

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

WWW.DURHAMAUTOCLUB.CO.UK

December 2018



Stig Blomqvist's Saab 96 and the fantastic Audi short quarto of Walter Rohrl. Photos taken by Nicky Porter at the Lombard Rally Bath 2018 More photos inside!

Club nights December to February 2019

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

Saturday 9th February 2019

Awards night and Dinner at Bishop Auckland Golf Club. Tickets expected to be around £20 for a three course dinner with raffle and disco – not to be missed!

Don't forget that DAC meets every Wednesday at the Honest Lawyer Hotel between Durham and Croxdale.

Editorial

I have to say that I thoroughly enjoyed Julian Porters talk at Bishop Auckland Golf Club last Wednesday (12th December) I don't think there is anyone who has as much knowledge of the Championship as Julian and we as a club are extremely fortunate that he was able to give us some of his valuable time to provide a fantastic insight into the WRC. It was also great to see so many club members and visitors from other clubs attend. I was also quite taken with the venue, and I understand that the catering was also of a very high standard (damn diet!!!) For special events such as this and the Dinner Dance, providing the costs are not too prohibitive, I would say that it is an ideal venue. However, I'm a firm believer that club nights and socials such as quizzes and film/video nights should stay at The Honest Lawyer. Thanks once again Julian for a very interesting evening!

Simon Jennings pulled off a double win just before the November Torque Talk magazine was published (escaped!) Not only did he find out he's won the NESCREO Targa Championship, but piloted by an amazing co driver he finished 1st overall on a Hexham 12 car a few weeks ago. Hexham 12 cars are very difficult and to just finish in the top 5 is an achievement, but the other night he wiped the floor with the other Hexham crews with a guy called Andy Brown ;0) sat in the co-driver's seat. (can you tell this bit was written by Andy?) They finished on 1 min 22 secs penalties, the 2nd overall crew had over 8 mins of penalties. Superb result, well done Simon and Andy!

Well that's essentially the end of the season, and we have had the Champions confirmed in so many series. For some it will be the culmination of a life-long ambition, for others it will be a tightly contested but expected Championship. On the flip side, there will be those ruing a mistake, a mechanical failure or a day that little if anything went right. However that is the nature and the appeal of motorsport. We compete because we love the sport – whichever motorsport discipline that is. So now the preparations start in earnest for the 2019 season, it never ceases to amaze me though how quickly the time goes and there is the last minute rush for the car to be ready for the first event of the season! I well remember the late nights, annoyance to the neighbours (do you have to start that car at eleven o'clock at night!!!!) and the sudden realisation that a simple job will involve removing the engine for the umpteenth time. Still miss it!!!

Good news stories that have emerged over the past month is that Sophia Floersch is continuing to recover from the dreadful accident at Macau, nothing seems to be able to stop Billy Monger on his attempt to get into Formula 1 and Robert Kubica will have a race seat with Williams for 2019. According to the team, his race seat has been given on merit, and as far as I can see, had he had a bigger sack full of money, he would have had a race seat for 2018. I hope that all goes well for him and he can get some results to prove that disability is no barrier to competing in motorsport – which is how it should be providing car control isn't an issue.

At the last Grand Prix of the season, Nico Hulkenberg clashed with Roman Grosjean (yep, him again!) with the result that Hulkenberg's Renault flipped over and landed upside down. Additionally the rear of the car appeared to be on fire which has to be said was a little disconcerting. The worrying thing was that despite Hulkenberg being uninjured, he couldn't extricate himself from the car. Now despite claims to the contrary, especially from Charlie Whiting, it was stated that the HALO device had nothing to do with the fact that Hulkenberg couldn't get out. I disagree! In previous years, some quite monumental accidents have taken place (Brundle, Alonso to name two!) with the car coming to rest upside down. On these occasions the driver has released his seat belts and extricated himself from the car. Why didn't Hulkenberg? I fear the truth is that he couldn't because the HALO was in the way. Had a fuel leak occurred the result could have been a lot lot worse! I stand by my comments made so often in this mag, the HALO has no place on ANY open wheel racing car for the very reason Hulkenberg so nearly demonstrated!

