

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

WWW.DURHAMAUTOCLUB.CO.UK

April 2017



John Nicholson pushing on in the Escort and the Toyota LMP1 car which finished 5th at Silverstone following “a bit of work”

Club nights May/June

Durham Auto Club 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>

Forthcoming Events

2017 Calendar

MAY

3 rd	Nog & Natter	Honest Lawyer	8pm
10 th	COMMITTEE Meeting	Honest Lawyer	8pm
17 th	Gordon Dundee Scatter	More details to follow	
24 th	Nog & Natter	Honest Lawyer	8pm
31 st	GRASS EVENT WITH BBQ	Stuart Andersons	TBC

JUNE

7 th	Nog & Natter	Honest Lawyer	8pm
14 th	COMMITTEE Meeting	Honest Lawyer	8pm
21 st	QUAD & CLAYS	FURY EVENTS	TBC
28 th	Nog & Natter	Honest Lawyer	8pm

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

Editorial

So the new season in F1 has started and I have to say that for all the changes to the cars, the racing is still rubbish! As for the cars, Tellytubby Aerials purporting to be “essential” wings, fins grown on top of the engine covers, and a car sponsored by a water company painted a delicate shade of 1963 Vauxhall Cresta pink – yes PINK!!!! Where did it all go wrong? Well, money for starters, but I have been looking back and to me, it all started in the 70’s with the Lotus 78 and Ground Effect. With this brilliant invention, we started down a road of F1 being an aero formula. Next came Renault with its 1.5 Litre turbo F1 car, which then started a power race. The Governing body at the time, based in Paris, decided that a 1.5 litre turbo was equivalent to a 3 litre normally aspirated engine (go on, try and get 1200 Horse Power out of a DFV!) However the extra engine power was used to push ever larger and more complex aero devices through the air as corner speed was more of an advantage than straight line speed. The 1.5 litre turbo effectively killed off the naturally aspirated V8 and V12 and costs went through the roof. Honda for one produced “qualifying” engines which lasted less than 50 miles. The result was fantastic straight line speed, prodigious fuel consumption, and enough downforce and drag to make the car almost impossible to unstick from the road.

Hours and hours of wind tunnel testing, with models going from half size to three quarter and then full size with moving floor and hundreds of sensors ensured that aero was still the most important part of the equation. Fast forward to the present day, and take a look at the complexity of the front wing of any F1 car. Turning vanes along the floor, strakes, gurneys even the braking system adds to the aero effect. The cars cannot race properly because they lose so much downforce following the wake of the car in front – hence the totally false introduction of DRS (Drag Reduction System) to allow overtaking to take place at all! The other issue with today’s F1 cars is that without a works Mercedes or Ferrari engine (by works I mean the latest and greatest version, not the customer engines) you won’t keep up with those two teams, essentially rendering the rest of the field as also rans. The question is, is F1 the pinnacle of motor racing and if not, how does it get back to where it should be? There is an article later on by Fred Henderson which makes for very interesting reading, however I feel that there is just too many vested interests in F1 to make any real change possible. There is an old story about killing the goose that laid the golden egg – F1 may just have the knife in its hand.

On a happier note, I had the pleasure of visiting Silverstone for my annual pilgrimage to see the Le Mans cars. Unlike F1 there was close racing, plenty of noise, tickets at £40 for the weekend and a loyal and knowledgeable fan base that actually speaks to each other and shares stories and information. Close racing? How about the two LMP1 cars being separated by twelve seconds and the LMP2 cars being separated by two seconds at the end of six hours of racing! Don’t think for one minute either that there is any nursing of cars to make sure that they finish the race, the cars are flat out from the red light going out! One of the Toyota LMP1 cars had a massive accident at high speed, but the driver – Kamui Kobashi – drove what was left of the car back to the pits after which he was taken to hospital, and the car was worked on in the garage. An hour and a half later, the car was out again, setting fastest laps and looking totally unscathed. Kobashi was released from hospital soon after which is a testament to the strength of a modern Le Mans Prototype car.

Not so fortunate was likeable teenager Billy Monger who was badly injured in the F4 race at the Donnington BTCC event. This quick, up and coming driver was doing nothing wrong, but was totally unsighted with catastrophic results. Sadly Billy has suffered life changing injuries and I hope you will join with me in not only wishing him well for the future, but donate a few quid on his

race teams Just Giving page to help with the costs involved for future adaptations and convalescence.

Talking of the BTCC, its nearly time for the Croft round in June, and on the Saturday evening (10th June) before the race, the MG drivers Dan Lloyd and Arron Smith will be at Fred Henderson's garage. This is an open invitation for DAC members to attend, so why not pop along and meet them? If you have never been to a BTCC meeting, then have a look down to Croft on the 11th. Even if you are not that much of a racing fan, the BTCC meeting is not one to be missed!

