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August 2019



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**Durham Automobile Club**

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Life eh? thats why this is perilously close to being a quarterly magazine! This month you get a double dose of Paul Gilligans essential insight and some other light reading to welcome in Autumn

After losing all of last season to “life”, we, thats me and Lynn, have competed again! The first time since the 2017 Wearside... its awful how such a small time away makes you feel like your starting again.

We compete for fun, in fact Lynn has only been in the silly seat starting as a complete novice for around 5 years. During that time we have done a few NESCR0 events, averaging around 4/5 per season and we are still married!

We tend to stick to the NESCR0 events, the ones that used to be historic rallies until Foot and Mouth almost killed off the sport.

Much of the internet chatter that surfaces about Targas seems to follow a similar thread. There are those who view it as a proper grass roots sport that is cheap and cheerful and there is an increasingly vocal element who seem intent on turning the sport into Stage Rallying on the cheap.

Car preperation costs are rising as people look for the ultimate package in search of that elusive career defining leap from closed to club event to WRC glory.

I know that story is as old as the hills, but it's a lesson we seem doomed to never graduate from.

We are in an age where motorsport is seen as an anti social behaviour, and this won't change in the future, for us to have affordable grass roots sport we have to get smarter.

In most cases the over regulation that we all benefit from and get frustrated by comes directly from the abuse of an existing format.



In an effort to fill entries we have had to accept events with little or no navigational element, with some events taking on an almost single venue stage event character.

Our own Targa event of course was probably one of the first events to go down this route and its success highlights that it can be a sound solution.

We do have to be careful however that we do not fall foul of this success, we cannot take our eyes off the ball. It will only take a few bad PR cases for venues and events to be lost and for the governing body to feel duty bound to strangle the sport until it behaves.

Our first one back was Wigtons Lake District Classic. A new team have been “fooled” into running the event and despite the loss of a couple of my favourite test venues, was familiar enough to help ease us back in. This was also Lynn's first event when we started competing together so it has a special place for us.

We started off slowly and I must admit I never seemed to get to grips with stuff until the last few tests. We made an as yet unfathomable error in the collection of the required code boards and even to this day I haven't a clue where we finished.

The Targa classes are now so competitive that it only takes the briefest brain fade to tumble you down the ranks, I had more than a few brief ones!

Next up was Hexhams Northern Dales, unfortunately run on the same day as Classics at the Castle (surely some

compromise can be reached on this impasse for the future?). The weather promised much dust and that was indeed what we got, the event was hailed as a sealed surface event, but that concept was modified by circumstance. Scrutineering was a curiously brief affair and whilst we were plotting some sort of regime around the tests it became increasingly obvious that some competitors were making their own rules up as they went along.

It became apparent that a certain rogue element had gotten through the entire procedure of entry, eligibility and rules of the event.

I have since spoken to the organisers of the event and they freely admit they were caught blindsided by events, expecting as you would that all competitors would respect the rules and spirit of the event.

As events struggle for marshals it would be unfair to criticise the organising team for being overwhelmed by the hooligan behaviour on display. You cannot legislate against such things without the ability to enforce.

It soured the event for us. The damage caused to the course, the aggressive and intimidating behaviour on display was difficult to ignore. I have professional experience dealing with similar anti social behaviour and I was not prepared to stick my head above the parapet when not being paid to do so, so instead we cut our losses and left the event at lunch.

For us the day showed little evidence of getting better and risking damage to our vehicle was not worth it. To also then find our trailer had been tampered with in the paddock area was a final nail in the coffin.

Now I like to view the regulations as a challenge as much as anyone, the fabric of the sport has a big blue book full of the

history of whats been tried before, but this was different. If the same element is allowed onto our Targa event, it could jepordise the whole security of the event going forward.

I know that Hexhams team are making others aware of who and what spoilt the Northern dales, lets hope we can stamp this out before it spreads.

Next up for us is indeed our own Wearside Classic, its an event I really enjoy and I am probably one of the few people who would like to see it rain, for the record I have regularly done the event since its inception, if its ever rained, I must have missed that year!

So I hope its a smooth problem free fun filled day.

As many of you will be aware Pam Broom had a brush with a fearful ulcer and I am sure we all wish her a speedy recovery and look forward to the return of her busy Social reports.

I would like to thank those who responded to my spamming of the revamped “Just for the Record” feature. We have a few months worth BUT “I NEED MORE!” and I promise that with the best of my ability, you will have a September edition as well!

Alan Hawdon  
Editor





**A**fter another very successful Classics at the Castle car show at Witton Castle, I would like to say a massive thank you to Witton Castle, the Sponsors, the Set-up crew and Marshals, the DAC exhibitors and the members of the sub-committee headed up by Pam Broom.

Although the entry was slightly down on last year, we still provided an excellent show for all of the Competitors, Auto jumblers, Trade stands and Spectators. I had a great time working with an amazing team who worked tirelessly to put on a great and successful event. All of the exhibitors were on site by 10.30 am and the Spectators started to arrive from 9.30am and continued right up to the finish at around 4.00pm.

I was on the gate with my large DAC coloured green foam hands directing the traffic, doing high 5s and waving as people entered and left.

The feedback throughout the day was very positive and we are already getting exhibitors enquiring for the 2020 event. As with last year we had other Owners clubs, groups and car shows coming to see how we run our event. This shows how well planned and organised Durham Auto Club

members are, especially Pam Broom who does a huge lion share of the organising and planning.

Even when Pam suffered an unexpected illness two weeks before the event, which required a few days stay in hospital. I was requested to attend a status meeting at her hospital bed side. Pam had all of her paperwork at her bed side and was writing out 300 envelopes to send out to the competitors when she got out of hospital.



She still headed up the event in a big way the week before and on the weekend even though she is still recovering. We wish her all of our thanks and wishes for a fast recovery.

I can't list in this report the amount of work that Pam and her team

do for this event, but they are all deserve our thanks and support.

**A**gain this year, the Northern Dales Classic at Eastgate run by Hexham and DMC, clashed with our Classics at the Castle, but we still had some DAC members competing on this Targa rally.

Simon Jennings and Clive White were leading the event for most of the day against some very strong opposition. Unfortunately they gained a time penalty on one of the later tests dropping them down to finish 4th overall.

Mick Stead and Ben Wilkinson finished 30th followed by Joe

Hutchinson at 33.



**T**he Wearside Classic is progressing well, and will be held on the 1st September at Nissan Motor Manufacturing Plant. Regulations and Entry Form are now published on the DAC website and

Facebook page.

We need lots of DAC competitors and Marshals to make this event another success.

You can use your ordinary commuter/shopping car for this

event. No need for helmets, overalls, special equipment, roll cages etc. Just turn up and have a drive around some test laid out with cones. If you don't want to use your daily commuter then why not Marshal and watch others trying to get around the cones. You will get your lunch and evening meal provided as well.

