

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

WWW.DURHAMAUToclub.CO.UK

August 2018



Winner of the Six Hours of Silverstone following Toyota's exclusion, the Rebellion Racing LMP1 car and on display, the beautiful BMW M8 test GTPro car.

Club nights August to September

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

September 9th WEAR SIDE TARGA at Nissan (more details to follow)

September 12th Committee Meeting – Honest Lawyer

Editorial

What a superb weekend I had at Silverstone for the WEC. For a change, my pal Richard and I stayed in his motorhome at the circuit, which made entry and exit at Club Corner so much easier! The race also gave me a chance to catch up with my son James who arranged for both Richard and I to have a private guided tour of the pit garage and a good look around Car 95. Sorry, no pictures allowed but what a piece of engineering the new Vantage is. However the Toyota LMP 1 car was just so much faster than anything else that it just walked away with qualifying and the race. I watched in a bit of awe as the car accelerated from Vale through Club and onto the International straight. Gear changes were so fast, it was like the sound of a hammer hitting a piece of wood, with third to seventh completed with no let-up in acceleration! However things didn't end up in the expected whitewash as both cars were excluded in post-race scrutineering for floor deflection infringements. Additionally the second place GTP Pro Porsche was also excluded for a ride height infringement which lifted the Astons up a place. Sadly whilst battling for a podium position, the Aston which James does the data analysis for (Car 95) suffered a gearbox issue which lost them five laps. However they still got points as there were other retirements and of course the exclusion.

Other notable things from the weekend? Bruno Senna broke his ankle in a nasty crash at Copse which necessitated the full rebuild of the Rebellion LMP1 car. Amazingly they did it in time and the car took part in qualifying, however without Senna! Jenson Button was also taking part in an LMP1 prototype but that only completed 24 laps in the race, without Button taking the wheel. Sixty thousand fans attended the British WEC round, which was really well run with buses available to take you anywhere round the circuit and lots of other attractions at "The Wing" Best of all, was the cost of a ticket for the whole weekend was £50 – fantastic value for money and that included a pit walk on the Saturday! I can only wholeheartedly recommend a visit when WEC returns next year.

The WRC is really hotting up with Ott Tannak taking victory on the Rally Deutschland. Sebastian Ogier continued his points scoring as it would appear that he didn't have the outright speed to beat Tannak. We went to Rally Deutschland last year and it was a super event. However this year they have changed the location and as a consequence the route didn't look half as interesting.

As expected, Fernando Alonso has announced that he is retiring from F1. Clearly he wasn't going to succeed in his ambition to score more World Championships than Michael Schumacher, and will turn his attention to winning the Indy 500 so he can claim to be the second driver to achieve the triple crown of Motorsport. However speaking personally, if he does achieve his ambition, for me it will seem a bit hollow. The reason? Well any world class driver could have won Le Mans in the Toyota this year. The car was streets ahead of the opposition and only had to remain reliable (something that Toyota in WEC hasn't excelled at!) Also, one of his World Championship wins was due to a deliberately staged accident involving Nelson Piquet Jr, the repercussions of which were not good for certain members of the team and Nelson Piquet Jr. I accept that he was at one point leading the Indy 500 last year when mechanical failure put him out (ironic that it was the fantastically reliable Honda Indy Car engine that let him down!) and that he is clearly skilful enough to win the big race. However when the only person to have achieved the triple crown was none other than Graham Hill, with the cars and competition he faced to achieve it, you have to say that Hill was in a different league.

I was sent a photo by Nicky Porter of the new aero package on the latest M Sport WRC and it is quite clear there has been some hours put into the wind tunnel. WRC cars are becoming ever more sophisticated and are already considerably faster than the yardstick that was Group B. I

love to see the technology and clever thinking going into today's motorsport but maybe the WRC cars are becoming just a little bit too sophisticated. I was sent a link to some video of the 1977 RAC rally and the sight of Mk2 BDA Escort's, Toyota Celica's and the occasional SAAB 99 and Lancia Stratos (the sound of which still makes the hairs on the back of my neck stand up!) made for compulsive viewing. I appreciate we can't go back – apart from BMW, who else makes a small rear wheel drive car these days? But I feel we have lost so much of the excitement and spectacle that was so evident in the 70s and 80s. As for attracting new competitors for the future, I don't think we stand a chance!

