. But a little TLC soon had it out of the garage and heading over to our garage for a service and MOT. A couple of days later we headed for Holyhead to board the car ferry to Dublin. Killarney is some 200 miles from Dublin, and the 42 year old car soon knocked the journey off thanks to over 100 miles of newish motorways. We were one of the first to arrive, but before long the hotel car park was filling up with a wonderful selection of rally cars old and newish.

The Malton Hotel in Killarney home for the rally since the 1930's was our home for 4 nights. The first event was the Welcome Dinner. The film screens were showing many clips from the COI rallies from the past. Several drivers were interviewed and much Guinness was drunk!!

Sunday morning dawned wet and dull. A local driver told me that the weather was normal and told us "That if you can see the mountains of Kerry it would soon be raining, when you can't see them it is raining!!" The car park was full of action as the Mini-Coopers, Escorts, Chevette's, Sierra Cosworth's and Porsche's were warming up. It was a great sight to see the famous drivers being reunited with their old cars. We were soon on the road heading for Molls Gap. I have always wanted to drive these famous Irish Stages. Molls Gap is wider than it was but still a very demanding stage. At the top we were amazed to see so many spectators and there were good crowds all the way around. Stage 2 was Borlin, this was very narrow and a real challenge. From here we joined the "Ring of Kerry " Road and then onto stages Healy and Killmakilgue both stages were a bit bumpy. The lunch halt was in the town of Kenmare, here it was like the 60's, 70's and 80's with the cars arriving every few minutes. It's just great to hear the BDA engine exhaust sounds echoing off the buildings. From here we headed north to the last two stages of "The Sunday Run"

The Sunday night Gala Dinner was a great affair with many more interviews from Jimmy McRae and Russell Brookes. Russell told us that his Andrews Heat for Hire sponsorship lasted over 13 years with 32 different rally cars passing through his hands!! There were three on this event as well as Pentti Airikkala's 1979 Chevette in attendance.

The event ended on Easter Monday morning. We stayed on an extra day and drove back over Molls Gap and down the Vale of Dunloe.

The following day saw us head back to the ferry and then back home.

This was a great event and now we are planning to go out to the island of Sicily for the "Targa Florio Deja Vu" event in the autumn.

Oh, and the old Merc covered 1200 miles and apart from leaking in some Irish rain it never missed a beat.

Nicky Porter.





Hartlepool & District Motor Club Autotest
Sunday 20th March, at Seaton Carew.

20 drivers turned out on this dry, bright day. A couple of showers slowed things down, later in the morning, but it soon dried out again. It was obvious that the fight for overall position was going to be between the Scamp of Mark and Mini of Tom. Tom started off badly with a wrong test, first time out. Mark made up for that by hitting a cone, but Tom was quicker in the end.

There were 6 MX5 drivers. These proving very popular as there are plenty of cheap ones out there. Sean, just beating Steve.

There were 3 RWD saloon drivers entered. Josh and Chris in the Big BMW were really throwing the beast around. A welded diff helping it slide. Philip in the RWD, MK 4 Escort was again enjoying a lot of sideways driving. He built it himself from his daughters MOT failure XR3 and his rusty Autotest MK5 Cortina. He lost out in the end to Chris.

8 FWD cars were entered, with Puma's being the most popular. Micra's used to be the most common, but only one was out this time. Stu in his newly prepared car, a very clean low mileage one. The battle for class win was between me and Stu. We were matching each other's times with only a second a test separating us. Then Stu lost concentration when his phone rang and gained a maximum. I matched his mistake with another loss of concentration when I had a delayed start. In the end I just pipped him by 7 seconds. Not far behind was Robin in the Seicento. Richard in the Smart Roadster was getting quicker as the day went on. This being his first Autotest. He normally hill climbs the little car.

1-	Mark Nicholson.	Scamp.	456pts	DAC	
2-	Tom Hall.	Mini.	463.	DAC.	1 st class A
3-	Sean Young.	MX5.	514.	HDMC	2. A
4-	Steve Brown.	MX5.	523.	DAC.	3. A
5-	Peter Masters.	Savvy.	527.	DAC.	1. B
6-	Stu Leighton.	Micra.	534.	HDMC	2. B
7-	Luke Saddington.	MX5.	542.	DAC.	4. A
8-	Chris Willgress.	318.	543.	HDMC	1. C
9-	Robin Hunter.	Fiat.	546.	DAC.	3. B
10-	Liam Nelson.	Puma.	552.	HDMC	4. B
11-	Nick Brown.	Fiat.	556.	DAC.	5. B
12-	Phil Peek.	MX5.	566.	HDMC	5. A
13-	Philip Mayne.	Escort.	570.	DAC.	2. C
14-	Andy Pursell.	MX5.	589.	DAC.	6. A
15-	Lee Moody.	MX5.	599.	SDMC	7. A
16-	Richard Howell.	Smart.	601.	SDMC	8. A
17-	Alan Weatley.	Puma.	603.	HDMC	6. B
18-	Josh Allen.	318.	609.	HDMC	3. C
19-	Darren Scanton.	Puma.	656.	HDMC	7. B
20-	Stephen Beatie.	106.	667.	HDMC	8. B

Peter Masters

We Need More Members!