I'm a great advocate of close racing with the inevitable knock here and there (the front wing of the 924 was repaired so many times with so much filler that it weighed almost as much as the rest of the car!) but some of the driving in the Donnington BTCC round went well beyond that.

Deliberately punting a car off the track isn't skilful racing driving and should be reserved for the banger racing fraternity. I know that it adds to the spectacle and keeps the crowd and TV viewers entertained, but this is meant to be the premier tin top racing series.

Ex DAC club magazine editor Colin Wilson has produced a really good, thought provoking article which he has allowed me to reproduce in this edition of Torque Talk. If you go on to Colin's website there are some really good comments and observations and I think that it sums up the current state of rallying. I would be interested in any club members comments with regard to this, and I will reserve a section of next month's mag for any comments I receive.

Following on from Colin, I have to say that I'm really concerned about where Rallying is headed, and I think that the amount of costs involved just to compete has a lot to do with the lack of new competitors. Again it started years ago with more and more legislation, the virtual outlawing of Road Rallying and the need for a budget the size of a small country to be able to compete at a reasonable level. What is the point or the attraction of competing in an event that you have no chance of a top ten finish let alone a win, simply because you can't afford an ex works rally car to win a club event? Maybe we need a B2B (back to basics) championship for normally aspirated 1300cc rally cars which would be cheap to prepare and fun to drive.

Thank you to those of you who took the time and trouble to enter the caption competition. All of the entries were brilliant, and it was quite difficult to choose a winner, however Peter Masters entry "Mick, when you said it had air conditioning and a heater, what you really meant was it had no doors and a leaking exhaust". made me laugh the most, so he gets the bottle of vino de collapso!

Sorry if this editorial is very much motor racing orientated, but sometimes that's just the way news and views go.

Something I never thought I would have heard of was an F1 driver declaring himself unfit to race. I appreciate that injuries take time to heal, but if the reason is to be believed – lack of fitness – then I really have to question the commitment of the driver in question. In days of old, drivers would do all they could to take part following an accident or illness and it would be down to the FIA the late, great, Professor Sid Watkins, who would tell you if you could or couldn't get in the car. Nikki Lauda with bandages over his burns, Nigel Mansell with a broken back and various others including Martin Brundle who comprehensively destroyed an F1 car at the start of a race, ran back to the pits, got the nod from Sid, and climbed aboard the spare car to take the restart. Lack of fitness?

That's it for this month, good luck if competing, see you in May! Marty

Chairman's Report

Where has the year gone since we held our new club venue launch night at the Honest Lawyer on the 30 March 2016? The year has flown over and the venue has proved to be a very popular with the members with a great location and atmosphere. We have also used The Cross Keys in Hamsterley as our Navigation event finish venue which is also proving to be popular amongst the members. It is key as one of the North Easts largest Automobile Club, that we have a central meeting venue which is close to Durham as our members are located all around the North East.

Last year I commented that we are seeing some events filling within 30 minutes and being massively oversubscribed and other events that are struggling to get enough entries to run. We've seen some new venues secured for rallying and new rallies had been created, but we are still seeing that some rallies are being cancelled and competitor numbers are reducing on events which used to see a very large entry. For example the DCC Ingliston stages catered for 75 entries but received nearly 100 entries. Before the event the MSA allowed the organisers to run 80 competing crews and all of the reserves got a start. On the flip side of this a relatively new event to the Scottish calendar, the Memorial stages at RM Condor had 23 entries and only 19 starters. Now that the MSA has announced that closed road rallying restrictions have been relaxed will this help to boost the entries or has the cost of rallying exceeded the average clubman's budget. Auto test, Targa, Hill climb, PCT and Navigational are all good cheap events but are we seeing a swing to these events by rally clubmen or not. Topic to discuss at the next Nog and Natter maybe.

I've had a busy month taking part in the Border Counties rally with Ben Cree at Jedburgh (forest) and the DCC Ingliston stages with Edward Todd at Edinburgh (tarmac). I've included two reports on these events in this Torque Talk magazine. I now have a bit of a quiet time before our next event, so I'm looking for a rally to bring out my Proton Satria for my first driving event (any suggestions) since I passed my BARS test and upgraded my Co-Drivers licence to a Stage Rally Drivers licence (which cost me over £300 to do).