Anyone been to Rockingham Motor Speedway at Corby? Thought not! This thoroughly soul less racing circuit has been dropped from the BTCC calendar for next year. I raced there twice (or was it three times!) in the 924s and found the place pretty uninspiring. Its primary use was a half mile oval to attract Indy Car and American truck racing, but that only lasted a season or two. The times I was there, it was cold, windy and at one point the meeting was going to be abandoned because of rain. Added to which was the acres of stands that couldn't be used, and a track layout that was devoid of anything interesting. The circuit has been up for sale for quite a while and frankly, I don't see anyone with any sense rushing with their cheque books to buy it. I hate to say it as I don't like to see the demise of any motorsport venue, however maybe it's time for Rockingham to be put out of its misery.

Just after I wrote the above, news came through that Rockingham has been sold and is going to be used as a storage centre for cars. The likelihood being though that it will be demolished and used for housing. From opening to closing, Rockingham has lasted seventeen years, and with due respect to the employees there, I'm not sure that anyone will mourn its passing.

I was clearing more stuff from the loft the other day and found quite a few old motoring magazines that I thought I had thrown out years ago! There was an old CCC which featured the rebuilding of a Cosworth DFV F1 engine, and the primitive lengths that were gone through to test it. How about a Camping Gaz portable stove under the coil and ignition pack to simulate engine temperatures – very sophisticated – not! Another mag had some adverts for electronic ignition, even available in kit form, and who remembers the "Exhaust Ejector" A device which harnessed the airflow under the car to draw the exhaust gas out of the exhaust pipe! I remember seeing a pair of them on a Mustang Mach 1 The owner was adamant that it gave a lot more power. Also there was the "Spark King" which boosted the HT by "clever use of advanced capacitor technology" or in other words an air gap! Over the years I have learnt that there is no magic formula for an engine to produce power, apart from the right fuel air mixture ignited at the right time. I once had an Interview at Cosworth and was told that "once the fire was set, there is very little you can do" It was fun trying though!

Happily at the last minute, Pam Broom sent me her answers for the "For the Record" section. I have asked quite a few other people to send me their answers but up to now, only Pam has replied. If you would like to submit your answers for next month's Torque Talk, please email me.

Carlos Sainz Jnr to McLaren, Pierre Gasly to Red Bull, Ricciardo to Renault, the F1 Merry Go Round has thrown up a few surprises! The biggest surprise to me was the move by Daniel Ricciardo to Renault – maybe there wasn't a drive available at Ferrari after all! However I don't think that the F1 driver market is settled yet. It's going to be interesting!

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

Marty

Chairman's report

As the summer month's wain and the darker nights of autumn approach, I hope you are getting prepared for the return of the club's navigation series. This kicks off again on Wednesday 29 August with a treasure hunt organised by our esteemed Social Secretary, Pam Broom. Treasure hunts are great events for starters as it doesn't matter how many years navigational experience you have, it's how good you are at finding the clues. You don't need a specially prepared car, map, potti or trip meter, just a pencil, rubber and torch. That is it and on the last Treasure Hunt, Andrew and Cath Hutchinson won on their first ever DAC Treasure Hunt. So why are you planning to sit in and watch the TV when you can get out for a bit of fun around the Durham dales. There are 6 places left, so please let's have a full entry.

The Wearside Classic at Nissan is fast approaching and we need more competitors and also Marshals to help out on the day. Fill out an entry form or Contact Gordon Dundee (Gandjundee@Gmail.com) if you would like to enter. Contact Alistair Dundee (ali-d-1991@hotmail.co.uk) if you can Marshal. Regulations with information can be found on the Durham Auto Club website.

The entry fee is £90 for DAC members, £102 if one crew member needs DAC membership and £105 if both crew members need DAC membership. You get a full day's motorsport at the Nissan Manufacturing plant plus your lunch and also an evening meal. Marshals also get a lunch and an evening meal for helping out. I know it is great value because I am competing again this year with Roger Broom.