If you know of anyone who is interested in Motorsport, please offer them membership of Durham Automobile Club. The membership form is available on the website and is very easy to complete.

We are planning to have some excellent club nights, as well as competitions and events so please bring them along, bring their Wife, Husband or Girlfriend along, bring someone else's Wife or Girlfriend or Husband for that matter along – the more the merrier!

Croft Autotest 16th April sponsored by Direct Car Parts

<u>No.</u>	<u>Class</u>	<u>Name</u>	<u>Car</u>	<u>Result</u>
10	C	Peter Masters	Proton Savvy	956 – 1 st overall
15	C	Graham Nicholson	Ford Puma	957 – 1 st class C
1	B	Luke Saddington	Mazda MX5	964 – 1 st class B
9	C	Martin Cockerill	Ford Fiesta	965
8	C	Nick Brown	Fiat Seicento	970
12	C	Robin Hunter	Fiat Seicento	982
16	D	Phil Mayne	Ford Escort	985 – 1 st class D
13	C	Mark Rayment	Ford Fiesta	990
2	B	Stephen Brown	Mazda MX5	1033
14	C	Alan Wheatley	Ford Puma	1034
3	B	Lee Moody	Mazda MX5	1055
4	B	Richard Howell	Smart Roadster	1086
11	C	Stephen Beattie	Peugeot 106	1236
5	B	Amy Brown	Mazda MX5	Retired
19	E	John Waller	Stryker	Withdrawn

Thank you to everyone who attended our event at Croft Circuit today, I really appreciate the effort everyone made to make the event happen.

The day looked like it was going to be interesting when it began with snow! Fortunately, on arrival at Croft the weather was a little kinder.

We were pleased to welcome 15 competitors for what proved to be a day of very close competition. Peter and Graham were tied after 12 tests, tied after 14, Peter led by 7 seconds after 16, and after 18 tests the gap was just 1 second in Peter's favour.

It was good to see a range of cars competing today at a great venue. We were able to run two tests simultaneously which meant everyone had the opportunity to complete 18 tests.

Thank you to our marshals who attended and braved an interesting mix of weather, and to Doug for his technical services.

Prizes were donated by our sponsor, Direct Car Parts, and were awarded as follows;
£25 Peter Masters 1st Overall
£10 Luke Saddington 1st class B
£10 Graham Nicholson 1st class C
£10 Phil Mayne 1st Class D (In a class of his own!)
£10 Roger Broom marshals draw.

We look forward to seeing you at our next event in May.

Thanks again everyone,
Lindsay





FOR SALE

This new section is for the sale of motoring and motorsport related items ONLY and any transaction is between the seller and buyer.

Durham Automobile Club will not be liable for any loss, damage or injury as a result of any sale or purchase whatsoever.

Right, now that we have that bit out of the way, I'm sure that there is loads of stuff from days gone by that could be of use to other members that has been tucked away in the garage, loft, or shed. I'll set the ball rolling and see from there if it is something to be retained in the mag in the future. If you have any items that you would like to sell, or you are looking for, please let me have details by the third Friday of the Month to be included in the next publication of Torque Talk

PLEASE make sure that all items are in good condition and full working order unless clearly stated

Ford Focus Zetec timing pins and cam locking plate	£5
Ford Focus battery – only 3 months old	£15
4 litres Mobil 3000 0w 30 synthetic oil (Ford spec)	£12
Ford Focus Zetec Haynes Manual	£5

Please contact Marty Hall 0191 388 3442 martinhall49@gmail.com

(Observant members will realise that all of the above are from my Ford Focus which went to Ford Focus heaven a few weeks ago – that's another vehicle I have killed!!!!)

Forthcoming Events

Durham Auto Club will now meet every Wednesday at 8:00pm at the Honest Lawyer Hotel (see address and web link below).

Honest Lawyer Hotel, Croxdale Bridge, Croxdale, Durham, DH1 3SP.

