

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

WWW.DURHAMAUTOCLUB.CO.UK

December 2017



Andy Brown navigating Ben Cree to 28th place and 6th and 4th place respectively in the ANECCC SG Petch Championship – another successful season for both!

Club nights October to December

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

29th December - DAC auto test at Ebac - watch your emails/ website and Facebook for the Regulations and entry form.

Durham Automobile Club Annual General Meeting

This meeting will be held on the 24th January at the Honest Lawyer. Please if at all possible attend as it is key to the running of the club.

Editorial

What a fantastic year Durham Automobile Club has had. As reported in Torque Talk, we have had Championship wins, individual event wins, superb events such as the Classics at the Castle, the talks by Julian Porter and the Petchs' as well as some great club night events. We regularly provide Marshall's for all manner of events and take part in inter club events. At a time when motor clubs are finding it difficult going, we have a club membership of just under 160 and a reasonable bank balance. This is all down to the hard work of all the Committee Members and the commitment of the club membership. It is my hope that this continues into next year and beyond and I hope that we can continue to offer a warm welcome to prospective and new members and have a high profile across the motorsport world. Thank you to everyone who has given their time freely in support of what I think is still the premier motorsport club in the North East

On a not so positive note, the biggest disappointment for me was the failure to get the Veterans Register idea off the ground. I have no idea why this hasn't proved to be more attractive to ex members, however I have asked a couple of ex members as to their views and it would appear that they feel that DAC was something that they did in the past and they have now moved on. I hope to revisit this in 2018 and see if it can be made more attractive or somehow get it off the ground.

On a personal level I have had a really interesting year. One of the highlights was the trip to Germany to see the Rally Deutschland with Nicky Porter. What a fantastic time Trace and I had. That was the first rally I have attended since the RAC which Colin McRae won to win the World Championship. Another highlight was the WEC round at Silverstone. I love this event and was extremely disappointed when this event was initially dropped for 2018. Happily sense has prevailed, and I will be making the annual pilgrimage to Silverstone in June which is a far better date for it.

No season for me would be complete without a trip to see at least one BTCC race weekend. The Croft event this year was marred by the accident at the end of qualifying which resulted in serious injuries to three of the drivers. However they continue to recover and I hope they will be back in the series next year. I have been quite vocal about the driving standards in the BTCC, however the accident that took place at Croft had nothing to do with driving standards, and was more down to track conditions and being in the wrong place at the wrong time.

To a degree, these drivers owe their survival to the Motorsport Safety Fund which has decided to wind up its operation and transfer its resources to the MSA. The MSF was born out of the dreadful accident that befell Roger Williamson at Zandvoort in 1973. If you have seen the footage of this accident, it was clear that something needed to be done and the MSF has done this admirably. However I do agree with the governing body of the MSF that its work was in risk of being duplicated by the MSA and other governing bodies, and the decision to transfer its resources to the MSA was the right decision. The MSF have done a sterling job since 1973 and I would like to pass on my thanks to them for their excellent work. I only hope that the Syd Watkins lectures continue, the last one will be presented by Dave Richards, boss man of Prodrive and the new chief of the MSA.

I think that Dave is a great choice for the MSA position, and I hope that his no nonsense approach provides a shot in the arm for the MSA. In an interview that he did for the MSA magazine, he stated that we can't expect to keep on doing the same things and expect the same results. I wholeheartedly agree with this, and the worry for me is that as things move on, the attraction of

motorsport may diminish still further. To compete at any level can be prohibitively expensive for the grass roots enthusiast. This is especially the case where disposable income becomes squeezed. However, when I was first starting out, I would do anything to try and compete, even if it was just a club Autotest. I hope that in years to come, enthusiasts will still become competitors because they actually want to, and what is on offer is attractive enough to make them take that step.

Talking of the MSA, I was very much heartened by a chat I had with their licensing department the other day. Having suffered a minor-ish medical problem some six years ago, it was my understanding that there was little or no chance of gaining a race license. This didn't matter much – if at all – as I felt that I was pretty much done with competing. Well things change, and following a 60 year check-up with pretty much a clean bill of health, I thought it was time to see if I could get a license. Providing my GP and Optician will play ball (doubtless relieving me of some cash along the way!) I could well be in business. Even better was that the Civil Aviation Authority medical officer for the region has also said that I stand a good chance of getting a provisional licence to fly. I'll keep you posted as this could get interesting!

Getting back to club matters, don't forget the Annual General Meeting on the 24th January. This is a very important meeting and gives you a chance to raise any issues, suggestions and general comments whilst also appointing officers and Committee. I look forward to seeing you there!

Another event which is well worth attending is the Dinner Dance which is being arranged for the 10th February at the Park Head at Bishop Auckland. Now please forget the slightly fuddy duddy image that Dinner Dances can have! This event promises to be more fun than any of that! As well as giving a chance for the distaff side of the family to dress up (doubtless Trace will have nothing to wear!) it is also the event where trophies will be distributed, and if all goes according to plan, we should have an after dinner speaker to keep us entertained whilst enjoying the after dinner coffee. Tickets are strictly limited, and they look like being extremely reasonable. As with the AGM, hopefully see you there!

I thoroughly enjoyed the talk given by Julian Porter at the Cross Keys. A report appears later in the mag, but it was really interesting to get an insight into the behind the scenes goings on. I have been involved in a few TV coverage activities, most notably down in Bagshot, Surrey when Harry Carpenter was Chauffeured by Pentti Airikala in the DTV Chevette (Fred was there with the CCC Chevette for some testing hence my attendance) and also a day's filming with Jeremy Clarkson for Top Gear (7 hours of messing about for ten minutes of actual footage!!!!) It all looks so good and seamless on the TV, but there is actually a whole load of stuff that goes on in the background.

Wasn't the last Grand Prix of the year a real snooze fest! After such a good season in many ways, there was nothing to commend this race. F1 cars at the moment – whilst being a tour de force technically – don't actually produce great racing. You will always get a car that is the class of the field, the Lotus 79, Williams FW07 and the Red Bull RB7 spring to mind and at the moment the Mercedes is again the class of the field. There is a move to level the playing field, but why? Red Bull are not a million miles away and its down to the rest to catch up. Doing this artificially is not the way to do it. As I write this, it has been announced that F1 is looking into whether they should continue with Grid Girls. I would suggest forgetting about that and get on with the real job of making F1 interesting again before fans, sponsors and circuits vote with their feet.