The MSA released some good news last week in relation to relaxing the regulations on adding additional bars to the roll cage. They have relaxed the regulations on older cars where there was a concern with adding the extra bars and also the negative effect on vehicle egress. So for vehicles not issued with a Vehicle Passport or was issued a log book prior to 1st Jan 2019 and of a make/model with a conception date pre 31 December 2005, the roof reinforcement, and windscreen pillar reinforcement does not apply. This will be good news for a lot of rally drivers who were looking at roll cage mods to meet the new regulations. I had major concerns about my access to the GTM with these new regulations and felt I would no longer be able to sit in the wee beastie or any other small rally car.

On Wednesday 22 August we had a visit from our new Go Motorsport Representative Mike Kinghorn. Mike is visiting local clubs to introduce himself, and help promote North East clubs to a wider audience. Mike would also like to write an MSA newsletter article about Durham Automobile Club, so watch out for the next MSA newsletter and Torque Talk magazine.

I hope you are having a good year so far in the motorsport discipline you compete in, support or watch. Please remember to let Gordon Dundee (Gandjundee@Gmail.com) know if you have marshalled or competed so he can add your point to the club championships. You have to be in it to win it.

Andy Brown

Social Secretary Report August 2018

Hello All

It has been a quiet month as far as the Club is concerned so far but all that changes from tonight! (I am writing this the morning of 22nd)

I have had a bit of a wind down after Classics, BUT I am very pleased to confirm that myself, Stuart Anderson and Andy are going to the GNAAS air base at Durham Tees Valley Airport week commencing 10th September to hand over a cheque for a little over £1117. The Air Ambulance raised that amount on 15th July at Witton Castle through donations, a Tombola and selling some merchandise. As a Club we have decided to MATCH FUND that amount giving GNAAS a total of £2234 raised via Classics at the Castle. It sounds a fantastic amount and it is a great achievement so THANK YOU to all DAC members & friends who helped make the event a success for the 2nd year running.

We do still have a GNAAS collection Tin which will be making an appearance at club meetings and events for the rest of the year so please contribute as and when you can.

It is fundamentally wrong (***I THINK***) that the Air Ambulance provides the terrific and ESSENTIAL service it does ENTIRELY funded through public donations not through Government support. £2234 from Classics at the Castle is enough to cover **one** 'mission' only.....what more do I need to say?

Moving on up to now August has been a quiet month, people have been on holiday, soaking up the sun at home as much as abroad. There have been a few regional and National events, Targa's and Stages that various members have competed on and there will be reports no doubt in the magazine.

NEXT WEDNESDAY 29th August TREASURE HUNT – Limited spaces left now get in touch ASAP if you want to do it.. More details at the end of this piece.

Wednesday 5th September we will have the usual Wednesday Club Night at Honest Lawyer where I am expecting a few new members to pop along to their first Club Night...(there will also be a short de-brief meeting for Classic at the Castle Committee but that will not take long and won't involve everyone)

SUNDAY 9th SEPTEMBER WEAR SIDE TARGA RALLY @ Nissan. A BIG Date in our Club Calendar – my thanks in advance to Gordon for all the work he does on this event almost single handed! I am sure he will be more than happy to hear from any Club Members/ family & friends that would help marshal on the day... **Marshals get well looked** after with a packed lunch provided AND a meal at the presentation at the end. **PLEASE CONTACT Chief Marshal Alistair Dundee** if you can help..

ali-d-1991@hotmail.co.uk

Keep an eye on your emails over the next couple of weeks as I hope to have a date for you for at least one more fun navigational Event....A photographic Scatter! More info to follow soon..

WEDNESDAY 29th AUGUST
START: ASDA CAR PARK Bishop Auckland 7pm
(Bottom corner somewhere near the Recycling point)
FINISH: Cross Keys @ Hamsterley

Should be no more than 25 miles - depending on if you get lost!

The nights are cutting in a bit so you MIGHT want a torch.