<http://www.strhotels.co.uk/honest-lawyer-hotel/>

Durham Auto club Website

<http://www.durhamautoclub.co.uk>

Please come along and join us.

April and May club nights:

April 27 th	Nog and Natter	
May 4 th	Navigational Training	Andy Brown (bring map 88, pencil, rubber and torch)
May 11 th	Committee Meeting	Club members can meet in the bar
May 14 th	Croft Auto Test	see website for Regs/entry form
May 18 th	Treasure Hunt	Pam Broom
May 25 th	Nog and Natter	

A future events diary appears at the end of this edition of Torque Talk



You know what it is to be sure. We really must get rid of the horse and cart, buy a car, and join DAC!

Thanks to Nicky Porter for the photograph from the Circuit of Ireland Déjà vu. I hope you don't mind me using it like this Nicky!

Rallies

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Marshals</u>	<u>Radio</u>
Sat 23 rd April	McDonald and Munro Speyside Stages	Elgin	Colin Christie colin.christie63cc@tiscali.co.uk	
Sat 30 th April Sun 1 st May	Pirelli Carlisle Rally	Carlisle	Online registration form	
Sat 30 th April Sun 1 st May	Berwick Classic		Please contact: David Alexander david.alexander2012@btinternet.com	
Sun 5 th June	Jim Clark Reivers Forest Rally	Kelso	Lindsay Burnip marshals@jimclarkrally.org www.jimclarkrally.org	Norman Halcrow n.halcrow@bcs.org.uk
Sat 25 th June	RSAC Scottish Rally	Dumfries	Laurence Ferguson lajferguson@btinternet.com	Norman Halcrow n.halcrow@bcs.org.uk
Sat 2 nd July Sun 3 rd July	Mach 1 Stages	Campbelltown	Keith Cowan Keith.cowan1968@btinternet.com	Lindsay Burnip poshbirdincontrol@btinternet.com
Sun 7 th August	Tyneside Stages	Otterburn		Lindsay Burnip poshbirdincontrol@btinternet.com
Sat 13 th August	Grampian Stages Rally	Aberdeen	www.grampianstages.co.uk	
Fri 19 th and Sat 20 th August	Ulster Rally		www.ulsterrally.com	
Sat 10 th September	Galloway Hills	Castle Douglas	jjbwallace@tiscali.co.uk	
Sunday 11 th September	Pendragon Stages	Warcop		Lindsay Burnip poshbirdincontrol@btinternet.com
Fri 30 th Sept Sat 1 st Oct	Rally Yorkshire		www.trackrodmotorclub.co.uk	
Sun 9 th October	Cheviot Stages	Otterburn		Lindsay Burnip poshbirdincontrol@btinternet.com
14 th -16 th October	Mull Rally	Mull	http://mullrally.org/marshal-registration/online registration	http://mullrally.org/radio-reg/

Autotests

Regulations will soon be available for the Croft Autotest on the 14th May. Please get your entries in as soon as possible.

The events are being sponsored by Direct Car Parts who have put up some very generous prizes. First overall is a £25 voucher, and first in class will receive a £10 voucher to be used at Direct Car Parts shop in Framwellgate Moor.

Grateful thanks are due from DAC to **Direct Car Parts** for their support of this series.

Future dates for Croft Autotests are:

14 May 2016

2 July 2016

1 October 2016

Hartlepool & District Motor Club - Dates for 2016

1. 15/05/16 May Clubman A/T & PCA AFW (Practical Car & Van Hire) @ Hartlepool Town Centre
2. 12/06/16 June Nat B/Clubman A/T (Cars.co.uk/Practical Car & Van Hire) @ Seaton Carew * (Poss. British Champ Date)
3. 17/07/16 July Clubman A/T & PCA (Tones Cars.co.uk) @ Seaton Carew
4. 28/08/16 Aug Clubman A/T & PCA AFW (b/h) (Practical Car & Van Hire) @ Seaton Carew
5. 25/09/16 Sept Nat B/Clubman A/T (Tones Cars.co.uk) @ Seaton Carew *
6. 23/10/16 Oct Clubman A/T AFW (Practical Car & Van Hire) @ Seaton Carew

AFW = all forward

(Events marked * are possible Association Autotest championship dates)

KEITH PATTISON MEMORIAL SPRINT (BANK HOLIDAY MONDAY 30th MAY)

The regs for the Keith Pattison Memorial Sprint, are now published and available to download on The York Motor Club Web site, and with an entry fee of only £110, represents excellent value for money. The event, held at Blyton Park, North East Lincolnshire on Bank Holiday Monday 30th May, will include 2 practice runs and up to 6 timed runs. Entries are limited to 70, and as the event will be a round of 5 Championships, and 4 Regional Associations, we expect the entry list to fill up quickly. If you want to enter, the regs and entry form can be downloaded from the York Motor Club website, or from the Entries Secretary, Stuart Cariss (linartdch@btinternet.com or phone 01904 738631 or 07860 522488). The entry form can be filled in online and emailed to the Entries Secretary. Or printed off and posted. Payment is via BACS (preferred method) or cheque.