A Chairman's Rant now follows:

When I first started to co-drive 27 years ago for Steve Royal (name from the past), there was a way to upgrade your licence from clubmen to National A grade. I still can't understand why I needed to buy an MSA starter pack and BARS Test. With many years' experience as a Co-Driver you would think the MSA would just allow me to take a BARS Test and then upgrade my licence. Another money making exercise or just inflexibility by the governing body? A starter pack at £98 contains the application form for your £57 licence, a sample licence, a DVD of the Blue book and a pen. Useful for a total beginner but for an experienced co-driver it was £40 for a DVD, pen and sample licence which I didn't need. I could have put that £40 to better use entering a local rally.

By the way I have an MSA pen which must be worth nearly £30 for sale if anyone is interested ;0)

This year saw the creation of the Cross Pennine Auto test Championship and some of our club members are competing in this championship. Peter Masters, Tom Coverdale and Tom Hall took part in the second round organised by the West Cumbria car club. Tom Hall won the auto test, Tom Coverdale was 6th and Peter Masters finished just outside the top 10 in 11th. If you are taking part in this new championship why not let us know how you are getting on and what the events are like.

DACs British Autotest champion Richard Pinkney is again competing in the British Autotest championship and after two rounds he is leading the championship by 1 point from Chris Chapman. It is early days but it's very close at the top of the championship with the top three being split by 3 points. Good luck Richard in future events and keep us informed how you are getting on.

Plans for this year's Classic Car Display and Auto Jumble at Witton Castle are coming along nicely. Regulations and Entry forms have now been published and are available for download from the DAC website. It is looking to be a bigger event and early entry may be advisable as interest for this event is gathering momentum.

The next DAC navigational event (Scatter) will take place on 17 May and is organised by Gordon Dundee. The Scatter will start in the layby near Raby castle, further details to follow. There will be a limit to the number of entries so please email Gordon Dundee at durhamautomobileclub@gmail.com to secure your entry.

Good luck to all competing DAC members, stay safe and have fun. To all DAC members supporting events by marshalling, stay safe and well done we couldn't compete without you.

Have a good and safe month in whatever motorsport you follow or compete in.

Andy Brown

Chairman of Durham Automobile Club



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Social Secretary report 19th April

Hi everyone,

A big thank you to those who turned out for the Treasure Hunt on the 5th of April. Everyone was very keen and we had everyone 'en route' before 7pm which was good because it did seem to come in dark very quickly.

We had a full entry of 12 cars but then due to unforeseen circumstances we had a few pull out so had 9 cars start (Pete I hope your mum is recovering well!).. Nicky, Wendy and Kimberley were Treasure Hunt 'newbies' and it was quite a different experience for Nicky compared with his usual level of competition!..though he assures me he enjoyed it!

The route was around 25 miles starting at High Grange and looping through the countryside via Windmill, Staindrop, Copley and finishing at the Cross Keys at Hamsterley. Quite a few crews sampled the great food on offer there and thanks go again to Robert and family for hosting us!

We had a great laugh at the finish at the expense of the winners...Gordon and Janelle and we did make them blush!...

One of the questions related to the name of a farm 'What size is Gordon?' the correct answer being the name of the farm as **LITTLE GORDON FARM**....the question was at the top of the page 2 and because of the way Janelle had fastened the paper to the clip board they missed the question on the way round and it was not until they were handing in the answers they noticed a missing answer...Quick thinking Janelle wrote down **LARGE** and handed in the paper!..

It was a great insight into the private life of one of our club/committee members when I was able to reveal to everyone that Gordon was a **LARGE!!!!**

Moving on the man himself is organising the next Navigation Event which is a Scatter I believe on the 17th May..I am sure there will be more info from Gordon shortly..

There is also a club quiz night being held by Hexham Club on Wednesday 2nd May to which we have been invited...there is a supper as well. I hope some members will go along and support them as they do us...It will be a change of venue for us for our regular Wednesday night nog and natter! Andy Brown is taking the names of people who wish to go along to the Hexham Curry & Quiz night. He will pass on the names to the organiser the week before the quiz.

I have been busy with the sub committee getting preparations under way for our CLASSIC CAR & VEHICLE Show and Auto Jumble...more about that elsewhere in the magazine..

Pam Broom

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.

Bailey's bar offers a more relaxed dining option, where dishes such as the popular Homemade classic steak burger; fish and chips served, along with an extensive selection of beers, wines, spirits. Speciality teas and coffees are available throughout the day, along with a lite-bite lunch menu.

We look forward to seeing you!





Drive it • Shoot it • Ride it



Caption Competition!

The winning entry is “Mick, when you said it had air conditioning and a heater, what you really meant was it had no doors and a leaking exhaust”.

The Saltire Classic Targa Rally – First round of the NESCRO Challenge.