Trace and I popped down to see James at Banbury the other week, and on the Sunday morning we went to the British Motor Museum at Gaydon. Some of the exhibits were fantastic others were

not so good! I took a good look around the F1 Matra which Jackie Stewart used. What was interesting was that there was the ubiquitous Ford DFV in the back, mated to a Hewland gearbox – pretty much de rigour for F1 cars of the era. However surrounding the cramped cockpit were the fuel tanks. Running through the car was the coolant pipes to the front mounted radiator – all of which could really spoil your day in an accident. Even the car following wasn't immune from danger as the oil catch tank was mounted at the very rear. A car hitting it would doubtless burst it with the attendant spray of hot oil. I have an even greater appreciation of drivers of that era having seen what they were piloting.

Another section of the display had some of the prototypes of Austin/Morris and British Leyland. Why on earth they didn't produce some of those cars is beyond me, some of them looked very good, especially the MGF and the Triumph Stag replacement. However also on display was the last Metro and Montego's produced. Both cars were signed by most of the workers who had produced them. These cars were never registered and never hit the road. So why were both cars visibly rusting? Sadly that to me says it all.

Talking of things British Leyland, I am now no longer an owner of a Triumph Spitfire! After a fair amount of agro – as seems to be the way with Ebay these days – a buyer eventually coughed up the dosh and took it all away in a box van. Whilst its disappointing to admit defeat with this car, the guy who bought it has done a superb job with an MG Midget and hopefully that will be replicated with the Spitfire. Following Christmas, James has decided that everything that isn't a tool needs to be thrown away and a fresh start made with the garage. Once this has been done we can focus on something that doesn't need weeks of welding! The Multi Role Competition Vehicle may just become a reality!

Thrust two, the vehicle that has been built to hit 1000mph has finally turned a wheel in anger. Apparently hitting 200mph a few seconds before shutdown of the engine, the car certainly looks the part! In these days of digital everything, it was interesting to see that the two main gauges were analogue i.e. they have pointers and a dial! There is something very reassuring about pointer and dial gauges. I remember years ago, the Holy Grail was to have a Smiths Chronometric Rev Counter. For those of you who have never seen or heard of one before, they actually worked by clockwork! Wonder how much one of those would cost now!

BMW have just released pictures of their new WEC Pro car and driver line up, and it certainly looks the part. This is going to be a very hotly contested class in WEC with teams from Aston Martin, Ferrari and Porsche all lining up. It also looks like the rumoured additions to LMP1 (Le Mans Prototypes) will materialise, this being the case then this is going to prove a very interesting series this year. Additionally, this season will be a "super season" to allow the end of the season race to be at Le Mans in 2019. I for one cannot wait for the new season to get going!

Having well and truly broken my two page rule for the mag (well it is Christmas – we apparently have one every year!) it just remains to wish you all a very Merry Christmas and a Happy New Year. Thank you to everyone who has supported me this year with articles, comments and photos, it really is very much appreciated. All the best!

Marty

Chairman's report

I would like to kick off my final report of 2017 by thanking Julian Porter, Steve Petch, Stephen Petch and Michael Wilkinson for their talk nights at the Cross Keys, Hamsterley on Wednesday 29th November and 6th December. Julian gave us an insight into the WRC program, competitors and cars. Steve and Stephen Petch took us through their careers on the BTRDA championship, which they have both won some 25 years apart.

We will hold another Christmas Auto test at EBAC on 29 December. Regulations and Entry Form are available now on the DAC website. Thank you to DAC member Tom Coverdale for allowing us to return to EBAC for our last Autotest of 2017. Get your entry in now to ensure you get a place for some cheap festive motorsport. You don't need a special Autotest car, as you can use your daily run around or why not pop along to marshal. Come on have a go, it's better than sitting at home stuffing your face with endless turkey sandwiches. Put them into a Tupperware box and head down to EBAC.

The club year runs from 1 February to the 31 January, so you can start to renew your club membership ready for 2018.

Please watch your email inbox for your invite to the Annual General Meeting. The AGM will take place at the Honest Lawyer Hotel on 24 January 2018. The AGM invitation and documentation will be sent out to all 2017 DAC members in the next few days.

We have had a very successful year in 2017 and to finish my report I would like to thank the following Committee members.

- Nicky Porter (President) organising regularities and talk nights.
- Lindsay Burnip (Club Director, Child Protection Officer and Treasurer to name but a few).
- Stuart Anderson (Club Director and Media Officer), pushing our club activities out to the local press etc.
- Chris Thirling (Vice Chairman, my right hand man and stand in Secretary)
- Peter Masters (Long standing Membership Secretary, Intrepid Explorer talk night host, Navigation rally organiser and Autotest creator).
- Gordon Dundee (Club championship Coordinator, Wearside Classic organiser, Navigation rally organiser, Autotest Organiser to name but a few).
- Marty Hall (Magazine Editor) creator of the monthly Torque Talk magazine. Marty has continue as Magazine Editor for one more year, so we will need a roving reporter to step into his shoes.
- Pam Broom (Social Secretary, Classics at the Castle Organiser, Stand-in Secretary to name but a few).
- Peter Sewell (Chief Marshal) Peter will be standing down at the AGM so we need someone to fill his place. Thank you to Peter for his support to the club in his role as our Chief Marshal.

- Ed Todd (General Committee) providing a huge discount to club members at our night at Fury Events and also for organising the new Karting event at Teamsport.
- Fred Henderson (General Committee) Supporting the club talk nights with food and great stories.
- Simon Jennings (General Committee) supporting the Auto tests with awards in 2017
- Finally Roger Broom, Mick Farmer, Mick Stead, John Nicholson, Alistair Dundee and Sammi Halliwell for their role on the committee.

I am sure I have missed some of the great things the people above have provided to the club and you can see we have a lot of dedicated people on the Committee. But we need a lot more to help reduce the workload of everyone. Why not try joining the committee to see how the club is run, get your say and put your ideas forward. 90 minutes / month sitting in a pub, drinking a few beverages and sharing a laugh with fellow motorsport enthusiasts can't be all that bad.

I will finish now by wishing you all a Merry Christmas and some great motorsport in the New Year.

Andy Brown

Chairman of Durham Automobile Club

DURHAM AUTOMOBILE CLUB Ltd

2017 Championships

Roll of Honour

BTRDA Gold Star Rally Championship

MSA English Rally Championship

1st Driver – Stephen Petch

1st Co-driver – Michael Wilkinson

AS Performance North of England Tarmacadam Rally Championship

1st – Co-driver – Andy Brown

HRCR Motorscope Northern Historic Asphalt Rally Championship

1st Driver – John Nicolson

NESCRO Challenge

1st Targa Driver – Simon Jennings

1st Targa Navigator – Clive White

1st Classic Navigator – Andrew Fish

BTRDA Autotest Championship

MSA Autotest Championship

1st Overall – Richard Pinkney

**Congratulations to all the above Durham Automobile Club members –
good luck for 2018!**



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Some Notes from your SOCIAL SECRETARY!