**NO MAP needed, suitable for families and complete novices... you will be collecting
TREASURE en-route**

We are strictly limited to 12 places. Cost is £5 per car... so please can you let me know ASAP by phone or email if you are taking part.

pam.broom@btinternet.com or txt/phone 07733 243842

Hope to see you soon!



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Just for the record

Answering the questions this month is Pam Broom, a tireless servant of Durham Automobile Club. Pam has been instrumental in some great events for DAC including Classics at the Castle and has also been Magazine Editor. She is currently our Social Secretary

What is your current job title? Advertising and Sales Executive

What was your first paid job Groom

How long have you been a DAC club member 20+ Years

What was your first motorsport vehicle Mini (Ex John Pye)

What is or has been your favourite motorsport vehicle? Avenger

What was the best time to be in motorsport? 1980's

What was the first record/cd/download you ever bought Mud Rock (The Album!!!)

What is your favourite film? Out of Africa and A Knights Tale

What is your favourite book? The Earth's Children's Series by Jean Auel

Who is your favourite entertainer/musician? Limehouse Lizzie (Brill Tribute Band!)

Where is your favourite place, anywhere? Kenya, Mull in the UK

What do you feel is your greatest achievement in Motorsport? Winning DAC Navigation Championship in a Skoda Pickup

Who is/was your favourite driver in motorsport? Nicky Porter

What is your favourite car or a car you would like to own? An immaculate, low mileage, Volvo 740

Do you have any hobbies outside of Motorsport? Travel

Who do you think has been (or is) our best Prime Minister? None

What frustrates you about motorsport? Pen Pushers

What was your worst vehicle? Toss-up between Nissan Bluebird and Alfa Romeo Guilietta

What is your favourite food? Matokki

What's the most important lesson you have learnt in life? Stand by your decisions and deal with the consequences!

Rally Roundup

Tyneside Stages 2018

On Sunday 5th August, Alnwick & District Motor Club held the Tyneside stages on the Otterburn ranges, offering 12 stages and 60 competitive miles.

Ed Todd was out competing but this time on a totally different discipline. With the heat we had that weekend, I'm not sure a Triathlon would be a good idea. But the swim would no doubt have cooled Ed down.

I was offered a place in the Steve Bannister team, sitting alongside his step son, Paul Thompson in car 61 on his 3rd rally and his 1st Tarmac rally (on Otterburn – wow very brave).

I was unable to attend the Recce on the Saturday but I advised Paul that he should do the Recce with Steve to get a feel for the ranges. Nothing can go wrong on a recce, can it? Well after covering 2 stages Paul got a flat on his van, got lost and had to be rescued back to the air strips.

Scrutineered and signed on we headed out of the service area to SS1.

We settled in very quickly on SS1 and all was going well until we caught our 30 seconds man. He appeared to be pulling over to let us pass, so we tried to overtake. Nope, he was just avoiding a pot hole and then pulled back onto the road and forced us onto the grass. I was not impressed and he claimed not to have seen us. Well it appears he was blind for most of the day, baulking people left, right and centre. The next stage was a short blast over the Riverside road. On the last few corners, we went round a tight right hand corner and the car swapped ends and slipped off the road. We had picked up a rear puncture which pitched us off the road. Luckily there were marshals at the next corner so we only lost 90 seconds while we were pushed back onto the road.

We changed the tyre and arrived at the next control 3 minutes late. Luckily for us we didn't get a penalty. But getting ready to start SS3 we realised Paul had no intercom. We quickly traced this to his intercom lead which had disconnected from the intercom and wrapped itself around the roll cage.

We were now last on the road (I've been here before on the ranges) and half way through SS3 the car developed a misfire at low revs. We traced this to an imbalance on the carbs in the service area. Once we fixed the issue, SS4 to SS11 passed without further incident.

On the last stage, everything was falling into place for Paul's first ever finish on a rally. That was until 1 mile from the end of the stage. Coming out of Watty bells there is a medium left over a crest. I called "Left 4 over Crest 40 Right 2". Paul asked me to repeat the notes so I replied "Left 4 over crest then its straight to a Right 2". Paul heard the instruction "Straight" and drove straight over the crest. We landed off the road and bounced around a lot. But luckily he managed to drive the car back onto the road. But heading down to the next junction it was evident we had done some damage. With a wobbling steering wheel and gear stick, no brakes and a seemingly much damaged car we drove to the finish. It wasn't easy as Paul struggled to steer and brake. But we crossed the finish line and headed back to the final control and service area. We were absolutely

amazed to find no damage to the bodywork but we had snapped a lower track control arm and ripped the front brake pipe off the calliper.

