

# Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

[WWW.DURHAMAUTOCLUB.CO.UK](http://WWW.DURHAMAUTOCLUB.CO.UK)

April 2018



Our late Club President, Jim Chapman testing the sumpguard of his Ford Cortina GT and Mike Greenwood with his Janspeed tuned 120Y at a field event circa 1978

# Club nights March to May

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

<b>March</b>	<b>28<sup>th</sup></b>	Club Navigational Series Briefing and Help night Please see Social Sec report in magazine for more details	<b><u>POSTPONED</u></b> Nog and Natter in place.
<b>April</b>	<b>11<sup>th</sup></b>	Nog and natter	
	<b>18<sup>th</sup></b>	Navigational SCATTER (Peter Masters)	More details to follow
<b>May</b>	<b>2<sup>nd</sup></b>	TREASURE HUNT (Nikki Halliwell or Pam Broom)	More details to follow
	<b>9<sup>th</sup></b>	Committee Meeting – Honest Lawyer	
	<b>30<sup>th</sup></b>	Navigational SCATTER (Gordon Dundee)	More Details to follow

## Editorial

Reproduced later on in the mag is a letter from Fred Henderson with regard to how we get people interested in Rallying. In his letter, Fred proposes allowing standard cars to run in a separate class on certain events. I have no hesitation in supporting Fred's idea, however I don't think that it will gain support because of the preoccupation this Country has with Health and Safety legislation. The cause of this is dead easy to identify. We have adopted the American culture of litigation for the least bit thing, with "claims management" companies representing individuals with sometimes dubious or even outright farcical claims. I have seen this personally in a previous work environment when someone claimed to have broken a finger at work. He sued his employer and won the case as it was less costly to pay the claim rather than defend it in court. The fact that he had broken the finger in a rugby match the previous weekend counted for nothing of course!

I applaud people like Fred who want to breathe life into what is becoming an endangered species of sport. The cause isn't helped by more and more rules and regulations, all of which cost increasing amounts of money just to put a car and crew on the start line. This is a serious issue which I hope the incoming Chairman of the MSA – Dave Richards – will look very seriously at. So the crux of the matter is, how do we attract new competitors into not just rallying but all motorsport? Years ago, you joined DAC and cut your teeth on a few autotest's, a twelve car rally and a restricted road event. If you enjoyed that, then there was single venue stage rallying and then if you were really committed, special stage rallying. The car you used was probably also the car you drove to work in and if you were really unlucky, Monday morning was the day you got the bus to work! I hope that Mr Richards, who was after all from a Rallying background can come up with something to attract new competitors, and he could do no better than getting ex competitors – like Fred – onto a group to investigate options.

As if to re-inforce some of the above, due to Data Protection legislation, we are obliged as a club to ask that lapsed members give us permission to keep in touch with them. I cannot reinforce how important this is! Please send me an email stating that you wish to remain on our contact list by the end of May or we will remove you from all distribution lists that we hold. There are no exceptions, this is legal stuff and we must comply.

Good News!!!! A use has been found for the hideous HALO devices that are now part and parcel of F1 and F2 (and soon to be other open wheel Formula cars) Should your car fail for whatever reason, the HALO provides a really useful appendage for pushing the car to the nearest Marshall post or pit lane entrance. As I totally expected, designers have been quick to find that adding a bit of extra material is useful for channelling air around the driver, so the chances of having these abominations removed are about nil. Nicky Porter did suggest that perhaps the HALO would have been of some use in the Tom Pryce accident of 1977, and this may have been the case, however the circumstances of that accident probably wouldn't be repeated today. I still think it's an answer to a problem that hardly exists!

I am now the proud owner of a 2018 Race National B racing license! I took my written ARDS test at Croft and having scored 100% for the written test, I was offered the chance of a few laps round the circuit. This took about five nanoseconds to decide that I would. I was going to have a go in a Ginetta, but unfortunately whenever I pressed the clutch, the dashboard raised up half an inch because of a lack of space for my knees. Option two was a Peugeot and then four laps in a Porsche Cayman. The Cayman is a beautifully balanced car, and I was really pleased that the instructor was impressed enough with my efforts to give me some really positive feedback (ok, I'm being modest, scored A's for everything and got some really great comments!) The rain made for

an interesting drive but there were no adventures and I left Croft pleasantly satisfied with my performance.