First of all let me wish everyone a Merry Christmas and all the best for a Happy, Healthy and Prosperous 2018. Durham Automobile Club is quite special. In less than two years we have gone from a club of 60 members to one of 160. We are NOT a Club that focuses on just one aspect of Motorsport we try to cater for a wide range of interests and primarily we would like to be seen as a forward thinking Club encouraging new members of ALL AGES and families to come together through a common interest in CARS. Including events and social gatherings that are not necessarily related to speed, expensive and specialised vehicles or niche areas of sport. As Social Secretary I want to continue developing this side of the Club.

Well it has been a very busy year for DAC and its members. We have had a few things happening since the last magazine.

The 29th November and 6th December saw us have two EVENING WITH.....talk nights. Both at the Cross Keys at Hamsterley (Thanks to Robert and Sue for hosting us!)

On the 29th we were regaled with news, gossip and stories from the World Rally Championship by Julian Porter. We had a good turnout of members and we had a great night, see report elsewhere in magazine.

On 6th December Steve and Stephen Petch gave us a fascinating insight to the RTRDA Championship and their unique wins 25 years apart. Again see report elsewhere in magazine.

For those members that did not come along you missed two really interesting nights and would urge you to come along next time we have speakers. This was Julians 2nd year running when he has come along in what was a very short gap in his busy calendar. I hope it will now be an annual event, and who knows if young Mr Petch wins another championship perhaps we can persuade him to come along again in the future.

As a Club we are very fortunate to have some extremely talented and successful members from a variety of motorsport disciplines. True stars both past and present and I am sure of the future as well.

On 1st of December there was another Inter Club Quiz night and though I could not attend myself this time I think Durham finished around 5th out of 9 teams. There will be another quiz in the New Year and date and venue will follow as soon as possible.

Looking ahead to 2018 as you will see we have a date for our DINNER DANCE & AWARDS night of the 10th February at Park Head, Bishop Auckland. **At just £20 per head for a 3 course meal** it is great value. There are more details in the magazine so get your table booked soon there is limited availability and 18 tickets went in the first hour!

NOW I would like some help!

We have the AGM in January and if I remain as Social Secretary I would like a bit of help from members with suggestions of events/ speakers etc. for the year ahead.

What would you like us to arrange? Treasure Hunts and Scatters for Wednesday light nights are always popular but it would be good if anyone else would like to organise one...if you would like to organise something but are not sure how to go about it myself or one of the other committee members would be happy to help you! (Thanks Nikki Halliwell who has offered to organise a treasure Hunt).. We can, subject to weather, have another gymkhana or two....

Would you like us to try and get a particular speaker? Organise more quizzes? And trips away or day out suggestions can also be made.

I really would welcome some ideas and then I can start putting a calendar together. It is quite scary how quickly time passes and now we have passed the shortest day we can start looking forward to the lighter evenings!

When we do have events on, whether big or small we always need some help...and for these smaller club events we don't need MSA accredited marshals just helping hands! It is fun and sociable and it really is a case of many hands making light work.

This year's CLASSICS at the CASTLE is confirmed as 15th July and I will definitely need some extra hands for that. In 2017 our first 'proper' year we had just over 200 cars exhibiting. 2018 is expecting 300 cars and I really want to ensure we get the same rave reviews as we did last year. We are raising money for the GREAT NORTH AIR AMBULANCE which ALL of us may at some time in our lives need their services!

If anyone is interested in helping at the event please let me know at anytime.

We have a Committee meeting every second Wednesday, usually at the Honest Lawyer and while it is a time for the Committee to make decisions on club matters, events, finances, ensure we are complying with the MSA etc. etc. ordinary Club Members are welcome to come along and sit in and see and hear what we do. There is also the opportunity for anyone attending to have a say and make suggestions...we are not a 'closed shop' we are a Club for our members.

If you have any suggestions or comments you would like aired but do not want to come to the meeting yourself please just contact any member of the committee who would be happy to speak on your behalf.

I will look forward to hearing from you with ideas and suggestions and even some willing volunteers.

Meanwhile THANK YOU to those of you that helped me in 2017 and to my fellow committee members. Thank you also to Marty for doing such a grand job on the magazine. It is a hard job, much harder than most people realise. (I do it for my day job so I know! I also did the Club magazine myself years ago) IF ANY OF YOU have any stories or news pieces that would be of interest to other members PLEASE send them to Marty, it would make his job much easier if people were to send him more information or even a picture or two!

ONE LAST THING....

At the Dinner Dance we will have a raffle, it would be really great to have some REALLY SPECIAL prizes. If any of our members can donate something unusual, of value, unique!!! as a prize please let me know it would be greatly appreciated.....

Julian Porter talk 29th November

Julian Porter gave a superb insight into the WRC at his talk at the Cross Keys Inn at Hamsterley the other week.

Taking the season from start to finish Julian, who works for WRC TV on the WRC events and Eurosport on the European Rally Championship was able to give a great deal of detail of the things that were not broadcast. What came over to me quite clearly was that there is a lot of the behind the scenes work that goes into providing the TV coverage including a team of about 85 people, and also that the Teams have a lot of say in what gets broadcast.

In my editorial earlier in the year, I had tipped Toyota to win the World Championship. That confidence in Toyota may have been a bit misplaced, however from what Julian was saying, Hyundai should have won the Championship. It was also clear that each of the Manufacturer cars has its own specialities and weaknesses. Just like we had years ago, certain components are there as “fuses” to protect the rest of the suspension, however a part that failed on one of the cars took seven tons of pressure to fail in the workshop. Weight – down to the last gram – is critical. Just like any other discipline in motorsport, the goal seems to be that the car needs to be as light as possible.

Clearly one of the biggest issue (just look at the rear wing of the Toyota's) is aerodynamics, and I must admit that I think that this has all gone a bit too far. Yes the cars are significantly faster (1.1sec per Km I think Julian stated) than any other Rally cars including Group B and this is all down to downforce allowing the car to take corners faster than ever before. With downforce comes drag, and this will also have an effect on braking. However it is interesting just how different a WRC car's performance is when the diffuser is in good order or missing.

