

Torque Talk



WEBSITE ADDRESS:

WWW.DURHAMAUTOCLUB.CO.UK

The magazine of Durham Automobile Club

August 2017



Service area Rally Deutschland with the superbly prepared Fiesta's of Elfyn Evans, Sebastian Ogier and Ott Tanak who won the event!

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

SEPTEMBER

3 rd SUNDAY	Wearside Classic	NISSAN	TBC
6 th	Gymkhana	Ed Todd's Farm	TBC
13 th	Committee Meeting	Honest Lawyer	8pm
20 th	QUIZ NIGHT	Honest Lawyer	8pm
27 ^h	Nog & Natter	Honest Lawyer	8pm

OCTOBER

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

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

Editorial

What a fantastic month I have had, the highlight of which was a trip over to Germany to watch the Rally Deutschland with Nicky and Wendy Porter. We were extremely fortunate to get some passes which allowed full access to the service area. We had a good look around, and for me it was very interesting to see a WRC car at close quarters. What became immediately apparent was the attention to detail of the top cars – especially the aero package! Gone are the days of putting a rubber or glassfibre spoiler and air dam kit from your local Ford Rallye Sport dealer or Dealer Team Vauxhall supplier onto your Escort or Chevette. These cars have obviously spent hours being developed in the wind tunnel. Additionally, I watched as they changed the gearbox of a Citroen DS3 in about ten minutes. Everything has been designed and manufactured to make things as easy as possible. If they were following a “Haynes Manual” the section would read “release the fasteners and remove the intercooler upwards from the radiator mount. That took precisely 12 seconds! All pipes were sealed with aluminium caps to prevent any nasties entering, everyone knew exactly which bit they had to work on. Absolutely brilliant!

Of all the cars I took a close look at (all the WRC cars!) The Toyota was far and away the most sophisticated. Produced by Toyota Gazoo racing – the same people who build the LMP1 WEC racer – it has probably the most developed aero package ever seen on a rally car. Additionally, on the stage, it sounded different to any of the other cars. If I said to you it sounded very “cammy” that would sum it up. If I’ve left you there with that description, it sounded like it had a very narrow power band. So why didn’t it blitz the opposition? Well the difference between the Hyundai, M Sport Fiesta and DS3 is not that great, and in actual fact, the Fiesta of Ott Tanak who took his maiden win in the WRC with the M Sport Fiesta looked on the stage “right”

I have provided some photos later in the mag, but my first visit to a rally since 1991 I think was brilliant. However, I couldn’t help but think how fantastic the stage would have been with a Stratos, Gp4 Escort or Lancia 037 giving it rock all.

Thank you Nicky and Wendy for a super time, Trace and I thoroughly enjoyed it.

Trace and I have never warmed to the new (old) car to replace our brilliant 1999 CLK 320. The later version, whilst it has a lot more bells and whistles just hasn’t done it for us. So it has to go, but a replacement has already been purchased (the Hall garage grows again!) We got the chance of a super deal on a BMW 440, and as the numbers added up, we went ahead and purchased it. What a fantastic car – love it! We took it on the trip to Germany and thoroughly enjoyed tripping along the autobahn and driving through some of the stages that wind their way through the Mosel Valley that were used on last year’s Rally Deutschland (well we were with Nicky and Wendy!) What became clear however is that a little bit of extravagance on my part would provide much hilarity to the rest of the party. I pushed as much as possible to get as good a deal on the car that I could, and part of that was a carbon fibre rear spoiler and air dam (can you see where this is going?) So the car has a very nice, functional air dam, but it is so low that kerbs are a real danger to it. Additionally whilst driving through the vineyards used as stages last year, the underside of the spoiler “caught” a few times. It was clear that whilst the spoiler looks very nice, any chance of driving across a field with it would result in its instant removal. Trace and I were fortunate that Malcolm and Trish who were part of the party had a CLK and were able to give us a lift. I have no two doubts that “that bloody spoiler” will remain a talking point for some time, and that sooner or later it is going to cost me money for its replacement.