Paul's service crew could not believe how he had managed to get the car back to service with one wheel steering and no brakes.

Also we had brought the car home "safely" haa haa in 36th overall. OK we did have a puncture, a misfire and a wee off, but Paul drove really well and we were very pleased to get this finish in the bag.



Unfortunately for Steve Bannister, his cam belt slipped on the engine causing instant retirement.

It was also a day to remember Alnwick & District Motor Club entry secretary Maurice Mabon who sadly passed away 2 days before the rally with cancer. Maurice was an amazing Gentleman who had rallying in the blood and he will be sadly missed. RIP Maurice.

Andy



John Nicholson on his way to a fine 29th overall and 1st in class on the Tyneside Stages

Rainworth Skoda Dukeries Rally.

Having been asked by Andrew Grimstone to navigate for him on the Dukeries Rally we set off on Saturday and headed down to Donnington Park. Saturday afternoon brought scrutineering and sign on all was well with that. The car was turned out immaculate in fact it was stunning. We then proceeded to set up for the weekend i.e. the usual groundsheets down etc. After a beer and a bite to eat the Two Andrews that's Grimstone and Owens with Andrews Wife Karen headed off to the hotel. Cath and I stayed the night in our Camper and had a bit explore of Donnington Park and I have to say what a place with fantastic facilities.

Sunday morning arrived and we were up bright and early in anticipation of a good day's rallying. Car 41 tyre choice was decided upon and we went for super soft. We lined up ready to start then in no time we were rallying! After a brief but quick shuffle through a tight twisty coned section of the rally, about a mile into the stage a strange noise came over the intercom. We said to each other what was that? Next thing there's steam in the car. After a choice word or two we pulled up got the SOS board out and accessed the engine compartment to see what had happened. We were shocked to find steam water and a little bit oil, the engine was laid right back against the bulkhead sadly the bottom engine mounting bolt had snapped which in consequence had pulled the top engine mounting away and with it the top coolant pipe. We said "well that's game over!". We were recovered back to service after the first two stages where we assessed the damage. After a look, we decided to have a go at fixing it, so with a new bolt in the bottom mounting and a little ingenuity using a small ratchet strap holding the top mounting in place we dropped two stages and re-joined on stage 4.

Although a little tentative, we finished that stage, checked everything in service and did a little adjustment of the ratchet strap and set off out into stages 5, 6 and the last stage 7. Job done! Although a little bit battered and bruised we set some decent times. It just goes to show you should never give up! It's amazing what a little bit of ingenuity can achieve. We had a cracking day, we laughed, and had the craic. Isn't that what life's all about?

A huge thank you to Andrew for letting me navigate, to Andrew for helping out on the spanners etc. Karen for making the tea, coffee and food, great hospitality! To Cath for Doing Media and helping out as and when.

Please check out Cath's Facebook page which is Perfect Capture Photography. Onwards and upwards to our next rally this weekend on Pendragon.

Andrew Hutchinson





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!





The winning Rebellion Racing LMP1 car being “discharged” following qualifying. The crew were at the ready with fire extinguishers.



Aston Martin Car 97 finished in 4th place in the race after Car 95 suffered a gearbox malfunction and was the highest placed Aston. Flying Hoverboard was a fun demonstration. Take it from me, it was very quick too!



No Porsche 919 LMP1 cars this year, they were demoted to static displays at the Porsche Centre – a sad end for such fantastic cars. Car 56 took GTAm Pole

Clubbing UP together

GARAGE owner Nicky Porter is hoping to start the most exclusive club in the North.

And if it's successful, 32-year-old Nicky — also a successful rally driver — will face plenty of charges of one upmanship.

His idea is to get together the owners of cars with registrations from 1 UP to 100 UP and call it the 100 UP Club.