There have been some mutterings from the European Union that the proposed insurance requirement that every vehicle have third party insurance may be getting watered down. This would require an amendment to specifically exclude competition cars, and hopefully sense will prevail. Details are very difficult to find (they are a bit preoccupied at the moment!) but hopefully progress is being made. I have a real problem

with an unelected forum having a say in the wilful destruction of the motorsport industry (for that is what it amounts to!) It will be interesting to see what happens from here.

As mentioned last month, Dave Richards and his team seem to be shaking up what was the Motorsports Association with I understand some significant changes in personnel. The change of name to Motorsport UK is just one sign that things are moving along. Additionally, there have been some significant appointments which should also make a difference. However it is his drive to support motorsport at grass roots level that has really made me and a few others sit up and take notice. I hope he can keep up the momentum and continue his no nonsense push to rejuvenate motorsport in the UK.

Sad to see that the Bloodhound 1000mph car project has essentially been canned. British engineering at its best consigned to the scrap heap! However, I have to say that the project – at least for me – didn't really hit me as a particularly exciting thing to do. The previous projects "Thrust 2 and SSC" had a tangible goal namely produce a car capable of breaking the "Sound Barrier" It was only 71 years ago that the sound barrier was broken by Chuck Yager in the rocket powered Bell X1 aeroplane, and since then we have had our Concord moment when – if you had enough money – you could travel at twice that speed. Does a car travelling at 1000mph have the same "romance" I don't really think so.

Also leaving us this month has been Rockingham Motor Speedway, which as I have said before was pretty soul less and the Wheatcroft Collection of Racing Cars at Donnington Park. This latter loss is a bit of a tragedy and I'm a bit upset that I didn't have time to make the pilgrimage to see it before it was lost for good. Most of the cars were on loan so have been returned to their owners, and some are due to be sold or auctioned off. I believe that this ends the association with the Wheatcroft family and Donnington Park. Motor Sport Vision now own it, and I'm sure they will improve it over the years. However we owe a debt of gratitude to Tom Wheatcroft and the Wheatcroft family who rescued the circuit and brought it up to a standard where the European Grand Prix was held there in 1993. This was notable for the first lap of Ayrton Senna in torrential rain where he showed everyone how good he was. I raced there a couple of times, and the run down the Craner Curves with the replica Spitfire to my right is something I will always remember. That and being showered by aviation fuel and deposits from an incoming flight to East Midlands Airport!

Sooner or later it had to happen, and with a horrible scraping noise, a kerb at Costco grabbed the inside of the spoiler of the BM and pulled it gently apart. The sound I had heard before, but travelling home, the ludicrously high speed bumps in Ouston confirmed my worst suspicion. The front spoiler was mortally wounded! A visit to the BMW dealer caused a sharp intake of breath and a sickly, slightly dizzy feeling when told the cost of replacement. However I have had a lot of experience of repairing glass fibre (the bonnet of the racing car was once three separate pieces and survived for five years!) so I have taped the pieces up and ordered a carbon fibre repair kit. Watching copious amounts of videos on YouTube has given me an insight into how to go, so hopefully following the winter (no point repairing it when it could get taken out completely!!!) I can take my time and effect a reasonable repair – time will tell. Sadly removal to work on it is impossible as it is bonded to the front bib – strong stuff that 1K adhesive!!! The spoiler and I have had a chequered career, it is known to most of my friends as "the bloody spoiler" and has survived quite well for 17 months even though subjected to a rally stage in Germany, ferry ramps, road works and of course the exit from Nicky Porters garage – wasn't expecting that one! I'll keep you posted with progress!

Next month's mag will be my last in this tenure of Magazine Editor, and I will be taking a look back on my three years. I would like to go out with a flourish, so if you have any articles, photos or "bits and pieces" that I can use I would be most grateful.

As this is the Christmas edition, could I wish you all a very Merry Christmas and a Happy, Healthy New Year. Could I also thank all the contributors to this month's mag. I hope it has been worthy of a Christmas special.