Round 1 of the NESCRO Challenge was the Saltire Classic, up towards the Highlands of Scotland, based in Pitlochry. With it being so far away (a 4 hour drive) myself and Clive decided to take two cars for the first time, just in case of any problems. I'd finally wired the Terratrip up the week before the event so we spent Saturday evening calibrating the trip to the organisers measured 3 mile section. After that we sat in the bar and tried to get our heads around the speed tables that had been provided for the regularity sections.

The event consisted of 18 special tests joined together by a lovely drive around the Highland scenery with some regularities. The scenery was so nice that we kept forgetting to look for code boards as we followed the route! (15 second penalty in the bag!)

The tests were quite rough and we spent most of the event scrapping the homemade sump guard along the ground. We did amazing well on the regularities considering we accidentally reset the trip meter a couple of times during the timed sections so had to compensate on our calculations – in all we dropped just over a minute over the 38 or so miles of regularites that we covered.



By the start of test fourteen we were sitting a comfortable 3rd in class and around 10th overall but that's where it all went wrong for us! The bottom engine mount split allowing the engine to move a bit more than it should do. The alternator ended up going into the radiator and we lost all of the engine coolant....so game over for us and instead of collecting 90 plus points in the Challenge we ended up with just 5 points leaving us last overall.

From the end of test 14 we decided to freewheel the 4 miles downhill to the nearest town and then dumped the car in the local CO-OP car park, hitching a lift back to the hotel to join the awards celebrations back in Pitlochry. The next morning I gave the RAC a quick call and they arranged for the local recovery service to come and pick us up.....I got a bit worried because the car was 'caked' in mud and it was obvious that we hadn't been here as tourists so decided to take the car 400 metres down the road and jet wash it. As it turned out the recovery driver had been spectating on the event the day before so he knew exactly what we'd been doing! We waited in the CO-OP

car park for the RAC to authorise the recovery only to find out that they wouldn't do this because the car tax had expired 6 days earlier! (no reminder from DVLA!!!!) – Be warned: make sure you're on direct debit!

Fortunately I had good mobile coverage and managed to tax the car in about three minutes so we were legal again! A quick call back to the RAC and we're good to go so I gave the driver the keys and Clive chauffeured me back to Durham. The Peugeot arrived an hour later on the recovery truck.

Needless to say that I've 'beefed' up the engine mount before the next round! The Berwick Classic.



I've also finally found the cause for the Peugeot's lack of power! After our embarrassing trip to Motoscope to find out the car was running at under 50 bhp – Motoscope didn't find anything wrong with the car. It was only when I popped a strobe light on no.1 plug lead that the fault came to light (so to speak). It turns out that the car has the wrong flywheel fitted and the crank position sensor is getting the signal too late! My modified crank position sensor has cured this (I couldn't face removing the gearbox and sourcing a new flywheel) and I've advanced the timing by 10 degrees, finally releasing the missing 40 bhp and allowing us to get up hills in 2nd, 3rd and 4th gears now. (we got overtaken on the John Robson Road Rally struggling to get up a steep hill in 1st gear)

All good fun! And cheap motorsport.

Simon.

Whitby mc 12 car, Monday 27th March

An excellent event on Map 93 with the start at Seamer and finish at Hutton Rugby. Poor Kev stepped in to nav for me. I think he wished he hadn't as we struggled with the route finding. We missed a few code boards, but still had a good run out. We finished last.

West Cumbria CC, Sunday 2nd April

Another excellent event, at Silloth Airfield. 25 entries competed over the 18 tests laid out over the broken concrete of the now defunct airfield. The 3 test areas were great. Nice easy to remember tests, with a very loose surface. The tyres just about lasted the day, but were shredded. I was well pleased with 11th O/A as I was one the few cars that actually drove there. Also very close in time to the cars above. It was won very easily by Tom Hall in his Mini with Sean Young and Tom Coverdale from DAC in 5th and 6th in their MX5's. just the 4 of us over from the North East.

Peter Masters

The State of Formula One

As we drift into another F1 season which promised so much but after one race it just looks to have the same problems as before as far as entertainment is concerned. Even the cars' going faster wasn't that obvious on my HD television. So what I need is a well connected person to help me understand why we have finished up with a total domination and further more an obsession with aerodynamic down force in Formula One. This goes against the original concept of motor racing, a concept that lasted for 70 years, that is man and machine transmitting its power to the ground using mechanical grip only.

Looking at the present situation all the common sense says return to mechanical grip.

The cost savings are obvious, and don't we love the wet races even although the cars are much slower and have poor traction.

Wind tunnels would be history, possibly replaced with a spring and shock absorber factory! The car could still have nice looking wide bodywork, but no wings or fiddly bits.

Remember the lower formulas only have wings to prepare the drivers for F1 so they can go as well.

If I am not mistaken most corners on a GP circuit would then have to be skilfully driven (like in the wet), instead of flat out as now.