Already he has 10 UP and 50 UP — which looks, as it is intended to, pretty much like "soup" — at his garage near West Auckland.

50 UP cost him £50 — "I saw a chap going past with it, traced him, and he said he had no use for it." Now he has turned down an offer of £1,500.

None of the UP number plates — it is an original County Durham registration — is likely to be worth less than £100. 73 UP was advertised in the Sunday Times the other week for £700.

"I haven't quite worked out what we will do if the club is formed, but I think it would be a great idea and would like all UP owners to get in touch with me," he said.

Meanwhile he has been tracing some of the UP-market members. They include:

1 UP: owned by Bishop Middleham transport group boss Cecil Golightly and probably the most valuable of all.

Nicky with his 10 UP Mini.
Pictures by Ossie Stamford.



The John North Column

2 UP: Houghton-le-Spring garage boss Frank Bennison.

3 UP: On a Lotus belonging to David Summerson, a partner in the West Auckland-based Eden Bus Company.

5 UP: belongs to Albert Burgess, a Darlington Insurance Executive, on his Hillman Hunter. "Have we an UP car, I don't know," said his daughter who answered the phone.

8 UP: Blackhall baker, Mr Arthur Sykes, who also

owns UP 1 and AUP 1 and recently sold PT 1.

12 UP: Malcolm Burgess of Pierremont Road, Darlington.

22 UP: Gainford painter and decorator, Peter Farrell.

23 UP: Mr G. Stone of North London on his Rolls Royce Silver Shadow.

24 UP: Mr Alan Hughes, boss of Kemble Motors at Coundon near Bishop Auckland on his Mercedes.

41 UP: spotted enviously on a Mercedes that goes past Nicky Porter's garage.

53 UP: seen on a Ford Classic at Toft Hill.

66 UP: Middleton St. George farmer David Thompson who also owns SPY 333.

72 UP: On the Daimler-

Jaguar belonging to Bernie Surtees of West Auckland, who works for Mr Porter. "For six months I had it on an old jalopy," he says.

81 and 83 UP: seen regularly in Hurworth and Darlington.

99 UP: owned by Darlington car dealer, Mr R. N. Metcalfe of Neville Road, who also has 47 UP, 60 UP, 999 UP, 9999 UP, and 1RNM.

● For commercial purposes, Mr Porter is not keeping below the 100 mark. He has just sold 777 UP for £100. "If you were a fruit machine man then you'd have hit the jackpot with that one," he says.



Bernie cleans up his UP number plate.

Blast from the past this month is an article that appeared about the history of the Durham UP registration suffix. My thanks to Nicky Porter who supplied the article. Wonder who owns these plates now?

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:-

13th May – Hartlepool – Eden Part Autotest Site

27th May – Durham – Ebac, Newton Aycliffe

TBC October – Durham – TBC

9th 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

1st Round – Hartlepool 13th May.

1st – Tom Hall – Class A

2nd – Harry Raylor – Class A

3rd – Stuart Leighton – Class A

4th – Pete Masters – Class C

5th – Louis Allen – Class C

6th - Chris Wilgress – Class A

7th – Steve Brown – Class B

8th - Robin Hunter – Class C

9th – Nick Brown – Class C

10th Amy Brown – Class B

2nd Round - Newton Aycliffe – 27th May

Cancelled as only 5 entries received.

Championship positions

Overall

1st – Tom Hall – 10 pts

2nd – Harry Raylor – 9 pts

3rd - Stuart Leighton – 8 pts

4th - Pete Masters – 7 pts

5th - Louis Allen – 6 pts

6th - Chris Wilgress – 5 pts

7th – Steve Brown – 4 pts

8th - Robin Hunter – 3 pts

9th – Nick Brown – 2 pts

10th Amy Brown – 1 pt

Class A

1st – Tom Hall – 10 pts

2nd – Harry Raylor – 9 pts

3rd - Stuart Leighton – 8 pts

4th - Chris Wilgress – 7 pts

Class B

1st – Steve Brown – 10 pts

2nd - Amy Brown – 9 pts

Class C

1st - Pete Masters – 10 pts

2nd - Louis Allen – 9 pts

3rd - Robin Hunter – 8 pts

4th – Nick Brown – 7 pts

DURHAM AUTOMOBILE CLUB Ltd
2018 Championships

Duration - From 1st Jan 2018 to 31st Dec 2018.