The WRC is hotting up, and with all sorts of shenanigans going on, it will be interesting to see how it all works out. One of the proposals for the Wales Rally GB is a run around Great Orme and a finish in Llandudno. This would be a great spectacle, and would give a great opportunity for the cars and crews to be seen close up. However the FIA would appear to be unamused with the proposal and have flatly turned it down. I'm not sure of the reasons why, but surely allowing enthusiast access to this sort of super special would only enhance the event?

The first two Grand Prix of the year have provided proof positive that even a team as successful as Mercedes can shoot itself in the foot and lose what should have been possible (I don't think they have a superior car unlike last year) victories. Focus of the second race was the accident to a mechanic in the Ferrari pit lane and the driving standards of Max Verstappen. If you hand over control to a computer, don't be surprised if something happens that is totally unexpected.

Computers work by logic, if everything is right, then put on a green light. What a computer cannot see is the mechanic in the way. More troubling for me is that Max Verstappen, apart from being a breath of fresh air and a huge talent in F1 is still making stupid and potentially dangerous errors. You can't put it down to youth or lack of experience, he has been in F1 long enough now not to be the centre of attention regarding driving standards. But I think the problem is that he didn't have to cut his teeth in lower Formulae with all that entails. Ok he is good enough to be in F1 and one day he may be an F1 champion, but as Martin Brundle once said of another driver, that young man worries me.

I appreciate that this is a motor club magazine, but I cannot let this month go without mentioning another adventure or two that I have been on. I have actually had a couple of flying lessons and have managed to do two take offs and some quite interesting turns, ascents, descents and even a simulated engine failure (not as bad or scary as it sounds) I have a super instructor, and whilst there is a lot to take in, I'm thoroughly enjoying it. It's a bit strange steering with your feet, and it's a bit weird getting used to how you get the aeroplane to go up and down (you use engine power more than the flight yoke) but I'm so into it that I think I may have a few more lessons than I originally planned for. Believe it or not, three lessons has cost a lot less than one motor race so I bet you can guess which takes precedence!

Hopefully we will be blessed with good weather this weekend and that our stall at the classic car event at the Aston Workshop will be well attended. Unfortunately I can't make it as I need to sell more pans and furniture for M&S. However could I just make mention of Pam who has worked tirelessly on this event, our classic event and the banners that we are having produced.

April 7<sup>th</sup> saw the 50<sup>th</sup> anniversary of the death of possibly the best driver to come out of Great Britain, the incomparable Jim Clark. He was brilliant in anything with four wheels – take a look at some of the footage of him in a Lotus Cortina. A irreplaceable and sad loss to motorsport.

Had a lovely Sunday lunch with Nicky, Wendy and our friends Alan and Janet but were surprised to see STP make a guest appearance on the bill. Why would Scientifically Treated Petroleum be part of a Sunday lunch? Obviously the Petrol Headedness had kicked in big time until we realised that one of us had Sticky Toffee Pudding for desert! We'll never learn will we?

That's it for this month, good luck if competing!

Marty

## **Chairman's report**

Wow its April already, the sun is shining, the heat wave is on its way and the Club calendar has already kicked off.

We held a veteran's night at the Honest Lawyer at the end of March. We invited previous and current club members. I will only quickly comment as our Editor – Martin Hall, will probably publish an article about it in this edition of the magazine. WOW what a turn out, around 70 people attended. Thanks must go to Fred Henderson for donating the buffet and to the others who helped organise this night.

Our Auto test Championship will start on 13 May and will consist of five rounds. An email has been sent out to all DAC members. If you take part in any of these auto tests please let Gordon Dundee know of your results, so they can go towards the club championship. Also some DAC members have been competing on Hartlepool Motor club auto tests, hopefully they will let us know how they got on.