At the end of the review of the year, there followed a great question and answer session which was interesting and lively. There was a lot of discussion between the difference in costs between R5 and WRC cars. However you would need deep pockets to even think about buying a WRC car. From what Julian was saying, the starting point is £750k, a single event will cost upwards of £200k. Don't think Santa Claus can afford that for me!

Finally there was a recognition of just how special Robert Kubica is and how a rally driver is a more complete driver than a racing driver. A good analogy was that a racing driver sees one corner 10,000 times and a rally driver sees 10,000 corners once. Not even an F1 world champion has won an WRC event! I must say in defence that some rally drivers that have turned to racing haven't fared any better!

Andy thanked Julian for his two hour session and also made a presentation to him.

Thank you Julian for a very interesting and insightful evening. Good luck for the new season, hopefully see you at Le Mans.

Marty

AN EVENING WITH..... Steve and Stephen Petch.

The 6th of December was the second of our Evening With... talks, the week before we were entertained with news and stories from behind the scenes in the World Rally Championship by Julian Porter.

A few of us arrived early at the Cross Keys to enjoy a very delicious and leisurely meal before the night got underway...And at this point I would like to say a VERY BIG THANK YOU to Robert and Sue at the Cross Keys for handing over their Restaurant two weeks running for the sole use of DAC. It has been much appreciated by all.

I think it was something of a 'coup' for Nicky Porter (and DAC) when he managed to secure a confirmed date from Steve and Stephen Petch to come and speak to the club about their experiences in the British Rally Championship. As a committee we have wanted this to happen for some time but SO many people told us 'Steve won't do that!'...'Steve doesn't like speaking'. So Nicky as President managed to twist the arm of the Vice President and a date was booked. I think the combination of Nicky's persuasion and the promise of The Cross Keys, home territory, small intimate venue etc all contributed to the two Mr's Petch agreeing to a date.

It is something of a unique achievement for both Father and Son to win the same Rally Championship some 25 years apart!

We had decided the format of the evening would be for Nicky Porter to host the first part of the evening getting the ball rolling by introducing the speakers and then giving a brief history of Steve's rallying career in this the 25th Anniversary year since he won his first Championship.

After the 'potted' history, Nicky put a series of questions to Steve encouraging him to expand on what it was like rallying at that time. Other drivers, the cars the different rounds. Favourite events, what it was like with different co-drivers. What worked and what didn't....We got a good insight into the cars Steve used and his favourites, how the cars were prepared, the levels of support and behind the scenes preparation, service support etc etc...

It was very informative and interesting and Steve was very relaxed and quite natural and 'chatty' in his responses and we finished the first half with a Q & A from the audience....Thanks Steve I don't think it was too stressful!

A quick comfort break and a replenishing of glasses before the second half got underway. The same format but with Chris Thirling taking on the role of 'inquisitor' to Young Stephen! (Michael Wilkinson – son of pub host Robert- has very ably sat in the Co-driver seat with Stephen for much of Stephens career and Michael was present as well so we also got some interesting insight from the 'other seat'! which made for some interesting reminiscences...How different the same incident can seem when recalled by the one behind the wheel to that of the guy on the 'Notes'!)

Some similar questions drew interesting replies from Stephen, sometimes expanded upon by Michael. 25 years after his Dad's lifting of the Championship Stephen had the same fantastic result and there is still time for him to do it again! – Good luck for the future from all of us at DAC.

The great thing about listening to both Steve and Stephen speaking like this was that we were able to draw some great comparisons.

The venues for the rounds of the Championship has not changed very much over the 25 years and BOTH drivers named The Trackrod and DALBY as their favourite event and 'the long one' as

their favourite stage. Requiring more concentration and being a greater test of skill as the longer distance means there is more varied conditions to deal with compared with the much shorter stages that make up the majority of events. It seemed to me a good run and a good time here is what both of them used to judge their own performance.

Cars have obviously changed a great deal over the 25 years. The Ford's of Steve's 'hey day' were about the best there was for an independent guy running on a budget with very little sponsorship and outside support. You made things last as long as possible, replacement parts were a luxury. Tyres then as now were an important consideration, but the regulations were different and perhaps a little more relaxed then giving the driver a bit more of an option.

Stephen's Focus has a lot of 'bells and whistles'! The regulations governing the specifications for both cars and tyres have moved on at a pace. To comply with EVERYTHING laid down by the MSA has put – I FEEL- being competitive in this Championship, for the majority of people out of financial reach WITHOUT some substantial input from Sponsorship and third party support.

In order to have a competitive car and all of the support that now entails Stephen has to deal with sponsors and secure additional funding and support. He has a great relationship with Malcolm Wilson Motorsport and others but this side of rallying must be as trying as the job of driving, having to be something of a diplomat and negotiator as well!

Both Father & Son have won the same Championship an admiral achievement in anybody's book, but to get there they have both had to deal with very different situations.

They both got their results from hurtling around stages on varying terrain as fast as they could but still being safe enough to finish events with sufficient points. In essence they had to be consistently better than the other contenders. Their driving skills had to be the best. Mentally they had to be focussed and determined.

But there the similarity ends.

The cars are so different and the cost of running a car for a season now is SO much higher – far beyond inflation over 25 years, and that along with the faster speeds and therefore more safety features being incorporated has resulted in the need for more 'outside' support. Steve gained his win and title with relatively little support and it was his skill of driving and maintaining his car and his focused determination. BUT the nature of the sport has meant that Stephen has needed additional skills, those of negotiator and diplomat, in order to bring in that additional support to allow him to remain competitive. His skill and determination is in no doubt but because of outside influences he has had to adapt and evolve within the sport.

Thank you so much to Steve and Stephen (and Michael) it was a very enjoyable evening. 25 years sounds a long time and indeed the cars the rules and finances have changed massively, but in other ways it seems not so very long ago. They say the years go past quicker as we get older and that certainly seems very true to me!

One thing I did not ask Steve on the night was 'When he got that win 25 years ago did he ever think that all these years later his young son would lift that same trophy?'

Pam.