One of the things that was noticeable about driving in Germany was that the standard of driving that we saw was streets ahead of the UK. On the Autobahn, just about everyone helps each other. There was very little blocking or stupid moves and even though there is no speed limit, that doesn't mean that everyone drives flat out. We tripped along nicely at 90 to 100mph and I treated myself to a burst of 130 on a superb section on the way to the Nurburgring. No drama, no stupid moves by anyone, just a very quick run. Contrast that with about ten minutes from Dover where a car which was a few cars in front didn't take too well to another driver cutting him up. He accelerated past him, and then brake tested him. These two idiots continued with this senseless dual for about three miles until one of them turned off – at the last moment! This wasn't an isolated incident on the journey home, and it was more stressful doing the 340 miles to home than all the driving we did across the continent.

Talking of the Nurburgring, we visited it on Mad Sunday. I've got to go there! What a great atmosphere, some great cars, and some bizarre participants. There was a Merc 337 which must have cost more than a million to a jelly mould Nissan Micra complete with blow up doll in the passenger seat!!! It isn't all fun, and the breakdown truck did have a bit of action and apparently there are quite a few incidents. Despite the best efforts of Nicky, I declined the chance to get a ticket and have a run round – it wouldn't go down well if the car got damaged or worse within the first month! But I definitely will return, and hopefully my Son James can accompany me. His suggestion of an E36 M3 sounds about right!

What a fantastic achievement by Lewis Hamilton to equal Michael Schumacher's record of 68 pole positions and also what a fantastic race he ran to win at Spa. The restart provided some of the best F1 racing of the year as Hamilton and Vettel fought it out. Granted the Mercedes still had the edge overall, but it's fair to say that Hamilton and Vettel were in a different league compared to their team mates and the rest. It also has to be said that what an inspired move Hamilton made from McLaren to Mercedes. Does all this make him one of the greats of F1? That is a subject that would provide hours of debate over a beer or three. However, if he wins another World Championship, he must be a consideration – or do you think otherwise?

I am a motorsport enthusiast, and that includes everything on two wheels or four. Some of the best racing at the moment is in the Moto GP and Moto 2 and 3 races. Commitment, close racing, high speeds, what is there not to like? The British Grand Prix races last weekend and the rounds up to this have provided some excellent racing. If you haven't had a look at a motorcycle race for a while be it Moto GP or British Superbikes, take a look see, you may be pleasantly surprised.

Mercedes F1 introduced a new engine for Spa, which nicely fits in with some new rules. By being ready for Monza, they are allowed to use engine oil at 1.2 litres per 100km. Any engine introduced after Monza will only be allowed .9 litre per 100km. I always thought that oil burning was something to be avoided in a petrol engine, but clearly there is some performance advantage. Maybe some of the rally cars of yesteryear were on to something after all. I knew a few cars that would rid the sump of two and a half pints or more of oil during an event!

I hate giving up on anything, but lack of time, skill and patience has finally tipped the balance and as such the Spitfire is now up for sale. Well at least most of it is as I didn't think there was much point in keeping the ferrous oxide, mostly in powder form! If you know of anyone who could be interested in a classic bargain please let me know.

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

Marty

Chairman's Report

The mid-point of the club year has arrived and I hope you are having a good year so far in the motorsport discipline you compete in, support or watch. We are planning an awards night at the end of the club year but we need your results if you would like to be considered for a club award. Please let Gordon Dundee (Gandjundee@Gmail.com) know if you have marshalled or competed.

When you get to read this edition of the magazine the Regularity Training night will be due. Thanks to Nicky Porter who is passing on his fountain of knowledge into this version of navigational rallying. Regularity Rallies are similar in concept to 12 car events but have a target average speed between controls. This can vary from section to section. Secret controls on the route record how well the crew are keeping to time. The timing and average speed is calculated by the navigator manually from odometer readings and a stopwatch, or more accurately using a rally trip meter and the driver then adjusts their pace accordingly. Final results are calculated on navigational and average speed accuracy. More and more events are using regularity sections, for example Targa rallies which consists of a number of tests use regularity sections on some of the road sections as another form of a test. So learning the skills for regularities is becoming more important as events like Targa become more popular.

The Wearside Classic at Nissan is fast approaching and we will need marshals to help on the day. Contact Gordon Dundee (Gandjundee@Gmail.com) or Peter Sewell (ssewell15@hotmail.com) if you can Marshal. Regulations with information can be found on the Durham Auto Club website.

Some other useful dates for future events.

- Wearside Classic is on the 3rd September and entries are filling fast for this event at Nissan Manufacturing Plant.
- Hopefully a Gymkhana at Ed Todd's farm on 6 September
- We have secured dates for two auto tests at Ebac. 1st October and a date TBC in between Christmas and New Year. Regulations and entry form can be found on the Durham Auto Club website.