The club navigation championship kicks off on Wednesday 18 April with a Scatter organised by Peter Masters. It is looking to be a good entry for this event so full results and reports for next month's magazine.

Some Durham club members have been out competing on Stage and Navigation rallies. The DCC Ingliston stages, Rallynuts stages, Warcop stages, March Melee 12 car. I have a report later in the magazine on the Warcop stages.

A land mark event will take place on the weekend of the 21-22 April down in Tendrig near Clacton on sea on the south coast. Chelmsford Motor club have organised the first closed road rally in England. With the Jim Clark Rally and the Tour of Mull rally still in the air whether they will run this year, we hope this rally goes well for the Organisers and Competitors and the protestors stay away. The eyes of the UK motorsport community are watching this event with great interest.

Stay safe and enjoy your motorsport.

Andy

## **Social Secretary Report April 2018**

Hello All,

What a busy month, I don't know where the time has gone!

**Thanks to PETER MASTERS for the Scatter on 18<sup>th</sup>**....we had a good turnout with around 8 crews starting from Oakley Service Station and finishing at the Cross Keys Hamsterley.

I sat in with Roger but the Puma was out of action so we lumbered around in the Trooper. I made a mess of plotting a few but finally finished with 8 clues found only to finish on minus points because I did not take into account plotting time so came back late! ( That said we had a couple of new members start the night in a metro with lots of spot lights... they needed them cos they did not get back till 11pm but by all accounts had a great time.

Andy Brown sat in the 'silly seat' with Simon Jennings and they won the night, a good team! I am not sure if the full results are elsewhere in the magazine but thanks to all competitors and to Peter again.

**SATURDAY 28<sup>th</sup> April** will see DAC giving the new Club Gazebo and banners an outing at **THE GREAT NORTH CAR SHOW** at Beamish. We will be recruiting new members, promoting the Club and our Classics at the Castle Event.

Thanks to JOHN WARD for arranging the pitch and also for arranging for DAC members to gain free entry on production of DAC membership card. Hope to see some of you there!

**NEXT EVENT TREASURE HUNT Wednesday 2<sup>nd</sup> MAY** organised by Nikki and Ian.

START is 7pm – 7.30pm at the entrance to RABY CASTLE....

FINISH Cross Keys Hamsterley.

A series of written clues to find your way around. No map skills needed (perhaps I will do better at this – no plotting!)

To Enter please let ME know [pam.broom@btinternet.com](mailto:pam.broom@btinternet.com)

WEDNESDAY 30<sup>th</sup> MAY is another SCATTER organised by Gordon Dundee – further details to follow

ALSO look out for details of a **Social Night at FURY Events**. Last year it was great fun trying out buggy racing, archery and axe throwing! Not sure what we will do yet this time but will let you know soon. And of course there will be one of Chris and Stuarts legendary BBQ's!

***Sorry it's a brief one this time but I hope to see you at one event or another soon. Any questions or suggestions don't hesitate to get in touch.***

**PAM**



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## LET'S START AGAIN.

Like I suspect a lot of other people, I am quite interested and will be watching the progress of Dave Richard's time as MSA Chairman. Dave has such an enviable record in everything he has done but none of us should expect the impossible. One thing for sure and Dave will recognise this, is the lack of new people coming into motor sport, especially rallying. I believe he has indicated that this is an area that he will be visiting. He has also made a point that we can't return to the good old days but maybe we ought to remember what made rallying so popular and ultimately led to the term 'the golden years of racing'.

I am proud to say it was slightly before my time but by the 60's if people couldn't be a pilot or racing driver they wanted to be a rally driver, especially spurred on by the minis doing so well on the Monte. As we know, this led to a big surge in motor club membership and mostly over-subscribed road rallies which, in truth went on a good 10 to 15 years.