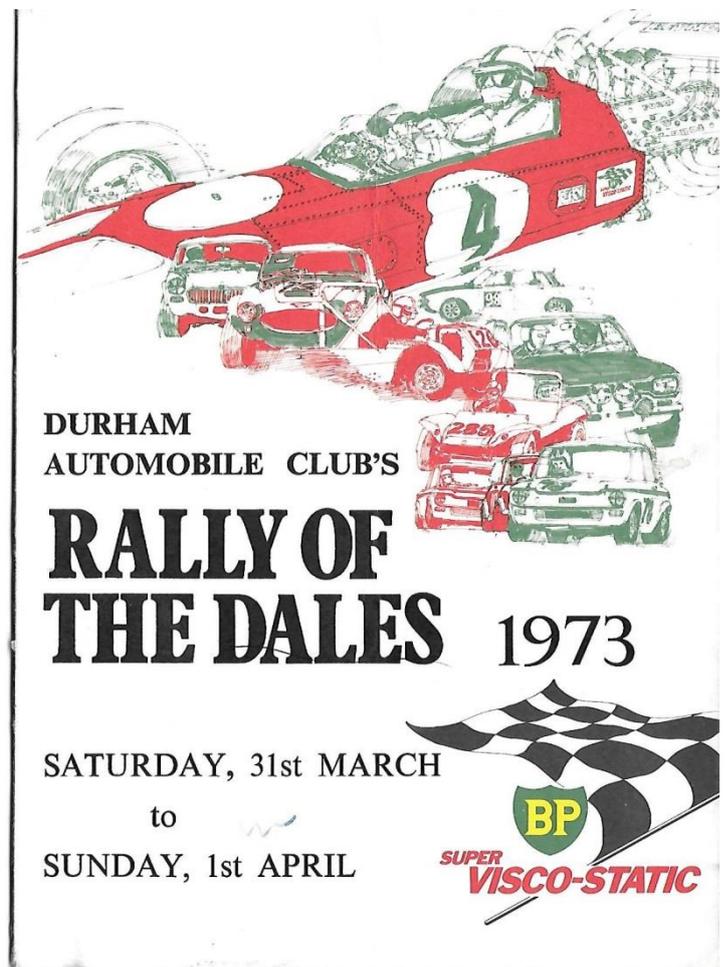
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the club website**

A real blast from the past courtesy of Nicky Porter. Regs for the 1973 Rally of the Dales. Organisers were John Lee, Bruce Turnbull, Trudie Essen and Jim Chapman. Does anyone have any entry lists or results for this or any of the past DAC Dales or Everyhope Rallies? It would be good to have an archive section!



Grizedale stages 2017

It has been a quiet year in the forest for me as the reigning SG Petch Stage Rally Champion Co Driver.

The last event of the year for the junior side of the Cree Motorsport Team (Ben Cree & Andy Brown) was to be the Grizedale Stages.

This was the 30th running of the Grizedale stages and they promised something special for all of the competitors. There was two Durham crews out playing in Grizedale, Ben and Andy, also Stephen Petch and Michael Wilkinson in Car number 1. We were seeded just slightly behind at car 32.

The weather was dry but cold with some frost in places.

The start was held in a car park at the Lakeland car museum just outside Newby Bridge. First 2 stages were held just a few miles up the road on a new venue which was not forestry commission land.

Very soon we were being warned about a very large rock on the inside of the 5th corner into the stage. Our very own DAC members Stephen Petch and Michael Wilkinson clouted the rock very hard launching the Fiesta into the air. Luckily they escaped to continue to the end of the stage.

To get to Grizedale forest there was a long road section with a special surprise along the way. The organisers had block booked the Windermere ferry for the rally.

Enroute we had to board the ferry in groups of about 20 cars and then cross the lake before heading into Grizedale forest. It was a nice break to be able to get out of the car and stretch your legs.

Very soon we were off into a 15.8 mile stage through Grizedale forest which took us just over 20 minutes. We were caught by the car behind us and after we pulled over we were stuck in the smoke coming from an oil leak onto his exhaust. With all the commotion I got slightly lost in the notes. It is every co-drivers nightmare, so back in service I had a little talk with myself to buck up my ideas. How did I allow this to happen as I put key reference points into my notes? But in the heat of the moment I totally lost my plot and place.

After a 30 minutes service and a fresh set of boots on the front axle we headed back to Grizedale for SS4. My little talk seemed to work as the notes and stage flowed. We crossed the line at 20:08, 2 seconds faster than the previous stage. It appears we didn't lose much time being caught and losing my place in the notes. So well done to Ben for driving blind for a short period at such speed.

The final two stages were very slippery but we completed them both without any issues. We finished the rally in 28th place, which meant Ben finished 4th overall and I finished 6th overall in the ANECCC SG Petch stage rally championship. Now we have to wait to find out if we have taken the class 2 1600cc championship award. Fingers crossed as the award ceremony will be held at the finish of the Jack Frost stages in January 2018.

This year I have had the chance to sit in with some amazing drivers, so I must give thanks to Ed Todd, Ben Cree and Rob Snowden. Also I would like to thank Colin Tombs and David Shields who coordinated the championships I have competed in.

But we can't rest for Christmas as the new championship year starts at the Christmas stages at Croft at the end of December. If you get the chance to pop along on the 30 December to Croft, call by and say hello to me (Andy Brown) and Rob Snowden in the Orange Escort MK2 and Ed Todd and Shona Hale in the White and Blue Escort MK1. Bit of a Ford theme going on there :0)

Andy

Wearside Classic and Targa Rallies – 3rd September 2017

For the 7th year Durham had the use of the facilities at the Nissan Sports and Social Club and the Nissan Test Track for the Wearside Classic (previously the Durham Dales Classic), An entry of 38 cars started the event and after 18 tests the results were declared final as all competitors and marshals enjoyed the usual superb meal at the Nissan Sports and Social Club. (Full Results are available elsewhere in this magazine)

1st Overall Wearside Classic - Archie Simmons and Tom Hall

1st Pre 01/01/68 – Mick Stead and Ben Wilkinson

1st Between 01/01/68 and 31/12/74 – John Bertram and Andrew Fish

1st Between 01/01/75 and 31/12/81 – Tom Leeming and Clive Escreet.

1st Overall Wearside Targa – Sean Young and Chris Cuthbertson

1st RWD – Chris Hunter and Fiona Tyson

1st FWD – Richard Pinkney and Jordan Pinkney

Thanks to all officials and marshals who assisted on the day, C&A Construction and Maintenance for their continued sponsorship and to Nissan and the Nissan Sports and Social Club for the continued use of their facilities.

Ebac Autotest – 1st October 2017

Durham held their 1st autotest of the year at the Ebac site in Newton Aycliffe, 17 starters completed 16 tests, although a couple of competitors fell by the wayside. Going into the final test it was very close at the top between the Tom Coverdale and Tom Hall, it was decided when Tom Coverdale incurred a cone and a line fault. (Full Results are available elsewhere in this magazine).