Andy Brown

Chairman of Durham Automobile Club

100th Member ! AND MORE!!

One of the targets that Chairman Andy Brown set for the club to achieve in 2017 was to recruit over 100 members!

Amazingly as I type this on 12th August we have 120+ members!

We welcomed 10 new members at Classics at the Castle on one of these was number 100! Mr Neville Wright of West Auckland who was also our head Judge at Classics..Neville is a well respected mechanic with his own Diamond Garage and plenty of specialist knowledge when it comes to 'older' vehicles. He has been involved in showing his own cars for many years and also judging at prestigious events such as Newby Hall.

Neville has already pledged his support to Classics at the Castle 2018 and will join the sub committee. Thank You Neville and welcome!

We are also pleased to welcome Lee Valentine back to the Club, an 'old' member coming back to the fold! Other new members are Ian Johnson and Mark Ballon, Declan Longstaff, Sean Kell, Kenny Gill, Keith Bates Andrew Cartlidge, Andrew & Ross Drake and Jeff Bradford! There are also a few names I have not got from Gordon & Lindsay yet but are new members joining as part of their entry to taking part in the Wearside Classic!

Welcome to you all, we hope you will enjoy being part of our club and will come along to Wednesday meetings as and when you can. We are a sociable bunch and never short of something to talk about at our Nog & Natter Nights!

If you are one of our new members reading this then you will have received your first Torque Talk which I am sure you will enjoy reading. This and emails will keep you up to date with any social and navigational events....

Pam Broom

REGULARITY PRACTICE/TRAINING&FUN!

30th August

Wednesday 30th August Nicky has organised a Regularity training night. This time using just TULIPS (Diagrams) so no grid references to plot...

Start will be 7pm in the CAR PARK at the ROSE & CROWN in ROMALDKIRK and finishes close to Hamsterley so we can all adjourn to the Cross Keys to compare notes and eat and drink! (Food can be ordered up to 9pm)

Another great navigational skill to learn as the title suggests a steady regular speed is the aim. To reach a set marker at a specific time...go too fast in between or too slow and you will penalise yourself! Remember it is harder to speed up than slow down.. it takes longer! A real skill to be mastered by the navigator and the driver needs real control of his right foot!

It is going to be FUN and suitable for all ages, families and all abilities

£5 entry fee per car – while it is Fun and not a competition as such there will be a couple of prizes!

Please let me know if you are taking part. Pam.broom@btinternet.com

CLASSICS AT THE CASTLE UPDATE

Well what can I say! Classics at the Castle was held on the Only dry sunny warm Sunday in July (and not a dry one since either!) To say it was a great success would be an understatement. It is set to become a 'flag ship' event for the club in the same way the Wearside Classic is.

Just 4 weeks before the event I called an emergency sub committee meeting because we had only 35 paid for entries and was worried we would not be able to run... but there was lots of verbal interest so we decided to take a chance and carry on with preparations we were on deadline for ordering the trophies and rosettes in order to have them ready for the 16th July.

Suddenly entries were literally pouring in daily by email and post, right up until the Friday 14th! We had 174 entries by then.... Saturday afternoon the subcommittee and a few other helpers including judge Neville Wright descended on the Castle armed with stakes, tape and signs to start setting up. It was then that we found there had been a sudden departure by the manager I had been dealing with at the Castle and the outside catering (Bar and Burger van etc) had not been arranged... in fact while Tom Hague (the site owners son who had stepped in) knew the event was happening he did not have any idea of the scale or of the arrangements that had been made!

We had to make a few changes to how spectators and exhibitors would be parked and enter the show field and we 'lost' our overflow/disabled car parking space. Tom raced off to raid Sainsbury's and Tesco and cleaned them out of Burgers, sausages, bacon, buns, potatoes and the like and on the Sunday managed to provide food and hot and cold drinks from the 'old' fish and chip shop in the Castle Courtyard.

Signs were put out on the day and visitors and exhibitors were also welcomed into the Castle to use the Bars inside and also the restaurant where quite a few people reported enjoying an excellent Sunday Lunch! – Thanks Tom!

Sunday morning we were finishing setting up and Chris and I were there at 7am with our other helpers and marshals arriving shortly after. We had not quite finished our 'jobs' when exhibitors started arriving early – around 8.30 and then it got BUSY!.. Luckily our team were all experienced and just got on with parking everyone in the right place and ensuring everything was in order! We had 200 exhibiting vehicles in the end including tractors and even an old bus! With some booked entries not coming but even more turning up on spec on the day!