The main difference between then and now is that if someone in a motor club fancied doing a rally – him and a friend (navigator) could perhaps use their wife's car or in some cases well documented, an Avis hire car and do a road rally. This is one element of entering motor sport that is completely denied today. I am aware that we have road rally's but they are only a challenge to the eggheads who would probably have done the Times crossword on a Monday. The driver is a non-entity (excluding Wales). I am, therefore, assuming that these people I have mentioned that put their toe in the water would eventually be called Russell Brookes, Wilf Sparrow and perhaps Tony Pond. I believe Roger Clarke even did the odd road rally. It sadly went wrong when road rallying became an out of control wild animal. I am sure that this is how so many people came into motor sport in the 60's and 70's. Wind the clock forward 40/50 years and there is no such opportunity to put a toe in the water. But there could be an opportunity even in these health and safety driven times.

Back in the good old days, auto tests were very popular and what I liked at an event like the recent Christmas Stages at Croft is that in many ways it is just like a giant auto test. So here's a suggestion:- why not have a class for standard cars and standard people at events like the Christmas Stages. These would be events where quite frankly there is nothing to hit. I know from my day job that standard cars, provided that are not tampered with, and have retained their air bags, seat belts and automatic tensioners, etc., are incredibly safe and could be easily used at an event like the Christmas Stages where the only thing to hit is a round bale or the armco barrier, just like a motorway. There could be a class called 'S' for standard, where the crews would require nothing more than a crash helmet and 'away we go'.

The whole thing doesn't even require much fine-tuning, we all know what a standard car is whether we admit it or not. There is no safety issue because, apart from the fact that cars have nothing to hit, there are medical facilities within 30 seconds and it would give a whole raft of people a chance to take part in a rally, something they may only have dreamt of for years.

OK, not all rallies would be suitable but some rallies could be adjusted. The Motorsport News Circuit Championship comes to mind because by and large the only enemies of a rally car are ditches, trees, telegraph poles, stone walls and so forth, none of which were at the Christmas Stages. Also remember the late Philip Young was not too far away with endurance events.

Before consigning this to the dustbin just think how you started in motor sport.

Fred Henderson

## **Hartlepool Autotest 15/4/18**

Eden Park venue

I do like this venue as it is a bit rough, with puddles, gravel and broken concrete. Bob Clouston set the tests, so they were nice and easy. He also has a bad memory like most of us old farts.

Two test areas were set out and these tests stayed the same all day, so no memory problem. They were all forward, so even better. The most entertaining to watch were Mick in the Buckler, John in the RWD MK4 escort and Chris in the Mazda RX8. All three were just about in control, well sometimes.

MX 5's were the most popular car with a variety of FWD shopping cars out too. You can't go far wrong with either of these types of cars.

Tom Hall walked away with the overall position as usual in his Mini.

Richard Pinkney easily took the FWD class in his KA sport, with my Alto a few seconds behind, in second spot, well maybe more than a few seconds.

Sean Young took the RWD class I think in his supercharged MX5. What an amazing sound this car has.

A great day's motorsport.

## **Teesside Airport car scramble, 22/4/18**

This was a new event at a new venue. Graham Nicholson was running it at his under 17 driving school venue. When I heard that the surface was road planning, I knew it was going to be a bit slippery and rough. I was not disappointed. The addition of a huge seesaw and somebody firing at us with a paint gun made it even more challenging. It was brilliant.

Somebody won and somebody was last, but that did not seem to matter. Great fun, even with several broken cars at the end. The Golf GTi fell off the seesaw. The Punto lost its exhaust and several other bits. The Nova special, lost its exhaust and snapped something in the rocker box. Mick got the Buckler stuck on the Khyber pass hill section. The only non-casualties were Mark Nicholson in his Corsa even though he flattened the Dumplings section and my tough little Alto. Me just finishing ahead of him.