**P**lans for my first rally in many months are coming along well. We have an entry in for the Tyneside stages on 4th August. It is my driver's first time on Otterburn in the driver's seat and her first time on pace notes. So she is a little bit nervous but I am sure with my knowledge of Otterburn we will be fine (famous last words haa haa)

We have some club night events planned for the rest of the year. Please keep checking your emails, the DAC website and Facebook page for details of these events. Don't miss out.

Keep safe and cool in this heatwave.



Andy Brown  
Chairman



# INSIDE THE INDUSTRY

## *Ford & VW* Move Closer Together

A few months ago I reported the Ford and VW were in discussions about closer cooperation in the future. It's now been announced that VW will become an equal shareholder in Ford's self driving car company and Ford will gain access to VW's electric vehicle technology.

Ford are probably ahead of VW in self driving technology, but are miles behind them in electric car development, so the deal makes sense to both. Now the enormous costs of developing these new technologies will be shared giving each partner a 50% discount.

Ford will develop at least one new electric car using VW's MEB platform, VW will supply battery packs and other components, Ford will manufacture the car in Europe. As previously announced the two companies will jointly develop commercial vehicles in the future also.

Ford have also announced the cutting of 12000 jobs from its European operations which is almost 25% of current headcount, a staggering number. 5 production plants will close in France, Russia and Slovakia as well as the closure of the engine plant in South Wales already announced.

Whether VW Group eventually absorbs Ford of Europe remains to be seen, I certainly wouldn't bet against it.

Dealer Bad News Sadly  
Continues.....

Pendragon, Britain' biggest car dealer continues to release bad news.

Now the Chief Executive, who was only appointed 3 months ago, has left with immediate effect.

Lookers, another of the industry giants, have been hit by two major negatives.

First they were forced to announce that the Financial Conduct Authority was commencing



an investigation into the company's retail sales processes. Lookers are "cooperating fully" given the enormous powers the FCA have they don't have much choice! They have admitted that in certain areas their processes were at fault so have already in effect pleaded guilty.

Only a couple of weeks after announcing the FCA investigation came the news that Lookers Chief Financial Officer was to leave, then a week after that that the second quarter trading had been "extremely tough" and that profits for the first half of the year would be around 25% down on the same period in 2018, and that little if any improvement was expected for the rest of this year.

Inchcape, Britain's 6<sup>th</sup> largest dealer group has denied persistent rumours that it is to close 20% of its dealerships. However the company did admit that it was carrying out a full review of the business currently so I for one think there's some fire behind the smoke here.

No doubt dealerships will continue to close. A recent survey showed 94% of UK car dealers expect that, 43% think 10-15% will go in the next 5 years, many expect a much larger reduction.

Dealers are being battered by a falling new car market, increased costs coming particularly wage inflation, continuing demands from manufacturers and margin pressure in both new and used car sales.

Used car demand is patchy and guide values have been falling rapidly leaving dealers with big stock write offs every month. In May the average franchise dealer recorded a loss of over £10000.



Locally (for those of us who live in Cumbria or South Scotland) we've just witnessed the collapse of Border Cars, a company built up from nothing over the last 40 years by Mike Fusco, a good friend of mine.

Mike hasn't achieved his success by accident, its been the result of many years of intelligent hard work. Sadly he won't be the last to succumb to the changes in the market, manufacturer demands and very tough trading conditions. As I've said before less dealers means less competition which is bad for the customer at the end of the day.

## Mercedes Face "Dieselgate"

In late June Daimler, parent company of Mercedes-Benz issued a profit warning detailing that it was being forced to recall 60,000 cars in Germany because they had

been found to be fitted with software designed to manipulate emissions tests. The cars will only pass the tests when "a certain function is activated".

The recall only effects the GLK 220 model produced between 2012 and 2015, but of course many other Mercedes models built at the same time used the same engine, so the German authorities are now looking at them also.

In mid July Merc followed up with a second profit warning, this one based a revised estimate of the likely costs of the diesel emissions recall and on the costs of recalling vehicles with faulty airbags. Like many other manufacturers Mercedes sourced airbags from Takata, a Japanese company.

Some of these have failed resulting in several deaths. Takata went bankrupt in 2017 so Mercedes and others have to bear the recall costs themselves.

Mercedes have increased their provision for emissions costs by 1.6 Billion Euros and for the airbags by a further 1 Billion Euros, this plunging it into a loss for the quarter of 1.6 Billion Euros.

## BMW Boss Falls On His Sword

Harald Kruger BMW's Chief Executive since 2015 decided to resign recently just before the board meeting at which his future was to be discussed. He stated he wished to "pursue new professional endeavours".

Since he was appointed the shares have dropped by 36% and Herr Kruger has been widely criticised for allowing VW to pull well ahead of BMW in electric car development.

BMW have now formed an alliance with Jaguar Land Rover for electric car development, proof perhaps that it had a problem it simply couldn't solve on its own?

# Electric Car News

Apart from the difficulties facing UK dealers this is the big subject this month.

Jaguar Land Rover announced they are to invest £1 Billion to produce a range of electric cars at their Castle Bromwich plant in Birmingham, which many feared would close. JLR had confirmed earlier this year they were to bring battery and electric drive unit assembly to the Midlands, but with their recent financial losses many were nervous for the future until more details emerged.

JLR will establish a new battery assembly centre at Hams Hall near Birmingham set to be operational next year with the capability of producing 150,000 batteries a year.

Meanwhile Castle Bromwich will be “transformed” with the installation of all new facilities and technologies which will enable flexible production of diesel and petrol cars alongside hybrids and pure electrics.

The first pure electric model from JLR will be the replacement XJ with a launch date still to be confirmed, but more battery powered models are expected to follow fairly quickly.

Meanwhile the pure electric Mini has been announced to be produced near Oxford starting this autumn. Range is claimed to be 124 miles, Mini say they have limited the range to this to reduce the number of batteries required thus lowering the cost. Prices will start at £24400 net of the Government Grant.

However it seems likely VW will be offering much more range in a similar sized car for the same money, perhaps as suggested above VW really are ahead in the technology race?

Going back to the present, low emission car sales dropped in the UK in June for the first time since 2017, a reduction in the government grants are being blamed.

Better news is the announcement that company car drivers choosing an electric vehicle will pay no benefit in kind (BIK) tax in 2020/21 following a Government review.

This and the availability of electric cars with longer range will provide a very significant boost in sales. Typically a company car driver can save between £1000 and £2000 a year if they go electric, as well as saving on fuel costs for their private miles.



This will put more pressure on the recharging network which is already thought to be inadequate.