Spectators and visitors were coming in early as well and our parking marshals for exhibitors, auto jumblers and spectators were kept on their toes..

Judging started early in order to get around all entries. The field looked fantastic with a colourful array of cars from 1930s through to present day, lined up neatly to undergo inspection. Visitors wandered around the cars and stalls and as well as the food available in the Castle, Stuart Anderson had managed to rope in a friend with an Ice Cream Van which did an absolute roaring trade in the warm sun, the lady kindly supplying refreshment free of charge to those marshals that found the time to pay her a visit! Another Thank you to Neville and his team.

With so many entries our presentations to the winners and the judging of all 1st in Class places to find the Best in Show ran a bit late but it was a pretty stunning line up of cars, bikes and tractors, under a blue sky on a green field and all gleaming. DAC can certainly be proud of the day.

The Institute of Advanced Motorists also came along with a stand to promote the benefits of becoming an Advanced Motorist.. I have to say I learned a lot and it is something I have thought about often in the past... we all THINK we are excellent drivers, doing an assessment with them and then perhaps going on to gain Advance Driving Qualifications is a way to prove it! Our own Wendy Porter will soon be a qualified IAM Assessor and will be happy to speak to anyone in the club, like me, that might like to take things further. (I am hopeful that she will give a 'talk' if we have an information evening once the dark nights kick in and we can't be out and about on a Wednesday night!)

Feedback from those that attended the event both exhibitors and visitors alike have heaped praise on the club saying how well organised the event was, how helpful and knowledgeable were the marshals with 'NO LITTLE HITLERS!' making life difficult. How much BETTER our event was than others exhibitors had been to so far this year.

Tony Anderson from TopShot Motorsport Photography did the honours with the photo's and pictures are available on his website as well as via the DAC site. As I said in another part of the magazine we got 10 new DAC members on the day.

Nikki & Sammi Halliwell ran a Guess the Balloons in the Mini Competition again and a £10 Halfords voucher was won with a CORRECT guess, not an easy thing to do.

There was a replica Trophy for the winner of the prize draw for those who entered their details on the advert from the Northern Echo. Sammi Halliwell also won the Marshals draw and was rewarded with a very nice cut glass paper weight. Well deserved. The event went so well because of the dedication and professionalism of our marshals so another big THANK YOU to *Peter Sewell & Sue, Gordon Dundee, Andy Brown, Nicky & Wendy Porter, Mick Stead, Nikki & Sammi Halliwell, Tom & Ian Burrows, Chris Thirling, Stuart Anderson, Mark Whittaker Smith, Malcolm Sinclair, Andy Egnor and Ian Salkeld.*

Nicky Porter did a grand job keeping everyone informed throughout the day by way of a borrowed loudspeaker system which proved invaluable when a lost child with learning difficulties was brought to the DAC tent... we were soon able to re unite him with his mum.

As you know we ran the event to promote DAC to the public as well as car enthusiasts from all disciplines, to encourage new members and create an interest in the social side of car clubs as well as competitive motorsport. ALSO to help raise funds for the Butterwick Hospice who on the day ran a Tombola. With all of the 'late entries' coming in on the day we asked several of them to drop their £5 entry fee into the Butterwick bucket and this and the Tombola resulted in Butterwick going away that day with just over £300. Durham Automobile Club have also donated £300 to the Hospice.

I have said thanks to everyone that helped on the day – I think, sorry if I have missed anyone but I must also thank the SPONSORS as without them we would not have had such a splendid array of Trophies and Prizes.

All 1st in Class went away with an engraved Trophy, 1st 2nd & 3rd places also got a Rosette in club colours (green and White) and Gold, Silver or Bronze medals. ALL entrants that had pre entered

also received a Certificate (Including Auto Jumbler) – Apparently other shows don't do that and everyone was well impressed to get something even though they had not won!

Sponsors also provided for the Marshals Draw, Best Interior and Best in Show so the biggest THANK YOU goes to:

FRANKS the Flooring Specialist, **S G Petch**, **C & A Construction & Maintenance**, **Direct Car Parts**, **Paul Swift Motorsport**, **Barrier Energy**, **Oakley Service Station (& Jet Fuels)** **Akzo Nobel**, **Thule**, **S Billau**, **Cross Keys at Hamsterley**.