Peter Masters

**Fury**  
EVENTS

Drive it • Shoot it • Ride it



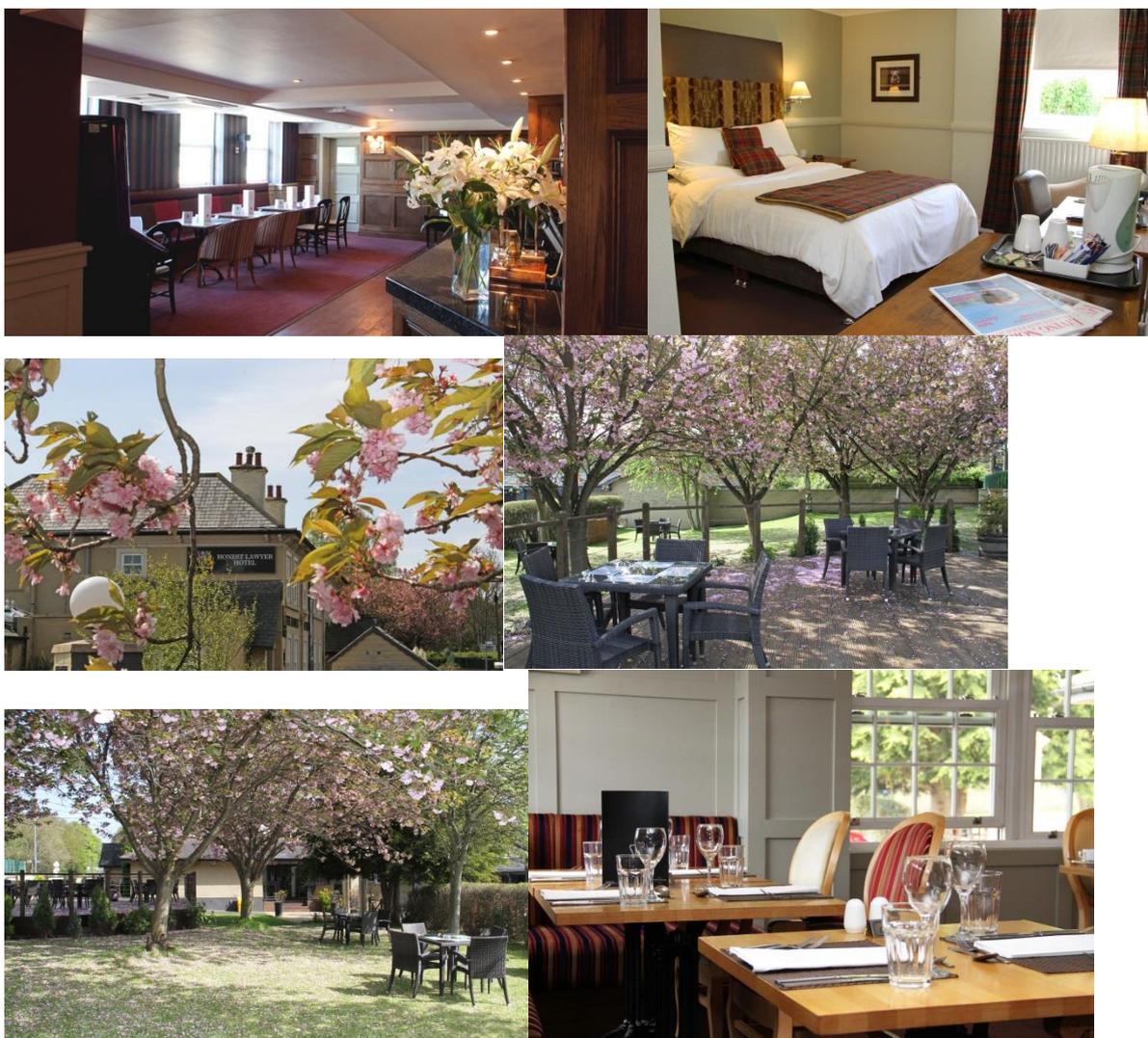
## The Honest Lawyer, Croxdale Bridge Durham DH1 3SP

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!



### **Peter's Scatter. 18/4/18**

This started from Nicky's garage and finished at the Cross Keys in Hamsterley. 20 clues in the form of playing cards were hidden on signs at road junctions, with competitors having to find no more than 15.