More rapid chargers are now to be installed on motorways and major A roads. Highways England have “discovered” that 17% of these roads didn’t have any such chargers.

Even in areas with rapid chargers the RAC have reported that “hoggers” who leave vehicles plugged in for periods are a problem, as is the fact that they found many of the chargers simply didn’t work!

# *Ford Revamps European Product Range*

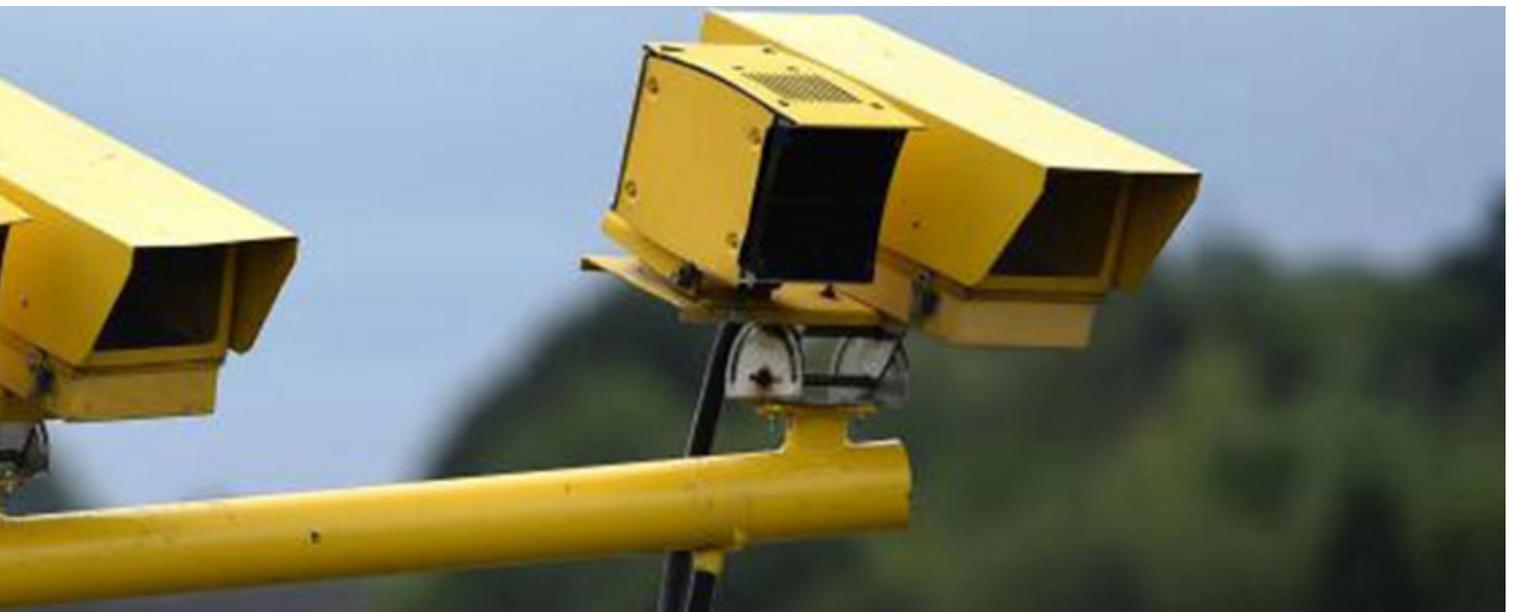
As well as putting in place the drastic cost cuts referred to above Ford are also taking more positive steps to correct the gaps in their product range. They have been left behind by the move to SUVs and were until the VW deal mentioned well behind on electric car development.

Now Mondeo, S-Max, and Galaxy are all to be dropped and replaced by one as yet unnamed

Last year Ford in Europe sold 50000 Mondeos, 24000 S Max and 12000 Galaxy's, so you can see why they're doing this, these numbers are too low to be profitable.

Ford are also dropping the C Max and B Max models, with the B Max to be replaced by the new Puma SUV. So Ford will reduce their European model range to 5 models, Fiesta, Focus, Puma, Kuga and the new unnamed large sports estate.

This will be bolstered by imports from the US like the Edge and Explorer large SUVs. In addition there will be what Ford describe as a "Mustang inspired SUV".



new car. This means Ford are exiting both the large saloon/ hatchback and MPV segments of the market.

Early 2021 is the expected launch date, and the new car will be sold in the US as well as Europe. It's rumoured to be a "high riding estate" comparable to the Subaru outback which, while virtually unknown in the UK, sells very well in the US.

Interestingly Ford still see a strong future for diesel in this class of car. Their latest diesels they say are as clean as petrol engines in real world conditions and more economical than mild hybrid/petrol engines, as well as being less expensive to produce.

An electric Mustang? A Mustang SUV?

What would Steve McQueen have said?

## **Speeding May Become Obsolete**

Not that any of us do it of course! Driverless cars won't, they will always religiously obey the limit in force where they are travelling, their technology enables them to know exactly where that is and what the limit is for that location.

That technology can of course be applied to cars that are being driven by a human being.

A senior VW engineer when interviewed recently made it clear that ensuring cars didn't ever exceed the speed limit was now a legal rather than a technical issue.

In other words the technology exists but do our lords and masters wish to impose it on us? Whilst it would be popular with certain groups in general it's not thought to be a vote winner. A compromise may be reached where the driver can opt to switch off the speed limiter just as they can traction control for example.

Many drivers have expressed concern that once the car is so equipped there is the potential that data collected could be used against them, but VW have been clear that GPDR prevents this, but of course this law can be changed.

As I frequently say, enjoy your motoring while you can because the best years for drivers are behind us.

## **MORGAN enters new era**

The Morgan Motor Company had been family owned and managed for 110 years.

Earlier this year the Morgan family agreed to sell a majority share in the business.

The buyer was Italian private equity outfit Investindustrial. They have relevant experience having been the owner of Aston Martin until it floated on the stock market last year. They are still involved with Aston and may be more so, soon (see below).

At the same time as the change of ownership was announced Morgan took the wraps off their first ground up new car for 19 years, the Plus 6. Obviously this was designed and developed under the old management and many Morgan enthusiasts will therefore see it as the last "proper" Morgan.

In appearance you'd know what it is if the badges were removed, but under the skin there are significant changes.

Power comes from a 3 litre BMW engine assisted by wait for it - a TURBOCHARGER! And would you believe there is only one gearbox available - wait again - an 8 speed AUTOMATIC courtesy of ZF! There's talk of a manual being offered later, but only talk.

With a dry weight of 1075 kgs and 335 bhp and 369 lb ft of torque on tap performance is pretty brisk. 0-60 is dispatched in 4.2 seconds and 166 mph is achievable if you're brave enough.

Road tests have been pretty complimentary as you'd expect with a price tag of £78000 before you get stuck into the options list.