ALSO to WITTON CASTLE for allowing us to use this wonderful venue that provides the perfect backdrop for our event.

Pam Broom

ANNOUNCEMENT

CLASSICS at the CASTLE 2018

Sunday 15th July

In 2018 we will be supporting the

GREAT NORTH AIR AMBULANCE

More details to follow in coming months but if anyone wants to be involved as a sponsor, on the sub committee or as a marshal please let me know. We will hope to have 250-300 cars next time so will need additional help

NORTHERN DALES CLASSIC TROPHY

Well one week on from Classics at the Castle my fried brain was slowly returning to normal and I made my TARGA event debut...

Many years ago I navigated quite regularly for Roger on various navigational events but with eyesight deteriorating I found it hard to plot and read maps on the move so apart from doing the odd club treasure hunt or scatter I have not done any competitive motorsport for some years. With Andy (Rogers more usual navigator) unavailable I had said I would give it a go!

The day started with dry and sunny conditions which turned dull and rather damp in the afternoon.

I am sure there will be others giving better descriptions of the tests in their reports so I am going to skip the details...

Our main aim was to find a way for me to describe where Roger was to go in a way that made sense to both of us and for me to be able to say it quicker than he could drive it..know what I mean?

NO PROBLEM he says I will take it steady on the first one or two he says... Ha BL**DY Ha it didn't feel very steady to me and I could not get my words out quick enough but made it round Test 1..

Test 2 Almost got it right had to ask him to slow it down though till I got the hand of it...

Test 3.... Dughhh... complete brain fade on my part

Test 4 Cracked it

Then off to do the loop of 4 again... 1 & 2 not bad.....3..brain fade again on both parts 4 no problem

Loop 3 was pretty much the same...

After lunch there were a few changes to the courses which did not cause too much of a problem I called one wrong so another wrong test and then the driver forgot which was right and which was left so we had to backtrack and lost some time.

Needless to say we were A LONG WAY off being the fastest in fact Tail End Charlie is a better description.! BUT I really enjoyed it and think I will do a better job next time, it was fun! In fact I was quite hoping to do the Weardale at Nissan but Helena usually sits in with Roger for that one so I will settle for marshalling on that one!

Pam

Proud Sponsors of the DAC Autotests, Car Display and Auto Jumble

Did you know that we can supply the following performance brands?



Discounts available for DAC members! Contact simon@directcarparts.co.uk

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Greystoke stages 2017

The Greystoke stages would be our second rally of the 2017 SG Petch Championship. Ben had done a lot of work on the Peugeot in between our last outing, the Border Counties back in March.

The weekend of the rally was forecast to be dry and hot, so we were worried that dust may be a bit of an issue. We were seeded at car 19 and our aim was to chase the championship class leader and win class 2.

Greystoke stages are held within Greystoke forest with no public road mileage. As it's held within Greystoke forest it is classed as a single venue event and safety notes are not allowed. Back to the good old method of reading from a map. The forest tracks are maintained by Malcolm Wilson Motorsport and are smooth but there are ditches and posts to catch you out if stray off line.

The stages were fast and a lot of dust was being kicked up, but luckily the wind was moving the dust so that it was never an issue. We pushed hard during the day but could not get anywhere near our class rival. In fact other class contesters were also quicker than us. We could not understand why we were not on the others pace as we were pushing hard.

Although we not on the class pace we were winning the Cree family competition. Terry Cree and Richard Shore in their historic BMW didn't beat us on any of the eight stages. So family honours were maintained.

We finally crossed the finish line in 21st overall position and 5th in class.

Andy

Tyneside stage 2017

After a good finish on the Warcop stages I was looking forward to the Tyneside stages with Rob Snowden. I have done many rallies over Otterburn so my experience and knowledge of the ranges is quite extensive but this would be Rob's first outing on the ranges in his short rallying career.

A recce was a must but it didn't help being stuck behind a transit van in a train of about 30 cars. But luckily the Recce, Scrutineering and documentation were all completed before the heavens opened and Otterburns unique weather system deposited a huge amount of water onto the roads.

The format of this year's Tyneside stages was the same as last year's Cheviot stages and consisted of 12 stages covering just over 60 competitive miles.