Points will be published in the club magazine, if you have results that are missed please contact Gordon Dundee, 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: - 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 and Classic Rally

Eligibility

Open to all paid up members of Durham Automobile Club Ltd, who are members before 1st 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 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.

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.

Navigational Rally results

April Navigational Scatter (organized by Peter Masters)

1st – Simon Jennings – Andy Brown

2nd - Ian Burrows – Tom Burrows – Dave Johnson

3rd - Janelle Dundee – Gordon Dundee

4th - Kimberly Gardiner – Peter Gardiner

5th - Mick Stead – Ben Wilkinson

6th - Roger Broom – Pam Broom

7th – Richard Young – Peter Dark

May Treasure Hunt (organized by Ian Burrows and Nikki Halliwell)

1st – Andrew Hutchinson – Catherine Hutchinson

2nd - Simon Jennings – Pam Broom

3rd – Gordon Dundee – Janelle Dundee

4th – Addison Forster – Kath Thompson

5th – Paul Forster – Broden Forster

6th – Mick Stead – A N Other

7th - Roger Broom – Andy Brown

8th - Richard Young – Peter Dark

9th - Peter Masters – All Alone

May Navigational Scatter (organized by Gordon and Janelle Dundee)

1st – Simon Jennings – Andy Brown

2nd – Peter Masters – Pam Broom

3rd - Mick Stead – Ben Wilkinson

4th – Broden Forster – Paul Forster

Check the club magazine, website and Facebook for next events.

DURHAM AUTOMOBILE CLUB

NAVIGATIONAL CHAMPIONSHIP 2018

Position	Driver	Organisers Points	May Scatter	May Treasure Hunt	May Scatter	TBC	TBC	Total
1st	Simon Jennings		10	9	10			29
2nd	Peter Masters	10		2	9			21
=3rd	Mick Stead		6	5	8			19
=3rd	Ian Burrows	10	9					19
=5th	Gordon Dundee	10		8				18
=5th	Janelle Dundee	10	8					18
7th	Andrew Hutchinson			10				10
8th	Roger Broom		5	4				9
=9th	Kim Gardener		7					7
=9th	Addison Forster			7				7
=9th	Broden Forster				7			7
=9th	Richard Young		4	3				7
13th	Paul Forster			6				6

Navigator

1st	Andy Brown		10	5	10			25
2nd	Pam Broom		5	9	9			23
=3rd	Gordon Dundee	10	8					18
=3rd	Janelle Dundee	10		8				18
5th	Ben Wilkinson		6		8			14
=6th	Catherine Hutchinson			10				10
=6th	Nicky Halliwell	10						10
=8h	Dave Johnson		9					9
=8h	Tom Burrows		9					9

10th	Peter Dark		4	4				8
=11th	Peter Gardiner		7					7
=11th	Kara Thompson			7				7
=11th	Paul Forster				7			7
14th	Broden Forster			6				6

The Marshals Championship is run to reward those people who give up their time to assist in running events for the rest of use to enjoy, but with the exception of one person no-one has informed me of any marshalling duties they have carried out.

Therefore if you have been marshalling let me know and get the credit that you deserve.

Gordon Dundee at gandjdundee@gmail.com

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

Clubman Rally Results up to 10th June 2018

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

If you have results that are missed please contact Gordon Dundee gandjdundee@gmail.com

Results to date

South of Scotland Targa Rally

Simon Jennings – 3rd Overall – 2nd Class

Shaw Trophy Targa Rally

Simon Jennings – 7th Overall – 4th Class

Gordon Dundee – Alistair Dundee – 11th Overall – 2nd Class

Ian Peake – 20th Overall – 6th Class

Bob Cooke – Geoff Morson – 26th Overall – 3rd Class

Points standings will be confirmed when published by NESCO

Future Events

24th June – Lake District Classic

15th July – Northern Dales Classic Trophy

12th August – Blue Streak Targa Rally

9th September – Wearside Classic

30th September – Doonhamer Classic Rally

6th October – Devils Own Clubman rally

14th October – Solway Classic

18th November – Saltire Classic Rally

Stage Rally Results from 1st January to 10th June 2018

If you have results that are missed please contact Gordon Dundee gandjdundee@gmail.com