## *Italians Help* **ASTON MARTIN**

Italian private equity outfit Investindustrial who now have control of Morgan were co-owner of the company until it floated last year, they retain a 31% stake.

Things have not gone well for Aston since the floatation, the share price has dropped by almost 50% from the original offering at £19. In February AM reported a loss of £68 Million for last year, and shareholders were unnerved by this and by the extremely generous remuneration packages handed out to top bosses in spite of the loss.

Apart from the Italians the largest shareholders by far were a group of Kuwaiti investors. They are unhappy and have been steadily selling shares which has contributed to the drop in the share price.

Now Investindustrial have committed to buying £68.4 million of shares from the Kuwaitis to steady the ship. Hopefully that will buy AM time to start to see revenues coming in from their new SUV where volume deliveries will start early next year.



## German Quality?

Time was that whilst German cars were generally expensive at least they had an enviable reputation for quality engineering which to many buyers justified the price. It seems this may be no more.

What Car magazine recently published a survey of motorists driving cars between 4 and 10 years old. They were asked to report how many repairs had been necessary in the past year and how expensive these had been.



The worst result went to the BMW 1 Series, and the 5 Series was within the bottom 10 also.

It won't surprise most of us that the best 10 list was dominated by Japanese manufacturers, they occupy 7 of the ten slots with Toyota and Honda doing best. This made me reflect how much more reliable cars are than a generation ago.

Here at Gilligan Towers we have a Ford Ranger and a Range Rover Evoque. Both are coming up 3 years old, they've done over 50000 miles between them and not a single warranty claim for either yet. No wonder the manufacturers can afford to give longer warranties than the 12 months/10000 miles that used to be the case.

## PEUGEOT

### Aim Straight At No 10

PSA, who now of course own Vauxhall have said the next Astra model will be built at the Ellesmere Port plant near Liverpool. Which is great news, but it's not as simple as that. There's a but, and a big one. It is conditional on the "Final terms of the UK's exit from the European Union and the acceptance of the New Vehicle Agreement by the Unite Trade Union".

So the commitment from PSA is actually no such thing, there's just a possibility that Ellesmere Port will get to build the next Astra. If the conditions aren't met sadly I'm certain the plant will close. All down to BoJo and the union now?

*Manufacturers Try  
Everything  
To Boost New Car  
Sales*

With new car demand remaining weak, and perhaps according to who you talk to weakening further, manufacturers are trying every tactic to "move the metal".

The range of offers available is confusing to say the least. Several are offering scrappage schemes with up to £4000 on the table if you trade in an old car. Or if you take finance you may get it interest free or with a deposit contribution.

Free servicing for several years is on offer from some, while many will give you another £500 off if you take a test drive (or say you have if you can't be bothered).

Finally pre registration activity is definitely increasing again. I think that's my favourite, it's clear and simple, take a car the dealer

registered at the end of June which has done nomiles (in fact it's probably still in the storage compound) and save sometimes 25-30% off retail price.

### And so onto Pauls August edition

## ASTON MARTIN Woes Increase

Things look to be going from bad to worse for Aston. Late last month they announced a £79M loss for the first half of this year, a figure even worse than the markets were expecting after their profit warning a couple of weeks earlier.

The shares, floated at £19 late last year have dropped to under £5 even after their major Italian investor had bought a large tranche from major Kuwaiti investors at £10 per share to stop them being dumped on the market.

The company announced it expected to sell less cars to its dealers this year than last and in fact the final total would probably be about 15% less than forecast. In addition gross profit margin on the cars is expected to drop from 13% to around 8% so a 40% drop in average revenue per car.

Analysts have called for “aggressive” cost reductions including suspending executive pay (which has been running at extremely high levels). I

It now seems that if Aston can't launch their new DBX SUV bang on time and to the correct quality levels the company may be in serious trouble. It's currently facing the double whammy of losing money whilst still having to fund the DBX investment with no cash coming from that direction until early next year.

There are genuine fears they will run out of cash unless they can borrow on the debt markets or from shareholders.

In order to maximise declared profits before floatation the company forced a lot more cars than usual on their dealers, but to persuade the dealers to accept the increased stock had to increase the credit terms from 30 days to 90. Which means that they could declare a paper profit on the cars invoiced to the dealers but didn't actually receive any cash until 3 months later.

I've always been a great admirer of Aston Chief Executive Andy Palmer, but was appalled when in the midst of all the recent bad news announcements he also publicly stated that if Honda were to pull out of supplying F1 powerplants to Red Bull Racing (who AM sponsor to the tune of many millions a year), then he would be keen to fill the gap.

Which begs two questions, has he any idea how much an F1 engine programme costs, and equally any idea how little his company has in the kitty?

## Failure To Wear Seatbelts Contributes To Rise In Road Deaths



Deaths in UK road accidents have been dropping since the 1960s but this decline stopped in 2010 and have stabilised at around 1800 fatalities a year.

Amazingly (to me) in 2017 over a quarter of those killed weren't wearing a seat belt?

Legislation has demanded ever safer cars featuring air bags, ABS, traction control and a lot more yet 500 people a year throw their lives away by not bothering to buckle up. Unbelievable but true.

The Department of Transport is now considering a total of 74 proposals to improve road safety. One is to introduce penalty points for those caught not wearing a seat belt, currently its just a fine.

Another is a graduated licence for young drivers restricting them from driving late at night and carrying passengers perhaps. An investigation is to be carried out into rural roads as they are the most dangerous.

Another plan is to introduce compulsory eye tests for drivers over the age of 70 to be repeated every 3 years after that.

Over two thirds of people over 70 have a full driving licence, 25 years go it was half that. However the impact is far less than the seat belt issue. In 2017 only two people were killed in accidents where poor eyesight was a factor, and that covers all ages.



One area that is again coming under scrutiny is the use of mobile phones while driving. Since 2003 it has been illegal to use a hand held phone while driving. The penalty for this was increased in 2017 to six penalty points and a £200 fine.

“Experts” are now suggesting that using a hands free phone creates the same risk as being just over the alcohol limit. Don’t ask me how they calculate these things! So a public

consultation is to be held on the subject soon. Meanwhile Kwik Fit have produced “research” that shows more than 2.7 million drivers have veered off the road or had a crash in the last two years because they were distracted by their mobile phone. Of these just over a million collided with another car.

Kwik Fit base this on a survey of just over 2000 UK motorists. It’s frightening that 24% confessed to reading texts while driving and 20% said they had sent texts while driving. Male drivers are 45% worse than female for texting at the wheel, and twice as likely to have an accident due to mobile phone use.

Younger drivers are much worse than older ones in these matters, probably because most of we oldies struggle to send a text at the best of times.

However it’s all very well to stiffen penalties for seat belt and mobile phone use but just how are these new laws to be enforced?