There was a low entry of only 63 cars and we were seeded as car 7. The weather on Sunday was dry in the morning, so off we went for a 3 stage loop of SS1 Dudless, SS2 Riverside and SS3 Makendon. As it was our first time together on the ranges we decided to take it steady as a finish was a must for the championship. We were sandwiched between a WRC EVO and a WRC Ford Fiesta R5. We hoped the R5 wouldn't catch us in SS1 Dudlees but with a 30 second head start the R5 caught us and took another 14 seconds out of us by the end of SS1. OK we took it easy but this guy was shifting. Below is the picture taken at the camouflaged shed near Toft house, the Fiesta R5 is showing us a clean pair of heels.



We had a short "road" section (omg the rocks were huge and on sticky slicks as well) to reach SS2 the Riverside. Now I've said many times before that I'm not a fan of the Riverside stage as it is very tight and twisty in places and I've been off three times on this stage over the many years. It was the one stage I was worried about so we took it very easy and I was glad we did as our main championship rival went off at Toddies corner and took a stage maximum extracting his car. However we didn't know the pressure was removed slightly so we set off into SS3 Makendon taking it easy as it had started to rain and we struggled with grip as it was very slippery.

SS4, SS5 and SS6 was a re-run of SS1, SS2 and SS3. We had a much better run through SS4, some 26 seconds quicker and Rob got every corner spot on. SS5 a re- run of the River stage we were 6 seconds quicker. SS6 was still wet and slippery and we were only 1 second quicker.

After lunch we would now have 2 runs from Toft house to Dudlees via Watty bells. We now had Daniel Harper in his WRC Mini behind us going into SS7 & 8. After SS7 we thought we were ok as Daniel only caught us as we stopped at the end of the stage. But in SS8 he was right on our rear bumper chasing us down to the finish. In the service area I went to see Daniel to see if he wanted to go in front of us heading into SS9. But Daniel said he was just having fun and was happy to just pass us when we had space to pull over. He hadn't caught us in SS7 because he was playing with his handbrake and spun.

In SS9, Daniel caught us as we turned down to Yardhope farm only 1 mile from the finish. We pulled over and let him pass. We then had a ring side view as he took out a straw bale in the next chicane, ooooppppsss. SS10 started at Daveyshiel and finished just above the airstrips. All was going well until on a flat out straight we hit a stream of water across the road. The back end snapped away and tried to overtake us. How Rob collected it together keeping us in a straight line I'll never know.

After a short spanner check we headed back out for another loop which was to be the final 2 stages.

Both passed without incident and we crossed the finish line elated to have finished Robs first Otterburn. We crossed the finish line in 14th overall and 3rd in class 4. That'll do nicely bagging us some great championship points, moving Rob and myself to 2nd overall in the championship. Next round is the Pendragon stages at Warcop ranges at the end of August.

Andy.

Details of Wynyard Hall event

TICKETS

DATE AND TIME

Sat 23 September 2017
10:00 – 16:00 BST
[Add to Calendar](#)

LOCATION

WYNYARD HALL OPPOSITE GRAND MARQUEE
[View Map](#)

REFUND POLICY

No Refunds

FRIENDS WHO ARE GOING

 [Connect to Facebook](#)

DESCRIPTION

Get in gear for the Prestige and High-Performance Motor Event Saturday 23rd September, with motor hero Tiff Needell (Formula 1 Racing Driver, Top Gear and Fifth Gear Presenter).

It's your chance to get up close to a jaw dropping selection of the latest models, plus racing, classic and vintage cars.

JPC MOTORSPORTS - Prestige and High Performance Motors Event Tickets, Sat, 23 Sep 2017 at 10:00 | Eventbrite

We've also got live music, dance performances and mouth-watering food and drink!

Buy your ticket now, it's just fourteen pounds per car – simply go to Eventbrite and search for JPC Motorsports then join Saturday 23rd September 2017 from 10 till 4, opposite the grand marquee at Wynyard Hall!

TAGS

[Other](#) [Charities & Causes](#)

SHARE WITH FRIENDS



DATE AND TIME

Sat 23 September 2017
10:00 – 16:00 BST
[Add to Calendar](#)

LOCATION

WYNYARD HALL OPPOSITE GRAND MARQUEE
[View Map](#)

REFUND POLICY

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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!