That's it for this month. Best of luck if competing! Marty

Chairman's report

I would like to kick off my final report of 2018 by wishing every DAC member a Merry Christmas and a happy New Year. I would also like to pass on a special thank you to members of the club and members of the Committee who have helped out during the year on club activities and events. They are far too many to mention but without your help DAC could not be the club it is today.

Last month I said that we are seeing a revival of the MSA now known as Motorsport UK. So I applied for my new 2019 Marshal and Competition licence but I couldn't see any change in the application process. No change in the competition licence cost either ☹️. However when my licence finally arrived, a lanyard and plastic cover replaced the plastic wallet we have received for many years. Even the licence has been restyled in layout and colour. Now where do I keep my DAC club card that normally sits with my competition licence? Mmmmmmm maybe I should keep the plastic wallet after all. My marshal licence still hasn't arrived and I wasn't supplied with a new blue book. So some small changes at first, some good, some not so good.

In the Motorsport UK magazine this week:

- Roll cage changes have been relaxed for stage rallying. There were concerns regarding the compatibility of these changes to older cars and the difficulty in retro fitting extra Roll Cage bars. The new Roll Cage rule has been reduced to only cover rally cars first built after 31st December 2005. I was worried this would hamper ingress/egress to the GTM Coupe of Ed Todd and mean I would no longer be able to co-drive in it.

By the time you read this report the Julian Porter chat night has been and gone. But I'd like to take this opportunity to thank Julian for taking some of his precious time to come along and entertain us with stories from the world rally scene. Julian entertained us for at least two and a half hours with his insight into the WRC and the Medias role. We had a great turn out from other clubs but I would have liked to see a lot more DAC members there. You missed a great night and some good food.

I also said last month that we had lost our Christmas Autotest venue. But we are still actively looking for an alternative venue. Thank you to Paul Swift who is actively looking and enquiring at potential venues. Please keep your eyes and ears open and if you see or hear of a potential venue, let us know.

As we approach the New Year please watch your email inbox for the following;

- An invite to the Annual General Meeting. The AGM invitation and documentation will be sent out to all 2018 DAC members very soon.

- An invite to purchase tickets for the annual Dinner Dance and awards night
- Your Club membership will run until the 31 January 2019, but we will email you a membership form for the New Year or you can download the membership form from the DAC website.

REMINDER!!! The SG Petch Rally Championship is still looking for a new co-ordinator. Colin Tombs (DAC member) and Ian Dixon will remain as caretaker co-ordinators until a replacement co-ordinator can be found. If you would like to take on this role or would like more details, please contact Colin Tombs on tombscolin14@sky.com.

Good luck to everyone who is out competing this month. Please send Martin Hall martinhall49@gmail.com a short report or end of season summary for the magazine. Let's make Martins last Torque Talk as Editor the biggest bumper magazine so far. Still no volunteers for the role of Magazine Editor. ☹

Andy Brown

Chairman of Durham Automobile Club



SOCIAL SECRETARY REPORT December 2018

Well as another year draws to a close it is hard to believe where time goes these days. When 'old' people used to say to me time goes by quicker when you are older....I used to think they were winding me up! How can time go quicker for one person than another?

Needless to say I now know it's true and what they meant! I also now know I must be officially 'OLD'!

We have had no navigational events since the last newsletter, some of us have been working very hard to try and secure **an AutoTest** venue in time to have something over Christmas but to no avail sadly. Though we MIGHT have something in a month or two, we will keep you informed.

On 30th November a number of us went along to Stockton MC to take part in another Inter Club Quiz.

As always we had a good night, though we did not fair too well on the questions. We had one picture round we struggled with particularly...name the Mr Men and Little Misses..! we got 6 out of 12 on the photo round of artists too, so not to clever. I am not sure what it said about us when our best round was all about Last of the Summer Wine!

9 teams took part and always there was a good supper (mince and dumplings this time) and a good raffle.

9th PEACOCK & Co, 8th Hartlepool, 7th DAC, 6th Noble Peacocks, 5th Slow Bowlers, 4th Northallerton, 3rd Daves Fault, 2nd DDMC and **congratulations to GILBURN for taking 1st place.**

We had a **GREAT NIGHT at Bishop Auckland Golf Club** on Wednesday 12th December. **Rally Guru Julian Porter** entertained us for a few hours and if dad Nicky had not stood up at 10.15 we might have all been there still.