## At most 2.5 Mil I ion UK Cars May Have Had

### MILEAGE CORRECTION

A study of mileage data from one million cars has suggested that around 6.5% have been “clocked” at some time.

With 34M cars on UK roads that could mean almost 2.5 million with inaccurate mileage displays.

And this study only inspected mileages between MOT tests it excluded those below 3 years old.

It is thought that a large number of these younger cars are now having their mileage recordings altered to avoid excess mileage charges at the end of finance agreements.

## **MOTORPOINT USED CAR SUPERMARKETS ISSUES PROFIT WARNING**

Following on the bad news from new car dealer groups Pendragon and Lookers, Motorpoint who own a chain of used car supermarkets have followed suit with their profit warning. Their problem is not principally the drop in sales but more the rapid monthly decline in the value of the used cars they hold in stock. They normally stock around 5000, so if the cars are dropping in value by only £100 a month on average that's a loss of half a million pounds a month. Worse average drops are a lot more than £100 a month just now!

Last year I wrote that I feared this would happen in 2019 as the record number of new cars sold in 2016 and 17 came to the end of finance contracts and entered a weaker economy, and this has come to pass although earlier in the year it seemed it might have been avoided.

This monthly drop in value isn't uniform. Diesels are dropping more quickly than petrols, large expensive cars of all types are depreciating more quickly than the average. Many dealers are trying to reduce their stock levels especially with the influx of part exchanges due against new 69 plate cars next month, and this only makes the situation worse.

Used car values traditionally decline more rapidly in the last quarter as demand slows, so this problem is likely to get worse before it gets better.

## **electric car news**

In July sales of pure electric cars, those with no other means of propulsion than the batteries, almost trebled compared to July last year.

The total was still only just under 2300 cars for 1.4% of the total but the trend is clear.

And with many more new model pure electric cars to be launched in the coming months this growth will only continue.

Many of these new models will offer longer range and most important of all, lower prices. VW, MG, Honda, Peugeot and Vauxhall are just some of the manufacturers with new electric cars coming soon.

However surveys suggest that growth in sales of these cars is being slowed by lack of clear guidance for consumers as to what Government policy actually is.

Certainly the reduction in Government Grant for Plug In Hybrids a few months ago sent all the wrong signals.

Better news was the announcement that state funding for vehicle charging points in residential streets is to be doubled with an extra £2.5 Million allocated to fund more than 1000 new charging points in the next year.

With forecasts saying over 50000 new pure electric cars will be sold in the next year it simply doesn't begin to tackle the charging problem. Never mind the cars already on the road, each new one will have to share every new charging point with 49 other cars?

Both Bentley and Bugatti are planning electric powered cars.

Bugatti intend to sell between 600 and 800 a year at a million euros each to run alongside the existing Chron model. For Bentley they are looking at a flagship large saloon perhaps using a fuel cell to provide sufficient power and range.

Bad news for the UK is the Crewe factory will probably be reduced to producing only this model and the hand crafted milliner division specials with continentals being made in Leipzig from 2029. Production of the (to me) incredibly ugly Bentayga SUV is already planned to transfer to Leipzig in 2023.



# IS ELECTRIC REALLY CLEAN?

I've stated before that I don't believe so, and continue to support hydrogen power as the real answer to non polluting vehicles (see below).

How clean electric cars are depends firstly on where the electricity comes from. Mercedes recently confirmed that if you drive one of their electric EQC cars in China you will actually increase your emission footprint compared to a clean internal combustion powered car.

Reasons are first that most electricity in China is produced by coal fired stations. Second producing the battery cells produces a relatively high CO2 output.

However if you drive the same car in Germany the carbon produced is 40% lower than internal combustion over the lifetime of the car, and the next generation of electric cars



will be better still. As I've reported previously not all scientists agree. Many still insist that over whole life current electric cars are in fact the dirtier choice.

Certainly if electric cars are to be clean the electricity they use has to be clean. And the electricity to produce the car and the batteries that power it. One of the key elements of the batteries is cobalt. It takes 8000 kilowatt hours of electricity to produce a single ton of cobalt.

# Hydrogen powered Test fleet covers 8 million kilometres

There is a Pan European project called Hydrogen Mobility Europe (H2ME) which since 2015 has been operating a fleet of test cars across a number of countries including Germany, France, Scandinavia and the UK.

These cars, there are now 500 on the fleet, have now covered 8 million kilometres, over 5 million of those in 2018. The project has also been responsible for the establishment of a total of 30 hydrogen refuelling stations. The aim is to prove the practicality of hydrogen powered vehicles and seek to help develop attractive ownership models in particular for taxis, captive fleets and in cities with significant air quality problems.

By 2022 the plan is to have 1400 vehicles including vans and trucks with 50 refuelling stations.

Many experts believe hydrogen is the best alternative fuel for automotive purposes, being cleaner than electric and offering the same range and speed of refuelling as petrol or diesel vehicles. Of course there are problems to be solved, which is exactly what this project is helping to do.

The industry has now invested countless millions in electric and is loath to write all that money off to start again with hydrogen but this non-expert thinks and hopes that is the way things will eventually go.

## Scrappage Schemes To Speed Sales Of Low Polluting Cars?

Some months ago the Mayor of London announced a £25M scrappage scheme designed to encourage owners of higher polluting cars to trade up to a new clean vehicle. This goes live soon but has been criticised as its forecast that less than 2% of the higher polluting cars in London will in fact be scrapped.

Many people are campaigning for a much larger national scheme with a £1.5 Billion

budget with a target of seeing almost half a million older high polluting vehicles taken off the roads. However they don't offer much explanation as to where that vast amount of money might come from.

There is one point that they've missed. If the average price of a new electric car reduces to £25000 (it's a lot more than that currently) then the Government receives over £4000 of VAT for every one sold. So half a million new cars = £2 Billion extra income for the Treasury. So the scheme costs nothing. Why the Green campaigners can't work that out and shout about it I've no idea.

Another  
**JAGUAR - BMW**  
Cooperation

Following the recent announcement that these two were establishing a joint venture to develop electric and self-driving cars news of them working together in other ways has now broken.

A revised F Type Jaguar sports car is on the way. Enthusiasts will be delighted to learn it will continue to offer a big V8 engine.

However the current Jag 5 litre is being pensioned off as low sales volumes don't make it worthwhile continuing to develop it to meet latest emission requirements.

So the V8 making those nice noises in the next F Type will in fact be supplied by BMW. I'm sure there will be more similar news to follow.

**5G MOBILE PHONE NETWORK  
OPENS THE WAY TO  
SELF DRIVING CARS**

I'll not bore you with technical stuff I don't understand, but the basic point is that the 5G mobile communications network now starting to be rolled out in the UK has many times more capability than the 4G its replacing. For example a film that can be downloaded in 15 minutes on 4G takes 3 minutes using 5G.