The only crew to find 15 were Simon and Andy in the 106. The first retirement was Joe and his dad David. Car sickness being the problem. Joe is now looking for a new navigator. Mick and Ben found 13, but got time penalties. Pity as they would have been second. He reported that his new ie historic Lotus Excel was going and sounding great.

I don't know what happens to the Metro crew, but we had all gone home by the time they made it to The Cross Keys.

- |  |             |
|--|-------------|
| 1st. Simon Jennings/Andy Brown.          | 106         |
| 2. Ian Burrows/Dave Johnson/Tom Burrows. | Mini        |
| 3. Janelle/Dundee.                       | Juke        |
| 4. Kim/Peter Gardner.                    | Tigra       |
| 5. Mick Stead/Ben Wilkinson.             | Lotus Excel |
| 6. Roger/Pam Broom.                      | Trooper     |
| Ret. Joe/David Valks.                    | Mini        |
| Ret. Richard Young/Peter Duke.           | Metro       |

Peter Masters

# CLASSICS at The CASTLE 2018

I am pleased to announce that ENTRIES OPEN on 1<sup>st</sup> of February for this Year's CLASSICS at the CASTLE.

**ENTRIES CLOSE SATURDAY 30<sup>th</sup> JUNE NO LATE ENTRIES  
WILL BE ACCEPTED**

( Or sooner if we reach our MAXIMUM of 300 vehicles)

**!!!! DISCOUNTS FOR EARLY ENTRIES !!!!**

Again we will have availability for Autojumble stands. Please do not hesitate to get in touch if you have any questions or to request a copy of Regulations and Entry Form.



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**Durham Auto Club**

## Whitby MC Autotest

Monday 23rd May, Teesside Stunt School

10 competitors turned up for a monthly blast around the Stunt school ran by Kelly Bird. The all forward tests were quite simple and easy to remember. First place was fought over by Mark Thornton in his Nova and Mark Nicholson in the Mini Scamp. The Scamp got a line penalty, but the Nova matched it with Cone penalty. In the end The Nova winning by just 1 second.

The fight for 3rd was close between Nick in his Corsa and John in the Tigma. Both having the same time in the end. I managed 5th in the Alto with a clean run, just lacking a little power. A good night out.