DURHAM AUTOMOBILE CLUB Ltd

2017 Championships

Stage Rally Results from 1st May to 31st July 2017

If you have results that are missed please contact Gordon Dundee gandjdundee@gmail.com (note new e-mail address)

Plains Rally

Stephen Petch – 1st class B14 – 10 pts

Michael Wilkinson – 1st class B14 – 10 pts

DMack Carlise Stages

Stephen Petch – 2nd class B14 – 9 pts

Michael Wilkinson – 2nd class B14 – 9 pts

Steve Petch – 6th class B14 – 5 pts

Warcop Stages Rally

John Nicholson – 1st class H2 – 10 pts

Michael Wilkinson – 2nd class 4 – 9 pts

Andy Brown – 3rd class 4 – 8 pts

Nicky Grist Stages

Stephen Petch – 1st class B14 – 10 pts

Michael Wilkinson – 1st class B14 – 10 pts

Nicky Grist Acropolis Rally

Stephen Petch – 3rd class 8 – 8 pts

Michael Wilkinson – 3rd class 8 – 8 pts

Greystoke Stages

Ben Cree – 5th class 2 – 6 pts

Andy Brown – 5th class 2 – 6 pts

Points Standings

Drivers

Stephen Petch – 59 (67) pts

Paul Swift – 27 pts

John Nicholson – 20 pts

Steve Petch – 19 pts

Ben Cree – 19 pts

Ed Todd – 4 pts

Co-Drivers

Michael Wilkinson – 59 (76) pts

Andy Brown - 31 pts

Andrew Hutchinson – 10 pts

Clubman Rally Results up to 31st July 2017

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

If you have results that are missed please contact Gordon Dundee gandjdundee@gmail.com (note new e-mail address)

Events run to date

1 – Saltire Classic

2 – Berwick Classic

3 – South of Scotland Targa Rally

4 – Ilkley Classic rally

5 – Shaw Trophy Targa Rally

6 – Lake District Classic

7 – Northern Dales Classic

Points Standings (numbers in bracket's are events competitor has scored points in)

Drivers

Simon Jennings (1, 3, 5, 7) – 230.0 pts

Ian Bell (7) – 95.7 pts

Tom Hall (7) – 93.3 pts

Mark Thornton (7) – 92.9 pts

Peter Masters (7) – 72.9 pts

Gordon Dundee (3, 7) – 53.9 pts

Tom Coverdale (7) – 30.09 pts

Roger Broom (7) – 10.0 pts

Stuart Layton (7) – 5.0 pts

Navigators

Andrew Fish (1, 2, 4, 5, 6, 7) – 504.4 pts

Clive White (1, 3, 5, 7) – 230.0 pts

Tom Hall (7) – 101.7 pts

Steve Brown (7) – 95.7 pts

Tony Coates (6, 7) – 85.8 pts

Mick Stead (7) – 72.9 pts

Alistair Dundee (3, 7) – 53.9 pts

Pam Broom (7) – 10.0 pts

Future Events

13th August – Blue Streak Targa Rally

3rd September – Wearside Classic

17th September – Doonhamer Classic Rally

7th October – Devils Own Clubman rally

15th October – Solway Classic

21st October – Stocktonian Targa Rally

Wearside Classic

(incorporating the Wearside Targa Rally)

3rd September 2017

CoC - Gordon Dundee – 07799 140427

Sec - Lindsay Burnip – 07727 098450

Chief Marshal – Peter Sewell – 01388 747223

Navigational Rally results

May Navigational Scatter (organized by Gordon Dundee)

1st – Kimberly Richmond – Peter Gardiner – 17 pts

2nd – Mick Stead – Ben Wilkinson – 15 pts

3rd – Roger Broom – Andy Brown – 14 pts

4th – Joan Wood – Lindsay Burnip – 12 pts

5th – Mike Hudson – Tom Burrows – 8 pts

6th – Lewis Thirling – Chris Thirling – 5 pts

July Treasure Hunt (organized by Andy Brown)

1st – Janelle Dundee – Gordon Dundee – 18 pts

2nd – Peter Masters – Amy Brown – 15 pts

3rd – Owen Frankland – Pam Frankland – 12 pts

=4th – Roger Broom – Pam Broom – 9 pts

=4th – Mick Stead – Ben Wilkinson – 9 pts

=4th – Ian Burrows – Tom Burrows – 9 pts

7th – Sue Sewell – Peter Sewell – 8 pts

Position	Driver	Organisors Points	April Treasure Hunt	May Scatter	July Treasure Hunt	September Treasure Hunt	October Scatter	TBC	Total
=1st	Gordon Dundee	10	10						20
=1st	Roger Broom		6	8	6				20
3rd	Andy Brown	10	9						19
4th	Mick Stead		2	9	6				17
=5th	Kim Richmond			10					10
=5th	Janelle Dundee				10				10
=7th	Ian Burrows		3		6				9
=7th	Peter Masters				9				9
=9th	Chris Thirling		8						8
=9th	Owen Frankland				8				8
=11th	Simon Jennings		7						7
=11th	Joan Wood			7					7
13th	Mike Hudson			6					6
=14th	Nicky Porter		5						5
=14th	Lewis Thirling			5					5
=16th	Peter Sewell		4						4
=16th	Sue Sewell				4				4