He's a talented speaker and draws in the audience with so much knowledge and personal insight. I am sure even people with no interest or knowledge of WRC would enjoy listening to him. All I can say is those that did not come along missed a treat. As Andy has already said we had visitors from further afield who also enjoyed a pretty stunning buffet!

I found it quite amazing that Julian who spoke so well and confidently for a few hours blushed and seemed quite embarrassed when Andy stood up and thanked him and presented him with a 'Golden Microphone' With thanks from DAC. **THANK YOU JULIAN**

We will be asking Julian to come along again next year... **DON'T MISS IT!**



Top Photo: Julian and Nicky Porter

Above Photo: A great turnout for an excellent event. Audience included members of other North East Motor Clubs



Top Photo: Excellent and generously donated raffle prizes

Above Photo: An excellent buffet was provided by Bishop Auckland Golf Club

RIGHT.....

SATURDAY FEBRUARY 6th

ANNUAL AWARDS DINNER

BISHOP AUCKLAND GOLF CLUB

Three course meal £20 per head

We know the food will be great if the buffet and Sunday Lunch was anything to go by!

Very soon after Christmas I will have a menu available for people to make their choices, I will then also confirm arrive times etc...

PLEASE let me know as soon as possible who intends to come and I will start making a list and then will get menu's to you.

It will be a great night!

More Events/Social nights

I also need to get some dates finalised for Nicky Porter to do an Illustrated Talk in the New Year and one from Peter Masters too.

For those that have not come along to either on of Nicky's or Pete's nights then you should do so.

The accompanying photo's are usually pretty stunning and the back ground stories are extremely interesting. Rallying might come into it so might other interesting bikes and cars but people, places and travel experiences make for a great night for everyone...I will send out emails as soon as I can.

I will also be talking to Fred and I am sure we will again have a **VETERANS night**, a get together for members old and new to talk, reminisce and enjoy each other's company.

I had a lovely photo and note sent to me which I had hoped to share with you but for some reason I can't download/copy the photo. A number of members will remember Reiner Stockle a name and larger than life character from the ANECC Rallying days. Reiner also supports Classics at the Castle and I hope to get him along to our next veterans night..

The photo was a lovely one of Reiner with wife Trudie looking very relaxed and saying - I hope this message finds you well and prosperous - wir wuenschen euch FROEHLICHE WEIHNACHTEN UND EIN GLUECKLICHES NEUES JAHR - all the best from Reiner and Trudie!wishing everyone a happy Christmas

I also extend those thoughts and wishes to all DAC members.

MERRY CHRISTMAS have a **HAPPY, HEALTHY AND PROSPEROUS**
2019.

Hope to see you soon!



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Just for the record

A series of questions to a club member. This month its Fred Henderson speaking to me who has had a long and illustrious career in Rallying, Autotests, Autocross and Racing as well as running a very successful garage at Langley Moor in Durham. On a personal note, without Fred, I wouldn't have achieved half as much as I have in Motorsport – Thanks Fred!

- What is your current job title?* Director Fred Henderson Ltd
- What was your first paid job?* Driving a farm tractor £1.50 per weekend age 14
- How long have you been a DAC club member?* Joined 1962- work it out-56ys
- What was your first motorsport vehicle?* Ford Anglia 105E
- What is or has been your favourite motorsport vehicle?* Toyota Corolla TE37 (1977)
- What was the best time to be in motorsport?* 1967 till about 1986
- What was the first record/cd/download you ever bought?* The Platters – Great Pretender
- What is your favourite film?* Crocodile Dundee both one and two
- What is your favourite book?* Think and grow rich, Napoleon Hill-
- Who is your favourite entertainer/musician?* Difficult !! Possibly Elis P assisted by Les Dawson. But Ronny Barker was brill
- What was your biggest cock up?* Too many to recall a good one — Possibly sending Colin Saxton to the Bar with my wallet when the Mintex Rally was snowed off.
- Where is your favourite place, anywhere?* Northern Canada in the summer, Sweden is a close second
- What do you feel is your greatest achievement in Motorsport..* Winning all sorts has been good, but making money in motorsport every year since 1973 is something I had never imagined when I started out in 1962
- Who is/was your favourite driver in motorsport?* I still think Jim Clark although I will always feel sad when I recall how good he was and how it all ended - what a waste
- What is your favourite car or a car you would like to own.* Never mind car, give me a JCB telehandler any day, they can do anything
- Do you have any hobbies outside of Motorsport.* Flying a Robinson R22 Helicopter and any others I can lay my hands on.
- Who do you think has been (or is) our best Prime Minister?* No contest Mrs Thatcher
- What frustrates you about motorsport?* To many jobs worth's who have never competed and try to make it so hard for anybody who wants to compete, then brag they are volunteers