1st Overall – Tom Hall

1st Class B – Tom Coverdale

1st Class C – John Waller

Thanks to John, Pam, Tony, Trish and Alistair for marshalling, to Simon Jennings for the sponsorship of the awards from Direct Car Parts, and to Tom Coverdale and Ebac for the use of the facilities.

Just for the record

A series of questions to a club member starting this month with Marty Hall our esteemed magazine editor.

What is your current job title?

Customer assistant – Marks and Spencer

What was your first paid job?

Apprentice electrician with Sneddon and Richardson

How long have you been a DAC club member?

On and off since 1974 to the present

What was your first motorsport vehicle?

Opel Kadett 1.2s Saloon

What is or has been your favourite motorsport vehicle?

My 924 racing car. Home built with James my son.

What was the best time to be in motorsport?

Without a doubt the seventies

What was the first record/cd/download you ever bought?

Do Wah Diddy Diddy by Manfred Mann (2/6d from the Kiosk in North Road!)

What is your favourite film?

That's a toughie, how about The Ipccress File

What is your favourite book?

Don't really do novels and things but Tuning the A Series by David Vizard and Linear Technology Applications would be up there. Oh a proper book – er something by John Braine or the George Harrison biography.

Who is your favourite entertainer/musician?

Michael Caine the actor and Rick Wakeman the musician

What was your biggest cock up?

Trying to adjust the timing chain on my Dad's Daimler Sovereign, dropping the nut and destroying the whole engine! Almost as good as installing one of the main bearings on the rally car engine the wrong way round which also resulted in a destroyed engine!

Where is your favourite place, anywhere?

La Salinas in Spain, Brands Hatch,

What do you feel is your greatest achievement in Motorsport?

3rd place in the 924 race at Anglesey. That also cemented 5th overall in the Championship

Who is/was your favourite driver in motorsport?

Jim Clark – absolutely the best, though Ronnie Peterson, Gilles Villeneuve and Hannu Mikola should also get a mention

What is your favourite car or a car you would like to own?

My old Porsche 944 – brilliant car, loved it! Would love to own an original Lancia Stratos or Ferrari Dino

Do you have any hobbies outside of Motorsport?

I've been a keen electronics hobbyist for years – made a career out of it for a while!

Who do you think has been (or is) our best Prime Minister?

Winston Churchill

What frustrates you about motorsport?

Ill thought out regulations, homologation and cheats!

What was your worst vehicle?

Ever? Vauxhall Chevette 1.2 auto is right up there, as was an Austin Princess – both were just dreadful!!!!

What is your favourite food?

Tournedos Rossini, followed by Crepes Suzette though you cannot beat a bag of chips, especially when they used to be served in newspaper!

What's the most important lesson you have learnt in life?

There is no such word as can't, never give up!

Marty Hall was talking to Fred Henderson

****DINNER DANCE & AWARDS****

GREAT NEWS after being absent from our Club Calendar for a couple of years we are pleased to announce the return of our **DINNER DANCE & AWARDS NIGHT**. In previous years we have had a great response to this evening with around 100 people attending.

The date for your diary is **SATURDAY 10th FEBRUARY** and the Venue is **PARK HEAD Hotel**, Bishop Auckland.

!!!! The cost is JUST £20 per head!!!!

Due to some internal changes at the Park Head we will have to restrict numbers to just
90 people max for 2018

There will be a three course meal, music and awards from our Club Championship as per the results of which have been appearing in the Club Magazine. Also a raffle.

After the meal awards will be presented followed by music for dancing and or listening for those who do not want to 'make shapes' on the dance floor!

With the new layout at the Park Head the music will not inhibit the ability to hold a conversation!

We need to know who would like to attend ASAP so **please book your space by dropping me an email, pam.broom@btinternet.com or call text me on 07733 243842.**

Please include:

- 1) The number of tickets you require
- 2) Any special dietary requirements
- 3) How you are paying

PAYMENT can be made by

Bank Transfer BACS/faster payment to Santander

ACCOUNT DETAILS: Sort Code : 090666 Account Number: 42772324 Reference: your name & DD

PAYPAL to : duhamautomobileclub@gmail.com (please not plus 40p surcharge for fees)

OR Cheques (Payable to Durham Automobile Club) can be posted to DAC Ltd at

4 WOODSIDE, WITTON PARK, BISHOP AUCKLAND, CO. DURHAM DL14 0DS

ONCE I HAVE RECEIVED your booking a menu choice will be sent to you which will then need returning.

Tickets will be emailed nearer the time.

Hope to hear from you soon and look forward to seeing you on 10th February

BOOK YOUR SPACE NOW .. Spaces already going fast!

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!



Teesside Motorsport Group - Quiz – 27th October 2017

On the 27th October Durham AC hosted a quiz at Stockton Bowling Club for the member clubs of the Teesside Motorsport Group. Over 55 competitors were divided into 7 teams and answered questions on Television, Geography, History, Music, People, Science and Nature, Motorsport, General Knowledge and with Digbats and Ditloids. Final results were:-

- 1st – Stockton Bowling Club – 71.5 pts
- 2nd – Darlington Motor Club – 70.5 pts
- 3rd – Gilburn Owners Club – 86.0 pts
- 4th – Whitby Motor Club – 67.5 pts
- 5th – Durham Auto Club – 64.0 pts
- 6th – Stockton Motor Club – 62.5 pts
- 7th – Northallerton Motor Club – 61.0 pts.

On the 1st December Stockton MC held the next quiz which this time was won by Whitby Motor Club from the Gilburn Owners Club, Durham again finished 5th, but that was out of 9 teams this time.

Northallerton are going to organise the next quiz, date and venue to be confirmed, it would be good to have some fresh faces in the Durham team next time.



Ebac Autotest - 1st October 2017

Final Results

No	Name	Class	Total	Overall	Class
1	Graham Nicolson	C	DNF		
2	Stuart Leighton	C	1163	8th	5th
3	Mark Raylor	B	1132	5th	2nd
4	Tom Coverdale	C	987	2nd	1st
5	Stephen Beattie	C	1284	12th	7th
6	Robin Hunter	C	DNF		
7	Tom Hall	A	979	1st	
8	Peter Masters	C	1119	4th	2nd
9	Mick Stead	B	1291	13th	5th
10	Nick Brown	C	DNF		
11	Phil Mayne	B	1231	10th	3rd
12	Ian Bell	C	1139	7th	4th
13	Alan Wheatley	C	DNF		
14	John Waller	B	1059	3rd	1st
15	Ben Leighton	C	1135	6th	3rd
16	Simon Jennings	C	1165	9th	6th
17	Harry Raynor	B	1252	11th	4th

Hartlepool MC Autotest

3rd December. Seaton Carew

We were back in the sea front car park. We can only use this in the winter now as the car park is a pay and display during the summer and gets quite busy.