This increased capability is, many say, absolutely vital for the introduction of self

driving cars which need to communicate with each other, with satellites and traffic lights.

Thousands of 5G base stations now exist in the UK, in fact we have more than any other country in Europe, but we'll need an awful lot more to make self driving cars a reality.

They are low powered so can be mounted on a lamp post or telegraph pole, but they need to "see" each other and can't "see" through buildings. So in cities there will need to be one on EVERY street corner. On a straight stretch of motorway there would need to be one every half mile, but closer on curves.

Rural areas present obvious problems with installation of the masts years away if ever/ Where I live on the fringe of the Lake District we're still on 3G!

However it's expected that within 5 years it will be possible to use a mixture of land based stations and satellites with the receivers seamlessly roaming between them.

Paul Gilligan  
pg@gilliganvehicleconsulting.co.uk  
www.gilliganvehicleconsulting.co.uk  
07785 293222



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## We have moved!

After years of planning and a hectic week of unloading office supplies, Great North Air Ambulance Service's new HQ is open for business!



The move to Progress House in Urray Nook, Eaglescliffe, has brought fundraising, lottery and admin teams together under the same roof for the first time. Office staff are excited to welcome the operational team based at Durham Tees Valley Airport to the new headquarters later in the year, while our Cumbrian base in Langwathby will continue to operate in the West.



**£120,000**

each year

is how much we will save on rent and other expenses by moving to our very own headquarters



**395**

cubic metres of concrete

has been poured to make the base of the hangar as we get ready for the helicopter to join us

### Our new address:

Progress House  
Urray Nook Road  
Eaglescliffe  
Stockton-on-Tees  
TS16 0QB

# RED MIST

*no longer young but still angry!*

**W**e are in what many would not consider a golden age in British motor racing.

The present World Formula One World Champion is....seemingly not enough, the dominance of UK based race teams and the continued success of M-Sport in the WRC isn't enough.

Now I don't know if it's a pre Brexit shuffling of pride or some deeper set anti success gene that makes living on this island tolerable, but whatever it is, it really should stop.

I don't know if you watched the recent Womens World Cup..it's a football thing, the eventual winners were the USA.

Enroute to the final they played the Thailand national side, now if there was a definition of plucky minnows then this team was it.

They bizarrely fit the self placed also ran, miles away from the success that the UK gives the impression that we should produce, but don't.

Our perverse self effacement should mean we are a team like Thailand, a nation willing to compete but with no real chance of success, that's where our media and general shoulder shrugs places us....

The US womens team tore them apart, the sheer ruthlessness was refreshing. They celebrated every goal, all 13, no mercy was shown, they meant business and they did the business.

What of the home nations I hear you mutter, well Scotland went out before the knock outs, but England.....

The media were behind them until it really mattered, then started prising out the core plugs. It started as a faint knock, but you knew it would only get worse as they progressed. By the semi final they were in full undermine mode and just as it looked like they would have to unleash their full fury...They lost...The collective sigh was heard around the country as the default brave/plucky/underdog lines were trotted out..no one criticised the failings, no one stood up and spoke the harsh truths that are needed to be the best.

**J**ust what does a British sportsperson or team have to do to be accepted as successful? Do they remain in the Frank Bruno holding lounge, to be battered until they are allowed a literal 15 mins of fame before they are destroyed?

The first thing they have to do is to not be British, not literally, but they need to shake off the shackles of our approval as a nation, because they ain't gonna get it.

What does Lewis Hamilton have to do?

Internet chatter has him down as arrogant, it has him down as smug, I will tell you what, I will leave a gap for you to put your own knock down in.....

So how do you feel now you have that off your chest?

Lewis Hamilton is the only 5 time F1 Champion this country has ever produced, his record is phenomenal.

You should not presume that you know anymore about the world of F1 than whats going around your head at this moment. You may say that he has the best car, of course he has...sometimes. No driver has been this successful driving rubbish, isolated races do not equal his stats. From the very start he has been startling and given time will surely eclipse all those that have gone before him.

But who will have the courage to call hiim possibly the greatest driver the sport has seen?

I think it has to be said that our prejudices become exposed with such a reticence. Our envy at his opportunity, but whilst doing that we ignore the facts.

I know its fashionable to do so these days, we live in an era of confirmation bias where the flimsiest of attitudes can be confirmed by a biased internet search of many hours.

We fail to accept the plain truth of things, we laud instead the gallant failures, someone who will make us feel better about our own lack of talent and success.

Of course in the USA he would...in fact he is, very popular, in certain sectors of their society.

They recognise his bare acheivements, yes there is prejudice there, but probably more against his chosen form of motorsport...yet we know how success breeds success in that simplified English speaking continent, and whilst they may spell things differently, surely we don't need to translate how to win and how to celebrate success.

British cycling has a faint whiff of suspicion about it...why? Can we not accept and embrace that they are world beaters, they are the greatest and they are British, nope we look for the crumbling core plug to prise out.

We seem to give more column inches to Billy Monger and Lando Norris than we do to Lewis, we have to ask why?

Really ask why. Its not that they don't deserve the plaudits....after all when they become fully successful they will look back at the simpler glow of potential with fondness, those days before it all went right, before the criticim started...before they moved abroad.....

By then Lewis Hamilton will possibly be 8 times F1 World Champion with 150 GP's to his name and 200 pole positions...and will probably live in America and yes he may well have a slight accent, but here I expose my own prejudice, it will be far more acceptable to me than that Hertfordshire one...FFS!

Alan the Fowl Mouthed Fox



1 WRC

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DH1 5AU

Mon - Fri 9am - 5.30pm, Sat 9am - 5pm



*I recently sat down with a few of our members and picked their brains, over the next few months I will relay to you the secrets and dreams of some people you thought you knew. Armed with nothing more than a vial of GHB, I sat at the bottom of his bed and asked the following.....*

*Your Name please?*

*John Nicholson*

*This seemed true according to the contents of his wallet*

*What do you do in the real world?*

*Work on golf courses*

*I know nothing of this dark art so we moved on, and how long have you been a DAC club member?*

*Joined 1974*

*We're all aficionados, so in the Hall of Fame, what's the best vehicle you have owned?*

*Ford Escort RS2000*

*Watching the smile cross his face I thought I glimpsed a tiny tear of regret, so.....*

*And we all have our regrets, Hall of Shame,*

*your worst?*

*Letting Henderson past on an autocross!*

*I wasn't prepared for such a response and faced with either jabbing him with more drugs or changing the subject.....*

*So what's your favourite thing to do in Motorsport, drive, marshal, navigate, organise?*

*Drive*

*If you have had one what was your first motorsport*

*vehicle or which do you want to be your first?*

*Mini*

*Safer ground there...And what has been the favourite of your whole fleet?*

*Lancia fulvia*

*I was warming to John now, What's your iconic motorsport vehicle, the one you would have had a poster of?*

*Stratos*

*In the world of merchandise, who's colours do you wear?*

*My own*

*I sensed again I was losing his interest, Who is/was your favourite driver in motorsport, tell me why?*

*Roger Clark*

*Ah yes "Sideways to Victory" so I think I can guess, but which period do you consider the "Golden Years" of motorsport?*

*1970s*

*A quick look around under his bed and there were some assorted pots and a pan...*

*What do you feel is your "greatest*

*moment” in Motorsport?*

Winning historic championship 2 years in a row

*Clearly a man with so much history and knowledge would have lots to say about its future...So, how would you fix F1?*

Stop the computer technology

*Interesting, so how would you fix the WRC?*  
Ban 4 wheel drive and return to what it was, show room derivative cars.