Position	Navigator	Organisers Points	April Treasure Hunt	May Scatter	July Treasure Hunt	September Treasure Hunt	October Scatter	TBC	Total
1st	Gordon Dundee	10			10				20
2nd	Andy Brown	10		8					18
3rd	Ben Wilkinson		2	9	6				17
4th	Pam Broom	10			6				16
5th	Lindsay Burnip		6	7					13
6th	Tom Burrows			6	6				12
=7th	Janelle Dundee		10						10
=7th	Peter Gardiner			10					10
=9th	Steve Stockell		9						9
=9th	Amy Brown				9				9
=11th	Stuart Anderson		8						8
=11th	Pam Frankland				8				8
13th	Clive White		7						7
=14th	Wendy Porter		5						5
=14th	Kim Richmond		5						5
=14th	Chris Thirling			5					5
=17th	Sue Sewell		4						4
=17th	Peter Sewell				4				4
19th	Nicky Halliwell		3						3

From 1st May to 31st July 2017

Points awarded here are those that Gordon Dundee is aware of, if anyone has not been credited days when they marshalled please contact Gordon Dundee asap.

gandjdundee@gmail.com (note new e-mail address)

5 Points for each marshalling on the Wearside Classic, Classic Show, DAC Autotest etc

3 Points for organizing or marshaling on a club night Treasure Hunt, Scatter etc.

1 Point for each day marshalling on any other event

Speyside Stages

Lindsay Burnip

Manx National

Chis Thirling, Tristan Pye

Scottish Rally

Lindsay Burnip

Shaw Targa Rally

Gordon Dundee

Northern Dales Classic

Ian Burrows, Nikki Halliwell, Chis Thirling, Owen Frankland, Pam Frankland

May Scatter

Gordon Dundee

July Treasure Hunt

Andy Brown

Classic Car Show

Pam Broom, Ian Burrows, Tom Burrows, Nikki Halliwell, Sammie Halliwell, Mick Stead, Wendy Porter, Nicky Porter, Andy Brown, Peter Sewell, Sue Sewell, Stuart Anderson, Chris Thirling, Peter Masters, Gordon Dundee, Andy Egner, Ian Salkeld, Malcolm Sinclair, Mark Whittaker Smith

Points Standings

Gordon Dundee – 13 pts

Pam Broom – 8 pts

Andy Brown – 8 pts

Chris Thirling – 7 pts

Peter Masters – 7 pts

Lindsay Burnip – 6 pts

Stuart Anderson – 6 pts

Nikki Halliwell – 6 pts

Ian Burrows – 6 pts

Rally Deutschland Photos

I am indebted to Alan Brown for the photo below of Lappi Esapekka destroying some of the vines on an adverse camber right hander on the Mittelmosel stage.







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	7pm
28 th	Nog & Natter	Honest Lawyer	8pm

JULY

5 th	Nog & Natter	Honest Lawyer	8pm
12 th	COMMITTEE Meeting	Honest Lawyer	8pm
16 th	SUNDAY AUTOJUMBLE & CAR DISPLAY	Witton Castle	TBC
19 th	TREASURE HUNT (Andy Brown)	Venue and time TBC	
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

16 th	Nog & Natter		Honest Lawyer	8pm
23 rd	Nog & Natter		Honest Lawyer	8pm
30 th	Regularity practice/fun	Start Romaldkirk	Finish Hamsterley	TBC

SEPTEMBER

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

OCTOBER

4 th	SCATTER (Pete Masters)		Venue and time	TBC
11 th	Committee Meeting		Honest Lawyer	8pm
18 th	Nog & Natter		Honest Lawyer	8pm
25 th	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.	Stevepetch@sgpetch.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
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Sammie Halliwell		Junior Representative
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Torque Talk will be distributed the third week of each month

Disclaimer:

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