A good entry, made up of 7 Minis and specials, 6 fwds, 6 rwd, then 4 in the PCA. The last class is allowed to carry passengers.

This was my car's maiden voyage. Took a couple of tests to get the hang of it, but seems promising. Very pleased with the little 1.0 L Alto. Was 2nd FWD and 9th o/a. Have left it standard as is used as my everyday car in the winter, when conditions are too bad to ride my scooter.

Only one test was run all day. Took a bit of learning, but at least only had to learn the one. As usual Tom Hall in his Mini was way ahead. Mark Nicholson in his continually developing Scamp was next. Been developing this car for many years. Not sure there is any more weight to chop off it. Next step is to go on a diet Mark. Third was Sean Young in his supercharged MX5. Amazingly quick this car and he is a very tidy driver. My class was won by Robin Hunter in his Fiat Seicento.

Richard Young won the PCA class in his very smart Rover Metro Gti. Very quick and also now very rare car.

Peter Masters

Future event

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

Durham Automobile Club – Club Championships – 2017

Stage Rally Championship

1st Driver – Stephen Petch

1st Co-driver – Michael Wilkinson

Clubman Rally Championship

1st Driver – Simon Jennings

1st Navigator – Andrew Fish

Navigational Rally Championship

1st Driver – Roger Broom

1st Navigator – Andy Brown

Marshals Championship.

TBC

Clubman Rally Results from 1st August to 10th December 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

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

8 - Blue Streak Targa Rally

9 - Wearside Classic

10 - Doonhamer Classic Rally

11 - Solway Classic

Points Standings (number in bracket is number of events competitor has scored points in)

Drivers

Navigators

Simon Jennings (7) – 597.1 pts	Andrew Fish (7) – 702.2 pts
Mark Thornton (2) – 131.9 pts	Clive White (7) – 591.1 pts
Tom Coverdale (2) – 127.1 pts	Tony Coates (4) – 163.9 pts
Gordon Dundee (3) – 102.6 pts	Alistair Dundee (3) – 102.6 pts
Mark Burton (1) – 100.3 pts	Tom Hall (1) – 101.7 pts
Ian Bell (1) – 95.7 pts	Zoe Wright (1) – 100.3 pts
Richard Pinkney (1) – 93.9 pts	Steve Brown (1) – 95.7 pts
Tom Hall (1) – 93.3 pts	Jordan Pinkney (1) - 93.9 pts
Andy Drake (1) – 84.2 pts	Ross Drake (1) – 84.2 pts
Stuart Layton (3) – 83.1 pts	Kev Luxmore (1) – 77.7 pts
Alistair McIntyre (1) 77.7 pts	Mick Stead (1) – 72.9 pts
Peter Masters (1) – 72.9 pts	Ben Wilkinson (1) – 38.6 pts
Mick Stead (1) – 38.6 pts	Stephen Beattie (1) – 29.4 pts
Mark Nicolson (1) – 29.4 pts	Helena Teadale (1) – 16.5 pts
Roger Broom (2) – 26.5 pts	Pam Broom (1) – 10.0 pts

An indication how popular NESCR0 events are a total of 255 drivers and 283 navigators scored points in the NESCR0 Challenge.

From 1st August to 10th December 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

Wearside Classic

Pam Broom, Wendy Porter, Nicky Porter, Andy Brown, Peter Sewell, Sue Sewell, Peter Masters, Gordon Dundee, Andy Egner, Mark Whittaker Smith, Lindsay Burnip, Joan Wood, Vince Moore, Lee McGinn, John Ward, Dennis Hope, Alistair Dundee

October Autotest

Gordon Dundee, Alistair Dundee, Pam Broom, John Ward, Tony Coates, Trish Colligan.

October Scatter

Peter Masters

Trackrod Rally and Malton Forest Rally

Peter Masters

Cheviot Stages

Lindsay Burnip, Gordon Dundee

RAC Rally

Lindsay Burnip (2 days), Peter Masters, Mick Stead, Alistair and Gordon Dundee

Tyneside Stages, Grampian Stages, Ulster Rally (2 days), Galloway Hills Rally

Lindsay Burnip

Points Standings

Gordon Dundee – 25 pts

Lindsay Burnip – 19 pts

Pam Broom – 18 pts

Peter Masters – 18 pts

Andy Brown – 13 pts

Alistair Dundee – 12 pts

Wendy Porter – 10 pts

Nicky Porter – 10 pts

Sue Sewell – 10 pts

Peter Sewell – 10 pts

Andy Egnar – 10 pts

Mark Smith – 10 pts

John Ward - 10 pts

Navigational Rally results

Position	Driver	Organisers Points	April Treasure Hunt	May Scatter	July Treasure Hunt	October Scatter	TBC	Total
1st	Roger Broom		6	8	6	10		30
2nd	Mick Stead		2	9	6	4		21
3rd	Gordon Dundee	10	10					20
=4th	Kim Richmond			10		9		19
=4th	Andy Brown	10	9					19
=4th	Peter Masters	10			9			19
7th	Janelle Dundee				10	6		16
=8th	Joan Wood			7		5		12
=8th	Ian Burrows		3		6	3		12
=10th	John Ward					8		8
=10th	Chris Thirling		8					8
=10th	Owen Frankland				8			8
=13th	Pam Broom					7		7
=13th	Simon Jennings		7					7
15th	Mike Hudson			6				6
=16th	Nicky Porter		5					5
=16th	Lewis Thirling			5				5
=18th	Peter Sewell		4					4
=18th	Sue Sewell				4			4
20th	Stuart Anderson					2		2

Navigator

1st	Andy Brown	10		8		10		28
2nd	Gordon	10			10	6		26

	Dundee							
3rd	Ben Wilkinson		2	9	6	4		21
4th	Peter Gardiner			10		9		19
5th	Lindsay Burnip		6	7		5		18
=6th	Steve Stockell		9			7		16
=6th	Pam Broom	10			6			16
8th	Tom Burrows			6	6	3		15
9th	Janelle Dundee		10					10
10th	Amy Brown				9			9
=11th	Simon Jennings					8		8
=11th	Stuart Anderson		8					8
=11th	Pam Frankland				8			8
=14th	Chris Thirling			5		2		7
=14th	Clive White		7					7
=16th	Wendy Porter		5					5
=16th	Kim Richmond		5					5
=18th	Sue Sewell		4					4
=18th	Peter Sewell				4			4
20th	Nicky Halliwell		3					3