The speed is not the be all, it's the close racing that we need just like the BTCC if Ross Brawn is going to get his surprise winner on a good day.

There may be 150,000 people at the track (if you are lucky) but 600 million viewers watch from home, so who is the audience? Does anybody but the manufacturers care whether we have KERS or not.

This matter is much deeper than these words because as we know there are people that are making lots of money and would hate things to change, the whole thing needs a Panorama style investigation, but in the meantime will one of the magazines or TV programs do something to explain to the millions of us that don't understand why the status quo is the only option.

Fred Henderson

SOMETHING ROTTEN IN THE STATE OF RALLYING?

What is rallying for?

- Is it 1). to determine the best driver in the World?
- Is it 2). to determine the best car in the World?
- Is it 3). just an exciting sport to watch or in which to participate?

There is no doubt in my mind that object 3) has been well and truly achieved. Today's World Rally Cars are fast, spectacular, difficult to drive on the limit, and sufficiently reliable that mechanical breakdowns only rarely decide the outcome of a rally; they are also very strong and safe (the horrors which ended Group B seem unlikely to afflict modern WRC machines).

BUT, rallying was surely created to prove that road cars could be driven faster, harder and in conditions unlikely ever to be encountered by 'normal' motorists. This gave rise to the "win on Sunday, sell on Monday" philosophy which once attracted so many manufacturers to our sport. Those manufacturers created jobs for the best drivers, co-drivers and mechanics, enabling them to travel the World and entertain us all with their skills.

It was no coincidence that rallies were won by the Mini, the Ford Escort, the Sunbeam Lotus, the Opel Ascona and the Audi quattro. In their day, these were all good road cars and rallying served to demonstrate the soundness of their basic design.

The problem with modern WRC cars is that they bear only a superficial resemblance to their roadgoing originals. The fact that a Toyota Yaris might beat a Ford Fiesta is no guide at all to the qualities or problems of their roadgoing namesakes. Each WRC car costs an obscene amount of money and any rally success is a testament to motorsport engineers working for Malcolm Wilson or Tommi Makinen or whoever... Are ANY parts of a WRC car shared by a standard car?

In summary, the World Rally Championship has arrived at a situation not unlike Formula One circuit racing. The machines are feats of technical genius, requiring drivers of equal genius to extract the maximum performance from them. It is fabulous to watch, but it in no way helps normal motorists trying to decide which car to buy next. Television programmes like *Top Gear* have filled that void, making the programmes popular and powerful and making the presenters into fodder for the gossip columnists.

Instead of keeping faith with their own heritage, the events have joined the rush to popularity, becoming ever shorter and 'television friendly'. Today's participants and spectators can only read about events like the East African Safari or five-day RAC Rallies in their history books.

I harbour no desire to turn back the clock (we have historic rallies to do that for us), but surely the many clever minds at the FIA, the national governing bodies and the car manufacturers can create a formula which continues to test drivers, is fast and safe, but which favours cars which are actually good to drive in standard form.

My final nod in this direction is aimed at tyres: surely cars based on production machines would be safe to rally on standard road tyres, saving everyone a ton of money, doing far less damage to

gravel stages and helping normal motorists choose the right tyres for their particular needs.

Does anyone out there have any thoughts about this? Am I just a stupid idealist?

Best Regards.

Colin Wilson, CDWrite.

> Fred Henderson (The Breakdown Doctor).



I think that this photo of the Oates Celica says it all: we would have been about 17th, but for a five-minute road penalty; Tyres are 165x13 ATS remoulds (G800 pattern) and I think we used 24 for the whole rally. They cost £7.25 each (£174 total tyre bill (the price of one tyre now, but of course we got them free). Then there's the Tour of Britain to consider.

People just cannot get the tyre thing. It's amazing. What's the matter with people? No-one will even try it (possibly frightened it might work!). I walk past a tyre rack every day and think every time that these are tyres for rally cars. There are 15 or 16-inch,eight-ply van tyres which would go straight onto an R5. I reckon that they would last ages and they cost about £40 each.

Nobody in this county has driven more stage miles on road tyres than me, even after all this time... The Greens are not my scene, but perhaps they have the right idea. If I won the Lottery, I would pay for 100 cars to do a rally on road tyres, just to prove before I die that it would not only work, but the fun would be back. The sad part is: I think it will come one day, possibly together with electric cars, so why not now?

How about starting from the other end: a one-make Nissan Leaf championship? All electric and road tyres.

Just a note of caution: modern, low-profile tyres with all their pluses (low fuel consumption, low noise, etc) would be completely useless, but tyres of 65/70 profile are still commonplace, so let's make sure everybody is on the same hymn book.