*Forthright views, I try some humour, As a poor person, (name an easier way to spend all your money?) what’s your blueprint for grass roots motorsport.*

Ban 4 wheel drive..

*Clearly a man of few words or one who doesn’t suffer fools gladly I try a different tack, You win the lottery and are allowed by moral law to have 7 vehicles, one for each day of the week, what are they?*

Stratos x 7

*I feel a certain kinship with John and wonder where he would cane these beasts, Which stretch of road is your fave and why?*  
Otterburn



*I must admit to being aware that no explanation is necessary I try yet another tack..*

*Do you have any hobbies outside of Motorsport?*

Golf

*Non plussed I share something I disliked, School, hated it or loved it?*

Hated

*Who’s your favourite musical act?*

Loads, Jethro Tull, Willie Nile and many more

*I also live in the past so what music album should I hear before I die?*

Best of Willie Nile

*What film should I watch before that awful date?*

Zulu

*Do I have time to read a book.... If so which one?*

Not really

*Who makes you laugh?*

Humour old fashioned

*Once again I try some misplaced “humour” Convicted of nerdery (come on, you’re in a motor club, embrace it) what’s your last meal consist of?*

Curry

*What is your favourite colour..only kidding, what are you? 12 (apologies to our junior member...if we have one yet)*

*Sensing the drugs wearing off I ask where is your favourite place, anywhere?*

Durham

*Feeling I was pushing my luck, I pushed my luck..Anything else you want to get off your chest? Any wisdom? Regrets? A joke perhaps?...too late he was fast asleep and when he did wake up he would have no memory of this at all, not even as a dream.....*

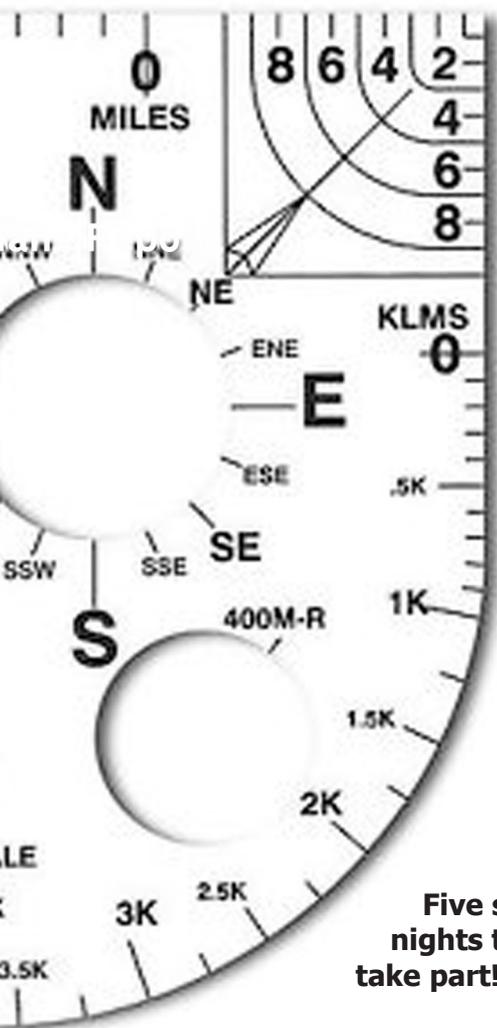
# Back in the good old days of road rallying and 12 car rallying map reading was a real skill

It was only possible to win events if you knew your way around an Ordnance Survey map.

Well this year we plan to take you back to the grass roots of motor sport with our DAC Table Top Challenge!

You're not going to need the fastest car! (or any car for that matter)

You're not going to need a bulging wallet!



All that you're going to need is:

**A pencil (and sharpener)**

**A rubber (you will make mistakes)**

**Map 87 (available for around £8.00)**

**Enthusiasm!**

**Five spare Wednesday nights to come along to take part!**

**Some sort of illuminated magnifying device**

# THE 2019 DURHAM AUTO CLUB TABLE TOP CHALLENGE

## So what's involved?

We've devised seven rounds of the DAC Table Top Challenge and it's been designed to walk you through the process of how to read and navigate your way around a map from the basics in round one to more advanced techniques in the later rounds.



If you're interested in taking part in a 12 car rally or road rally then this is the best way to learn the necessary skills.

The challenge is open to any Durham club member and you don't need any previous experience of map reading to take part. We're going to teach you the skills that you'll need along the way from basic map references through to herring bones and some other funky stuff that you may not have seen before!

The challenge is suitable for beginners and experts alike so don't be afraid to have a go! There will also be help and advice on the night to guide you along the way. It's a challenge so if you like puzzles and logic you're going to enjoy the events.

There will be seven rounds, between February and December on a Wednesday evening at the motor club venue. You'll have to complete five of the seven rounds to have a chance of becoming the 2019 DAC Table Top Champion! (And there'll also be a Novice award too)

# THE 2019 DURHAM AUTO CLUB TABLE TOP CHALLENGE AFTER ROUND 4

	Competitor	Class	TTR1	TTR2	TTR3	TTR4	Total
1st	Andy Brown	Expert	20	14	20	20	74
2nd	Michael Benn	Expert	16	20	16		52
3rd	Gordon Dundee	Expert	14	12	12		38
4th	Pam Frankland	Novice	4	8	8	16	36
5th	Simon Jennings	Expert		10	14	1	25
6th	Owen Frankland	Novice	8	4	1	6	19
7th	Alan Hawdon	Novice	1	8		7	16
=	Lynn Hawdon	Novice	1	8		7	16
9th	Chris Thirling	Novice	6	3	5	1	15
=	Stuart Anderson	Novice	6	3	5	1	15
=	Steve Wilkinson	Expert		1	6	8	15
12th	Paul Patterson	Novice	5	1		5	11
=	Hannah Powell	Novice	5	1		5	11
=	Pam Broom	Novice	1	1	2	7	11
=	Roger Broom	Novice	1	1	2	7	11
16th	Lindsay Burnip	Novice	6				6
17th	Mick Stead	Novice		2	2		4
=	Peter Master	Expert				4	4
19th	Julia Little	Novice	1				1
=	Chris Clement	Novice		1			1
=	Ben Marsh	Novice	1				1