Stage Rally Results from 1st August to 10th December 2017

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

Tyneside Stages

Stephen Petch – 3rd class 5 – 8 pts

Michael Wilkinson – 3rd class 5 – 8 pts

John Nicholson – 1st class 6 – 10 pts

Andy Brown – 3rd class 4 – 8 pts

Mike Farmer – 3rd class 2 – 8 pts

Pendragon Stages

John Nicholson – 6th class 3 – 5 pts

Andy Brown – 4th class 4 – 7 pts

Colin Tombs – 7th class 3 – 4 pts

Andrew Hutchinson – 6th class 5 – 5 pts

Trackrod Rally

Stephen Petch – 2nd class B14 – 9 pts

Michael Wilkinson – 2nd class B14 – 9 pts

Cheviot Stages

Andy Brown – 2nd class 4 – 9 pts

Malton Forest Rally

Stephen Petch – 2nd class 5 – 9 pts

Michael Wilkinson – 2nd class 5 – 9 pts

Ben Cree – 2nd class 2 – 9 pts

Andy Brown – 2nd class 2 – 9 pts

Poker Stars Rally

Mike Farmer – 5th class B – 6 pts

Cadwell Park Stages

Andrew Hutchinson – 17th class 4 – 1 pt

Grizedale Stages

Stephen Petch – 3rd class 5 – 8 pts

Michael Wilkinson – 3rd class 5 – 8 pts

Ben Cree – 5th class 2 – 6 pts

Andy Brown – 5th class 2 – 6 pts

Points Standings

Drivers

Stephen Petch – 59 (101) pts

John Nicholson – 35 pts

Ben Cree – 34 pts

Paul Swift – 27 pts

Steve Petch – 19 pts

Mike Farmer – 14 pts

Ed Todd – 4 pts

Co-Drivers

Michael Wilkinson – 59 (110) pts

Andy Brown – 50 (70) pts

Andrew Hutchinson – 16 pts

Colin Tombs – 4 pts

Wearside Classic and Targa Rallies Final Results

Number	Driver	Navigator	Car	Class	Total
32	Sean Young	Chris Cuthbertson	Mazda MX5	8	1317
35	Chris Hunter	Fiona Tyson	Mazda MX5	8	1351
4	Archie Simmons	Tom Hall	MG Midget	2	1357
38	Mark Burton	Zoe Wright	Mazda MX5	8	1365
29	Tom Coverdale	Chris Coverdale	Mazda MX5	8	1383
9	Richard Pinkney	Jordan Pinkney	Ford KA	7	1390
13	Kevin Savage	Phillip Savage	Suzuki Ignis	7	1413
21	Richard Crozier	Jamie Mactavish	Ford Puma	7	1423
3	John Bertram	Andrew Fish	Ford Escort	2	1425
17	Andy Drake	Ross Drake	Nissan Juke	7	1457
22	Craig Stamper	Geoff Rae	Citroen Saxo	7	1458
36	Alistair McIntyre	Kevin Luxmore	Mazda RX8	8	1463
25	Simon Jennings	Clive White	Peugeot 106	7	1471
31	Lee Moody	Peter Bradburn	Mazda MX5	8	1485
23	Stephen Palmer	Jack Palmer	Rover 25	7	1488
14	Geoff Bateman	Maggy Bateman	Peugeot 205	7	1521
6	Tom Leeming	Clive Escreet	Talbot Sunbeam	3	1523
24	Alan Hawdon	Lynn Hawdon	Peugeot 205	7	1526
5	Chris Myers	Luke Myers	Ford Escort	3	1547
12	Jordan English	Alistair Hutchinson	Renault Clio	7	1550
10	Liam Charlton	Geoff Fletcher	Ford Puma	7	1555
11	Jack Palmer	Tony Hampson	Mini	7	1562
27	David Winter	Keith Winter	Ford Fiesta	7	1570
18	Chris Thompson	Josh Tompson	Honda Civic	7	1583
16	Stuart Leighton	Tony Coates	Nissan Micra	7	1585
30	Mark Thornton	Lisa Thornton	Vauxhall Chevette	8	1588
26	Jon Hill	Michael Pears	Vauxhall Corsa	7	1628
34	Joe Harwood	David Lumsden	Reliant Scimitar	8	1680
39	Mark Nicholson	Stephen Beattie	Mazda MX5	8	1684
33	Philip Hodgson	Ian Giles	Mazda MX5	8	1691
1	Michael Stead	Ben Wilkinson	Buckler	1	1725
7	Ray Jude	Ben Jude	TR7 V8	3	1734
15	Harry Raylor	Mark Raylor	Peugeot 106	7	1745
37	Chris Wright	Ben Wright	Mazda MX5	8	1754
28	Roger Broom	Helena Teasdale	Ford Puma	7	1768
2	Robert McClean	Susan McClean	Ford Anglia	1	1780
20	Joe Hutchinson	Emma Hutchinson	Renault Clio	7	1879
19	Jack Hall	James Warton	Proton GTI	7	1997

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.	aslsrat@gmail.com	Chairman
Chris Thirling.	Chris.thirling@gmail.com	Vice Chairman
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Peter Masters	Peter.masters@live.com	Membership Secretary
Peter Sewell	ssewell15@hotmail.com	Chief Marshal
Pam Broom.	Pam.broom@btinternet.com	Social Secretary
Marty Hall.	martinhall49@gmail.com	Magazine Editor
Stuart Anderson.	stuart@wilkinsonmaintenance.co.uk	Press Officer
Gordon Dundee	Gandjdundee@Gmail.com	Competition Secretary
Sammie Halliwell		Junior Representative
Edward Todd.	eddietodd70@hotmail.com	General
Fred Henderson.	Fred@fredhenderson.com	General
Alistair Dundee	ali-d-1991@hotmail.co.uk	General
John Nicolson.	john@johnnicholsonfineart.co.uk	General
Michael Farmer.	mlp_farmer@yahoo.co.uk	General
Michael Stead.	mgstead@live.co.uk	General
Simon Jennings	simon@directcarparts.co.uk;	General
Tom Hall.	group2fps@btconnect.com	General
Roger Broom.	Roggybroom@gmail.com	General

Torque Talk will be distributed the third week of each month

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