Jack Frost Stages

Ed Todd – 2nd class 3 – 9 pts

Andy Brown – 2nd class 4 – 9 pts

John Nicholson – 4th class 6 – 7 pts

Andrew Hutchinson – 7th class 3 – 4 pts

Mark Burton – 10th class 2 – 1 pt

Zoe Wright – 10th class 2 – 1 pt

Andy Drake – 11th class 3 – 1 pt

Jeff Bedford – 11th class 3 – 1 pt

Jack Neal Memorial Rally

Andrew Grimstone – 4th class 3 – 7 pts

Grant Construction Rally

Andrew Grimstone – 8th class 3 – 3 pts

Andy Brown – 8th class 3 – 3 pts

Cambrian Rally

Stephen Petch – 2nd class B14 – 9 pts

Michael Wilkinson – 2nd class B14 – 9 pts

DCC Stages

Ed Todd – 8th class 3 – 3 pts

Warcop Stages

Ed Todd – 6th class 3 – 5 pts

Andy Brown – 6th class 3 – 5 pts

Rallynuts Stages

Stephen Petch – 5th class B14 – 6 pts

Michael Wilkinson – 5th class B14 – 6 pts

Pirelli National B Five

Steve Petch – 5th class – 6 pts

Plains Rally

Stephen Petch – 4th class B14 – 7 pts

Michael Wilkinson – 4th class B14 – 7 pts

Points Standings

Drivers

Stephen Petch – 22 pts

Ed Todd – 17 pts

Andrew Grimstone – 10 pts

John Nicholson – 7 pts

Steve Petch – 6 pts

Andy Drake - 1 pt

Mark Burton – 1 pt

Co-Drivers

Michael Wilkinson – 22 pts

Andy Brown - 17 pts

Andrew Hutchinson – 4 pts

Jeff Bedford - 1 pt

Zoe Wright – 1 pt

Wearside Classic

(incorporating the Wearside Targa Rally)

9th September 2018

CoC - Gordon Dundee – 07799 140427

Sec - Lindsay Burnip – 07727 098450

Chief Marshal – Alistair Dundee – 07792 055988

Durham Automobile Club Forthcoming Event Calendar

January 24 th	AGM Honest Lawyer 7.30 for 8pm Start	ALL WELCOME followed by Buffet.
February 14 th	Committee Meeting – Honest Lawyer (date TBC)	
February 21 st	Karting night organised by Whickam	See article in magazine, on website and Facebook for more information
March 14 th	Committee Meeting – Honest Lawyer	
March 21 st	‘OLD’ COMERS NIGHT!! Social get together and buffet night. **Come along! Its FREE**	(ALL welcome, members, non-members & EX members!!)
March 28 th	Club Navigational Series Briefing and Help night	<u>Postponed</u> See Social Sec report in magazine for more details ALL WELCOME
April 11 th	Nog and Natter	
	18 th Navigational SCATTER (Peter Masters)	More details to follow
May 2 nd	TREASURE HUNT (Nikki Halliwell or Pam Broom)	More details to follow
	9 th Committee Meeting – Honest Lawyer	
	30 th Navigational SCATTER (Gordon Dundee)	More Details to follow
June 13 th	Nog and Natter	
July 11 th	Committee Meeting – Honest Lawyer	
July 15 th	CLASSICS at the CASTLE	
August 8 th	Nog and Natter	
September 9 th	WEAR SIDE TARGA at Nissan (more details to follow)	
September 12 th	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

Nicky Porter	nickyporter@btinternet.com	President
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Andy Brown.	aslsrat@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
Alistair Dundee	ali-d-1991@hotmail.co.uk	Chief Marshal
Pam Broom.	Pam.broom@btinternet.com	Social Secretary
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Vacant		General

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Disclaimer:

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