**Sept**

<b>1st</b>	<b>DAC Wearside Classic</b>	<b>NESCRO</b>
<b>12-15th</b>	<b>Rally Turkey</b>	<b>WRC</b>
<b>14th</b>	<b>Stocktonian Targa Historic</b>	<b>NESCRO</b>
<b>14th</b>	<b>Galloway Hills</b>	<b>BRC</b>
<b>21-22nd</b>	<b>C2C Run</b>	
<b>21-22nd</b>	<b>Croft</b>	<b>BARC</b>
<b>22nd</b>	<b>Doonhammer Historic/Targa</b>	<b>NESCRO</b>
<b>22nd</b>	<b>Cheviot Stages</b>	
<b>27-28th</b>	<b>Trackrod Rally</b>	

**Oct**

<b>3-6th</b>	<b>Rally GB</b>	<b>WRC</b>
<b>5th</b>	<b>Cumbrian Canter</b>	
<b>13th</b>	<b>Solway Historic/Targa</b>	<b>NESCRO</b>
<b>24-27th</b>	<b>Rally Catalunya</b>	<b>WRC</b>

- DAC - Durham Club event
- WRC – World Rally Championship
- BRC – British Rally Championship
- ITRC – Irish Tarmac Rally Championship
- BTRDA – BTRDA Rally Championship
- SRC – Scottish Rally Championship
- NTRC – National Tarmac Rally Championship
- ASP – AS Performance North of England Tarmac Rally Championship
- SGP – SGP ANECCC Stage Rally Championship
- STRC – Scottish Tarmac Rally Championship
- NESCRO – NESCRO Classic and Targa Rallies



# DURHAM AUTOMOBILE CLUB Ltd

## 2019 Championships



Duration - From **1 st Jan 2019 to 31 st Dec 2019.**

Points will be published in the club magazine,  
if you have results that are missed please contact  
Gordon Dundee at [gandjdundee@gmail.com](mailto:gandjdundee@gmail.com)

### **Stage Rally**

#### Eligibility

Open to all paid up members of Durham Automobile Club Ltd,  
points will not be awarded retrospectively.

#### Scoring

Points are awarded for the driver or co-drivers position in class on any event they  
compete on: - 1 st in class = 10 pts, 2 nd in class = 9 pts, 3 rd in class = 8 pts, down to 1 point  
for 10 th , and all other finishers. Best 6 results to count.

#### Awards

Stage Rally – Driver.

Stage Rally – Co-Driver.

### **Clubman Rally**

#### Eligibility

Open to all paid up members of Durham Automobile Club Ltd, who are members before  
1 st August 2019, points will not be awarded retrospectively.

#### Scoring

Counting events are those listed in the NESCR0 calendar, and the points calculation is  
those used in the NESCR0 Challenge

#### Awards

Clubman Rally – Driver.

Clubman Rally – Navigator

### **Navigational Rally**

#### Eligibility

Open to all paid up members of Durham Automobile Club Ltd,  
points will not be awarded retrospectively.

#### Scoring

Points will be awarded 1 st = 10 pts, 2 nd = 9 pts, 3 rd = 8 pts, down to 1 point for 10 th , and all  
other finishers, for all navigational events run on club nights, Treasure Hunts, Scatters  
and 12 Car Rallies etc.

If 5 or less rounds are run all rounds will count, if 6 or 7 rounds are run worst score will be dropped, if more than 7 rounds are run worst 2 rounds will be dropped.

10 points will be awarded for organizing or marshaling on one or more rounds (max of 10 points available for organizing/marshaling)

In the event of a tie the result of the first event both people competed in will decide the winner.

#### Awards

Navigational Rally – Driver.

Navigational Rally – Co-Driver

### **Autotest**

#### Eligibility

Open to all paid up members of Durham Automobile Club Ltd, points will not be awarded retrospectively.

#### Classes are

A – Mini and Mini variants (Produced pre 2001) and Autotest Specials

B – Rear Wheel Drive Saloons and Sports Cars (MX5, Midgets etc.)

C – Front Wheel Drive

#### Scoring

Points are awarded for overall and class positions: - 1st = 10 pts, 2nd = 9 pts, 3rd = 8 pts, down to 1 point for 10th, and all other finishers

#### Events

Dates of counting rounds will be published in the club magazine, website and Facebook at least 4 weeks before the event. All rounds count in the final result

t

#### Awards

Overall Autotest.

Class Autotest.

### **Marshals Award**

#### Eligibility

Open to all paid up members of Durham Automobile Club Ltd, points will not be awarded retrospectively.

#### Scoring

3 Points per day for signing on as an Official on any of the following events.

Classic at the Castle, Wearside Classic/Targa rallies. Club Autotests, or any other weekend event organized by DAC

1 Points per day for signing on as an Official (or organize) in any of the following events.

12 Car Rally, Scatter, Treasure Hunt, Gymkhana, PCT. Quiz, Table Top Rally or any other club night event.

#### Awards

Marshals Award.

# FINAL INSTRUCTIONS

Reminder for Marshals...

Sunday 1st September, DAC will hold the Wearside Classic and Targa at the Nissan Plant at Washington.

We need DAC members to help marshal this event for it to run smoothly.

If you plan on coming along to help Marshal please let Gordon Dundee and Lindsay Burnip know a.s.a.p so they can cater for your lunch and evening meals.

Just to let you know that a marshal training day has been arranged for Saturday 7th September, to be held near Melrose.

It is anticipated that the majority of the training will be practical and will include fire training.

(I appreciate that it is not very local, but opportunities for fire training are few and far between.)

If you would like to attend please register at

: <https://forms.gle/6tscC2zJwKSUNavd9>

HEXHAM & DISTRICT MOTOR CLUB

THE ANNUAL QUIZ 'N' CURRY NIGHT

We are delighted to announce that the annual Quiz 'N' Curry Night will be held at the Dr. Syntax Inn, New Ridley on Wednesday 25th September and we extend a very warm invitation to your club to bring along a team and enjoy a lighthearted motorsport quiz plus, of course, a delicious curry meal. You can, of course, enter more than one team if you wish.

We hope very much that you will accept our invitation and will be obliged if you could supply us with an estimate of how members of your club will be attending so that we can ensure that there is sufficient for everyone.

I do hope you will be able to attend and can assure you of an extremely warm Hexham welcome.

Ed Graham