The whole problem is vested interests: tyre company tail wagging dog. Another point (I am revving to-day) is that rally tyres until about 1975 were road tyres with a block tread and no strong sides. But how often do you remember Roger getting a puncture? - good drivers, you see !!! Keep it up.

Border Counties 2017

Back to the usual mount for our next rally of the 2017 SG Petch Championship. Ben had tackled the Riponian but water pump failure had caused some engine damage on his Peugeot 205. With this all fettled we headed up to Jedburgh for an early start on the Saturday morning.

The British Rally Championship crews had already tackled the first 2 stages in Craik on Friday night. Our first stage was SS3 Wauchope followed by Hyndlee. Half way through Hyndlee we suffered a puncture. We decided to push on and made it to the end of the stage dropping only 40 seconds. With the tyre quickly changed we headed to service.



After service we headed to Stage 5 Elibank. But after many stoppages, the stage was cancelled and we had to travel through the stage at non-competitive speed. Stage 6 in Yair went well allowing us to push a lot harder.

Back to service before the final three stages in Cardrona and repeat runs through Elibank and Yair.

We had pulled back lots of time after the puncture in Hyndlee, but it cost us the class win by 3 seconds at the finish. We were still pleased to finished 40th overall and 2nd in class 2.

Andy

DCC Ingliston stages 2017

Two weeks after the Border Counties I was back north of the borders at Ingliston. This time with Ed Todd and the “wee beastie” GTM. We had dry weather and a good seeding at car 9.

After losing a wheel and hub at Croft on the Jack Frost stages the “wee beastie” had a lot of work done to the running gear. Because Ingliston is our best event we also decided to throw the championship joker for the NETRC on this event. The Joker doubles any championship point you get from your final result.

Stage 1 went well posting 9th fastest but in stage 2 the gear linkage popped off leaving us in 2nd gear for half of the stage. Although we were only 18th quickest we were still 4 seconds quicker

stuck in 2nd gear. In service we found oil dripping out of the gearbox. Oh no was this terminal. We think it was a pressurising issue as two breathers had blocked. This fettled we had no further issues with oil leaks.

Stage 3 & 4 were absolutely awesome posting 7th fastest times on both stages.

Then during the normal long lunch halt the stages were reversed.

We headed for stage 5 and immediately noticed a noise from the clutch release bearing but still posted 6th fastest time in SS5. What was more surprising was the gear linkage had popped off again and all I can say is I have never sat next to anyone else who can wring the neck out of a car stuck in 3rd and still manage 6th fastest time. Eds performance in this stage was nothing but awesome. I still can't believe it....



In stage 6 we were flying and caught car 17 who was a lap behind us. At the start the organisers said they would not tolerate any baulking but the actions of car 17 dropped us places in the overall standings after only managing 12th quickest. We were only 3 seconds slower than on stage 5 time but we think we dropped at least 15 seconds behind the Evo 9 driven by Brian Watson. Blowing the air horns and waving at the marshals made no difference.

We posted another amazing 6th quickest in stage 7 but the clutch release bearing sounded horrible as we left the start line. Surprisingly there was no noise from the bearing at the finish. Was this a bad sign or not???

We headed to stage 8 lying 6th overall and leading our class by nearly 1 minute. I told Ed to get it to the finish to equal our best finish at Ingliston in 2015. Heading for our 2nd lap we took it easy over the roundabout but as Ed changed gear for the next Left 9, the rear wheels locked up sending us into a 180' spin and stalling the engine. Stuck on stage blocking the corner we quickly pushed the car out of the way and managed to get the gearbox unblocked and back in gear.

We headed immediately to the finish missing a lap and taking a max. Gutted that this dropped us to 21st overall and 7th in class, but wow what could have been. I must say that I have sat next to Ed for many years and this was one of his best drives. But more importantly there is still more to come. Stunning stage times against some very good competition and machinery.

Thanks to Ed, Tim, Jamie and Alistair.

Andy

Results of Treasure Hunt 5th April.

Start High Grange - Finish Cross Keys Hamsterley

1st Gordon & Janelle Dundee

2nd Andy Brown & Steve Stockell

3rd Chris Thirling & Stuart Anderson

4th Simon Jennings & Clive White

5th Roger Broom & Lindsay Burnip

6th Nicky Porter & Wendy Porter and Kim Richmond

7th Pete & Sue Sewell

8th Ian Burrows & Nicky Halliwell

9th Mick Stead & Ben Wilkinson

I think everyone had a good time. It was Nicky Porter & crews first Treasure Hunt, they were last to set off and last back so they lost the light..if it hadn't been for that it would have been a higher finish I am sure.

9 starters and 9 finishers....shame we lost 3 starters due to unforeseen circumstances..as we almost had a full house!