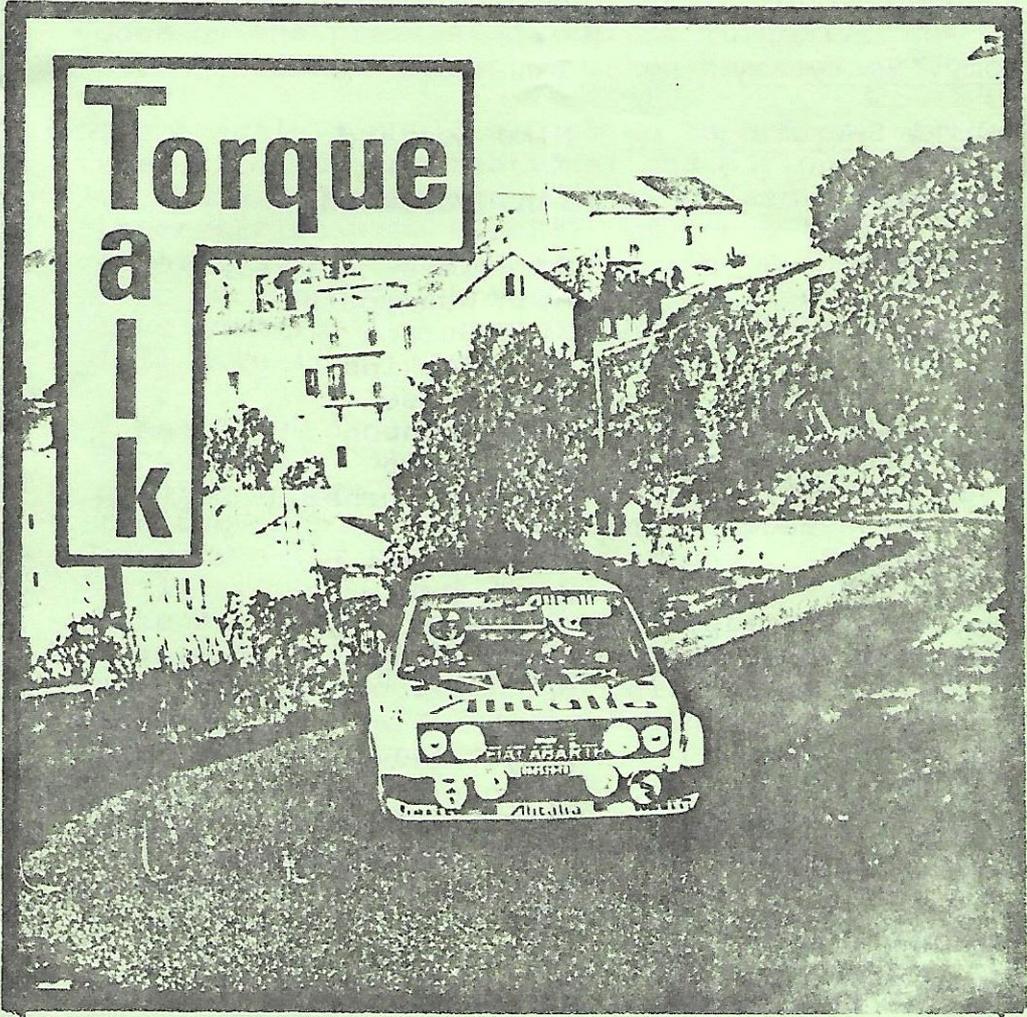
Peter Masters



Bit of space left, so why not include a picture of the aeroplane I'm learning to fly in. It's a Piper PA 28 Warrior four seater. Lycoming engine producing 160 BHP @ 2700 RPM, directly connected propeller

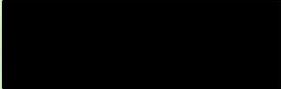
Blast from the past this month is the August 1980 Torque Talk magazine, Andy Turnbull at the helm

AUGUST 1980



The Magazine of Durham Automobile Club

Officials for 1980

<u>President</u>	Jim Chapman
<u>Chairman</u>	Ian Middlemas
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<u>Auditors</u>	Alan Thompson Keith Scarr
<u>Assistant Mag Ed.</u>	Bruce Turnbull
<u>Mag Ed.</u>	Andy Turnbull, 

EDITORIAL

Well here it is again, the hardest part of the magazine for me, the editorial. A whole page to do what I like with and at the moment I cannot think of a single thing.

I could always write about the autotest we promoted at Witton Castle and what a great success it was. The 5000 people who watched all seemed to enjoy it and with the commentary done by the professional Bruce Turnbull, Murrey Walker had better watch his seat.

There again I could always do an article about the effect on International and National rallying of the world economic regression and political intervention with special reference to the deterioration of the environment of the wild cow slip in the British forests. But seeing as I've just lost my copy of the Financial Times I'll give it a miss.

I was going to do a scathing piece on the ineptitude of the R.A.C. but they have done nothing recently except take the licences off the two people who were found in possession of pace notes on the York National. So I am still stuck on what to write. If I wanted to make an enemy I could always mention the person in our club who is going to get a Wartburg and do it up for rallying but with a name like his a Reliant Robin would have been more appropriate.

So as I am still stuck for something to say I'll just apologise for the above and the lateness of the mag and say read on -

A veritable who's who of the motor club in 1980! My thanks go once again to Mrs Hetherington for supplying some excellent archive material!

# DURHAM AUTOMOBILE CLUB Ltd

## 2018 Autotest Championship

### Eligibility

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

### Classes

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

B – Rear Wheel Drive Sports Cars (MX5, Midgets etc.) only two seaters

C – Front Wheel Drive

D – Rear Wheel Drive

\*The championship coordinator will decide which cars are Autotest Specials.