Marshals are also required for the Sprint; please contact John Roberts for more info.

DAC DIARY

All events are either confirmed or are in an advanced state of organisation. However events may be subject to cancellation/re-arrangement at short notice.

April 27 th	Nog and Natter	
May 4 th	Navigational Training	Andy Brown (bring map 88, pencil, rubber and torch)
May 11 th	Committee Meeting	Club members can meet in the bar
May 14 th	Croft Auto Test	see website for Regs/entry form
May 18 th	Treasure Hunt	Pam Broom
May 25 th	Nog and Natter	
June 1 st	Nog and Natter	
June 8 th	Committee Meeting	Club members can meet in the bar
June 15 th	Scatter	Peter Masters (Start/finish Honest Lawyer)
June 22 nd	Nog and Natter	
June 29 th	Marshals on line course	TBC
July 2 nd	Croft Auto test	see website for Regs/entry form
July 6 th	Nog and Natter	
July 10 th	Auto Jumble and Car display	Pam Broom
July 13 th	Committee Meeting	Club members can meet in the bar
July 20 th	Treasure Hunt	TBC
July 27 th	Nog and Natter	
Aug 3 rd	Regularity	Nicky Porter date TBC
Aug 10 th	Committee Meeting	Club members can meet in the bar
Aug 17 th	Nog and Natter	
Aug 24 th	Grass Event	Venue TBC
Aug 31 st	Nog and Natter	
Sept 4 th	Wearside Classic	Nissan see website for Regs/entry form
Sept 7 th	Nog and Natter	
Sept 14 th	Committee Meeting	Club members can meet in the bar
Sept 21 st	Grass Event	Venue TBC
Sept 28 th	Nog and Natter	
Oct 1 st	Croft Auto test	see website for Regs/entry form
Oct 5 th	Nog and Natter	
Oct 12 th	Committee Meeting	Club members can meet in the bar
Oct 19 th	Nicky Porters Adventures	TBC
Oct 26 th	Nog and Natter	
Nov 2 nd	DAC Members Video Night	TBC
Nov 9 th	Committee Meeting	Club members can meet in the bar
Nov 23 rd	Table top Rally	Gordon Dundee
Nov 30 th	Nog and Natter	
Dec 7 th	Nog and Natter	
Dec 14 th	Committee Meeting	Club members can meet in the bar
Dec 21 st	Quiz	John Nicholson
Dec 28 th	Nog and Natter	

Officers and Committee Members 2016

Please do not pass on these details to any third party without the persons' permission

This list will be updated as and when necessary

Nicky Porter	nickyporter@btinternet.com	01388 772976	President
Steve Petch.			Vice President
Andy Brown.	aslscrat@gmail.com		Chairman
Chris Thirling.	Chris.thirling@gmail.com		Vice Chairman
Joan Wood	Joan.wood7@btopenworld.com		Secretary
Lindsay Burnip.	Poshbirdincontrol@btinternet.com		Treasurer
Peter Masters	Peter.masters@live.com	07754 046543	Membership Secretary
Peter Sewell	ssewell15@hotmail.com		Chief Marshal
Pam Broom.	Pam.broom@btinternet.com		Social Secretary
Marty Hall.	martinhall49@gmail.com		Magazine Editor
Stuart Anderson.	stuart@wilkinsonmaintenance.co.uk	07799335711	Press Officer
Steve Perry	steve.perry1979@hotmail.co.uk		Competition Secretary
Edward Todd.	eddietodd70@hotmail.com		General
Fred Henderson.	Fred@fredhenderson.com	07831279356	General
Gordon Dundee	Gordon@dundee.fsworld.co.uk ;		General
John Nicolson.	john@johnnicholsonfineart.co.uk		General
Michael Farmer.	mlp_farmer@yahoo.co.uk	07973569388	General
Michael Stead.	mgstead@live.co.uk	07947012550	General
Tom Hall.	group2fps@btconnect.com		General
Roger Broom.	Roggybroom@gmail.com		Nominated but no post to fill.

Torque Talk will be distributed the third week of each month

Disclaimer:

Articles and reports supplied for the DAC Newsletter are the views of the author(s) and not necessarily those of the Committee or other club members.

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