1st three places tied on 52 points out of 57 and positions were decided on the tie break question...

Thanks for everyone who started.

CAR SHOW and Auto Jumble.

The subcommittee have been very busy and are now pleased to announce that Durham Automobile Club will be holding their ANNUAL CLASSIC CAR SHOW & Auto Jumble on Sunday 16th July 2017 in the grounds of WITTON CASTLE, near Bishop Auckland County Durham (Open to the public 11am – 4pm) but with competitors and jumble stall holders arriving between 9-10am.

Last year we had a small show which was quite well attended given that it was arranged at quite short notice. We did get lots of requests to hold it again and it was certainly on the clubs radar to think about again. We were then approached through Nicky Porter by Butterwick Hospice about them joining in with our event. Having held car shows themselves as a fund raising effort for a number of years they were unable to do so this year but did not want to lose the opportunity to raise funds altogether....We formed a subcommittee, discussed at committee meetings and came up with some ideas. Witton Castle again offered us the venue so we have been very busy since getting things underway. The event had great potential for raising the profile of the Club, doing a great deal for a good cause AND being a great day out....

So far we can tell you

There will be a fantastic range of cars on display and competing for 'Best in Class' awards. From pre 1950 to Modern Day including Competition Cars from the world of Rallying, Drifting, Auto Testing and more... There will also be classes for Vintage Tractors and Classic Motorcycles....

There will be an Auto Jumble for the buying and selling of car parts and motoring memorabilia.

Nikki & Sam Halliwell will again run the 'How Many Balloons in a Mini' competition.

Witton Castle Country Park provides a great scenic backdrop to the event and provides onsite facilities of bars, restaurants, toilets a children's play area and woodland walks.

We have had a number of individuals and companies come forward to sponsor our classes and these so far include:

Steve Petch of SG Petch Nicky Porter, Oakley Service Station and Jet Fuels

Simon Jennings and Direct Car Parts AkzoNobel (Waxoyl) A1 Motorstores

Barry Johnson and Barrier Surveillance S Billau Motorcycles Stuart Anderson C&A Maintenance

Last year the Club used the event to support a local Muscular Dystrophy Charity and will this year be supporting Butterwick Hospice.

Club members can enter vehicles and or have a jumble stand FREE of charge but you do need to book your space. We are also looking for a few Marshalls on the day...let us know if you can help.

Anyone wanting to display/enter a vehicle or motorcycle or have a 'Jumble' table please contact

Pam Broom for an entry form and more details on 07733 243842 or by email at pam.broom@btinternet.com or visit the Durham Automobile Club website at www.durhamautoclub.co.uk



www.shorewoodlg.co.uk/witton-castle

DURHAM AUTOMOBILE CLUB Ltd

2017 Championships

Duration - From 1st Jan 2017 to 31st Dec 2017.

Points will be published in the club magazine, if you have results that are missed please contact Gordon Dundee, gordon@dundee.fsworld.co.uk

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: - 1st in class = 10 pts, 2nd in class = 9 pts, 3rd in class = 8 pts, down to 1 point for 10th, 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, points will not be awarded retrospectively.

Scoring

Counting events are those listed in the NESCO calendar, and the points calculation is those used in the NESCRO 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 1st = 10 pts, 2nd = 9 pts, 3rd = 8 pts, down to 1 point for 10th, 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.

When a list of events are confirmed details of classes, points structure and awards will be published in the club magazine.

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

5 Points per day for signing on as an Official on each of the following events.

Wearside Classic/Targa rallies. Club Autotests

3 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 Etc,

1 Point per day for signing on as an Official in any of the following events.

Any other event not organized by Durham Automobile Club

Club Secretary to be notified within 1 month of any days marshaled, points will not be awarded retrospectively.

Awards

Marshals Award.

DURHAM AUTOMOBILE CLUB Ltd

2017 Championships

Results to 28st February 2017

If you have results that are missed please contact Gordon Dundee gordon@dundee.fsworld.co.uk

Stage Rally

Jack Frost Stages

Ben Cree – 7th class 5 – 4 pts

Andy Brown – 7th class 5 – 4 pts

John Nicolson – 1st class 6 – 10 pts

Brands Hatch Winter Stages

Paul Swift – 1st class D1 – 10 pts

Riponian Rally

Stephen Petch – 1st class E – 10 pts

Michael Wilkinson – 1st class E – 10 pts

Steve Petch – 7th class E – 4 pts

Andrew Hutchinson – 10th class H2 – 1 pt

Snetterton Stages Rally

Paul Swift – 3rd class D – 8 pts

Points Standings

Drivers

Paul Swift – 18 pts

Stephen Petch – 10 pts

John Nicholson – 10 pts

Steve Petch – 4 pts

Ben Cree – 4 pts

Co-Drivers

Michael Wilkinson – 10 pts

Andy Brown - 4 pts

Andrew Hutchinson – 1 pt

Marshals

Marshals Training York

Stuart Anderson, Chris Thirling

Points Standings

Stuart Anderson – 1 pt.