### 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

Current Provisional Calendar is:-

13<sup>th</sup> May – Hartlepool – Eden Part Autotest Site

27<sup>th</sup> May – Durham – Ebac, Newton Aycliffe

TBC October – Durham – TBC

9<sup>th</sup> December – Hartlepool – Funfair Carpark

TBC December – Durham – Christmas Autotest TBC

### Awards

Overall Autotest.

Class Autotest.

Championship Coordinator is Gordon Dundee, 07799 140427 or [gandjdundee@gmail.com](mailto:gandjdundee@gmail.com)

## **DURHAM AUTOMOBILE CLUB Ltd 2018 Championships**

Duration - From 1<sup>st</sup> Jan 2018 to 31<sup>st</sup> Dec 2018.

Points will be published in the club magazine, if you have results that are missed please contact Gordon Dundee, [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<sup>st</sup> in class = 10 pts, 2<sup>nd</sup> in class = 9 pts, 3<sup>rd</sup> in class = 8 pts, down to 1 point for 10<sup>th</sup>, and all other finishers. Best 6 results to count.

#### Awards

Stage Rally – Driver.

Stage Rally – Co-Driver.

### **Clubman Rally and Classic Rally**

#### Eligibility

Open to all paid up members of Durham Automobile Club Ltd, who are members before 1<sup>st</sup> September 2018, 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 NESCO Challenge

#### Awards

Clubman Rally – Driver.

Clubman Rally – Navigator

Classic Rally – Driver.

Classic 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<sup>st</sup> = 10 pts, 2<sup>nd</sup> = 9 pts, 3<sup>rd</sup> = 8 pts, down to 1 point for 10<sup>th</sup>, 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 Specials and Sports Cars (MX5, Midgets etc.) only two seaters

C – Front Wheel Drive

D – Rear 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

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

### Awards

Marshals Award.

## Durham Automobile Club Forthcoming Event Calendar

January 24 <sup>th</sup>	AGM Honest Lawyer 7.30 for 8pm Start	ALL WELCOME followed by Buffet.
February 14 <sup>th</sup>	Committee Meeting – Honest Lawyer (date TBC)	
February 21 <sup>st</sup>	Karting night organised by Whickam Facebook for more information	See article in magazine, on website and
March 14 <sup>th</sup>	Committee Meeting – Honest Lawyer	
March 21 <sup>st</sup>	‘OLD’ COMERS NIGHT!! Social get together and buffet night. **Come along! Its FREE**	(ALL welcome, members, non-members & EX members!!)
March 28 <sup>th</sup>	Club Navigational Series Briefing and Help night magazine for more details ALL WELCOME	<b><u>Postponed</u></b> See Social Sec report in
April 11 <sup>th</sup>	Nog and Natter	
18 <sup>th</sup>	Navigational SCATTER (Peter Masters)	More details to follow
May 2 <sup>nd</sup>	TREASURE HUNT (Nikki Halliwell or Pam Broom)	More details to follow
9 <sup>th</sup>	Committee Meeting – Honest Lawyer	
30 <sup>th</sup>	Navigational SCATTER (Gordon Dundee)	More Details to follow
June 13 <sup>th</sup>	Nog and Natter	
July 11 <sup>th</sup>	Committee Meeting – Honest Lawyer	
July 15 <sup>th</sup>	CLASSICS at the CASTLE	
August 8 <sup>th</sup>	Nog and Natter	
September 9 <sup>th</sup>	WEARSIDE TARGA at Nissan (more details to follow)	
September 11 <sup>th</sup>	Committee Meeting – Honest Lawyer	

**Between June and September we will be having a few more Navigational Events including Regularities/Jogularities and probably another Scatter and Treasure Hunt. We are also hoping to soon secure dates for a Social Night at Fury Events and a Gymkhana. There will also be dates appearing for Auto Tests so please look out for additional Emails and information appearing in magazines, on the website and our facebook pages.**

## Officers and Committee Members 2018

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

This list will be updated as and when necessary

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