Chris Thirling – 1 pt.

Forthcoming Events

2017 Calendar

(WEDNESDAY unless stated otherwise)

FEBRUARY

15 th	FIRST ON SCENE Training	Honest Lawyer	8pm
22 nd	Nog & Natter	Honest Lawyer	8pm

MARCH

1 st	FILM NIGHT & TALK – Pete Masters Travels abroad on Motorcycle! (ALWAYS interesting! Not to be missed)	Honest Lawyer	8pm
8 th	Nog & Natter	Honest Lawyer	8pm
15 th	COMMITTEE Meeting	Honest Lawyer	8pm
22 nd	KARTING NIGHT entries £40.50 pp	see Torque Talk for more info or contact LINDSAY	
29 th	Table top Navigation Training	Honest Lawyer	8pm

APRIL

5 th	TREASURE HUNT (Pam)	Start TBA	finish Hamsterley
12 th	COMMITTEE Meeting	Honest Lawyer	8pm
19 th	Nog & Natter	Honest Lawyer	8pm
26 th	Nog & Natter	Honest Lawyer	8pm

MAY

3 rd	Nog & Natter	Honest Lawyer	8pm
10 th	COMMITTEE Meeting	Honest Lawyer	8pm
17 th	Gordon Dundee Scatter	more info to follow	
24 th	Nog & Natter	Honest Lawyer	8pm
31 st	GRASS EVENT WITH BBQ	Stuart Andersons	TBC

JUNE

7 th	Nog & Natter	Honest Lawyer	8pm
14 th	COMMITTEE Meeting	Honest Lawyer	8pm
21 st	QUAD & CLAYS	FURY EVENTS	TBC
28 th	Nog & Natter	Honest Lawyer	8pm

JULY

5 th	TREASURE HUNT (John)	venue and time TBC	
12 th	COMMITTEE Meeting	Honest Lawyer	8pm
16 th	SUNDAY AUTOJUMBLE & CAR DISPLAY	Witton Castle	TBC
19 th	Nog & Natter	Honest Lawyer	8pm
26 th	GRASS GYMKHANA	Ed Todds (Witton le Wear)	TBC

AUGUST

2 nd	Nog & Natter	Honest Lawyer	8pm
9 th	Committee Meeting	Honest Lawyer	8pm

16th	Nog & Natter	Honest Lawyer	8pm
23rd	Nog & Natter	Honest Lawyer	8pm
30th	Nog & Natter	Honest Lawyer	8pm

SEPTEMBER

3rd SUNDAY	DURHAM DALES	NISSAN	TBC
6th	Treasure Hunt or Scatter (Lindsay)	Venue & Time	TBC
13th	Committee Meeting	Honest Lawyer	8pm
20th	QUIZ NIGHT	Honest Lawyer	8pm
27th	Nog & Natter	Honest Lawyer	8pm

OCTOBER

4th	SCATTER (Pete Masters)	Venue and time	TBC
11th	Committee Meeting	Honest Lawyer	8pm
18th	Nog & Natter	Honest Lawyer	8pm
25th	Nog & Natter	Honest Lawyer	8pm

PLEASE NOTE:

Some Nog & Natter nights will change to events as the months progress. Email notifications will go out but keep an eye on Torque Talk and the website!

For Example we have a REGULARITY TRAINING exercise and a 'proper' REGULARITY to schedule probably one in April and one in May, just waiting for Nicky to confirm dates..

Officers and Committee Members 2017

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	President
Steve Petch.	Stevepatch@sgpatch.com;	Vice President
Andy Brown.	aslscrat@gmail.com	Chairman
Chris Thirling.	Chris.thirling@gmail.com	Vice Chairman
Vacant		Secretary
Lindsay Burnip.	Poshbirdincontrol@btinternet.com	Treasurer
Peter Masters	Peter.masters@live.com	Membership Secretary
Peter Sewell	ssewell15@hotmail.com	Chief Marshal
Pam Broom.	Pam.broom@btinternet.com	Social Secretary
Marty Hall.	martinhal49@gmail.com	Magazine Editor
Stuart Anderson.	stuart@wilkinsonmaintenance.co.uk	Press Officer
Gordon Dundee	Gordon@dundee.fsworld.co.uk;	Competition Secretary
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Torque Talk will be distributed the third week of each month

Disclaimer:

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