Looking back who if anybody do you now admire ?

I didn't think about at the Time but Trudie Binks my road rally navigator was so very very good and could have achieved so much more if she had wanted to.,

What was your worst vehicle?

Once got a Land Rover for a breakdown truck as other people used them. Every time I needed it, it broke down or cost money. I sold it and the new owner had it for many trouble free years.

What is your favourite food?

Roast beef, mashed potatoes and lots of onion gravy

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

Always remember what you can see and believe you can achieve, "Napoleon Hill" it just takes a lot of effort and sometimes years



The JCB Telehandler in action. Fred uses one at Croft circuit for racing car recovery usually at Clearvaux corner

WRC Rally GB Wales. 2018.

The Rally GB organisers decided that they wanted some entertainment between the running of the Great Orme Stages in Llandudno on the last stage of the Rally.

They came up with the idea of a parade of "Rally Legends" to drive the stage in between the modern cars. As it turned out there were very few Legend cars and even fewer Legend drivers. In fact we were very disappointed when only 20 odd cars turned up.

However, Wendy and I had a good weekend and really enjoyed driving the Great Orme in a clock wise direction (its normally run anti clockwise). As we lined up at the start, we were told not to hang back or overtake, fat chance of that on the Orme!! It was some 30 years ago since I last drove this famous narrow ribbon of road, and then there was no pavement. Now there is a 6 inch high pavement over most of the route, and yes, some of the WRC cars rode up the kerb!!

The Stage Commander set a brisk pace along the stage, and we did see 60 mph pop up on the speedo, which felt quite fast, until we saw Ogier in the Ford Fiesta drive at well over 100 miles an hour squeezing between the rock face and the pavement!! He was mighty and took nearly 4 seconds out of the next man. A master at driving a tarmac stage on forest tyres!!

All went well until our old rally cars arrived at the man made jump on the sea front. Our car did scrape its underside, but several cars ended up getting damaged. It turns out that the WRC drivers dislike these man made jumps as they can do a lot of damage and prove nothing. Elfin Evans had a very nasty landing and could have easily ended up in the crowd.

Llandudno had really pushed the boat out and 30000 spectators turned up to watch the 400 BHP rally cars rush into view and do a 360 around the town centre roundabout. Everyone could see the action and the town's restaurants and cafes were doing big business. We will be going next year, so need to book the B&B on the rally stage now!!

Lombard Rally Bath 2018. 19th-20th October.

This event was the brainchild of Tim Nash, who competed in the Lombard RAC rallies in the past. The first I heard of this event was when Tim Nash contacted me to see if I would bring my Mercedes-Benz 450 SLC Rally car along and would I be agreeable to allowing Tony Fowkes to join us. The answer was categorically YES. Tony Fowkes drove the car in the 1976 Tour of Britain and in the 1977 Castrol Autosport National Championship. Gosh, we had a great day, with Tony filling me with many stories about those great days of Rallies in the 70's and 80's.

We prepared and checked the car over, well we changed the oils, serviced and bled the brakes and set of to drive to the City of Bath. Incidentally, the Merc is now 45 years old. The engine and gearbox have never ever been stripped or reconditioned since new. Yes, it has had several rear differentials fitted over the years as well as shock absorbers but over the last 40 years of my ownership, the car has only ever had routine service work carried out. Over this weekend we drove just short of 1000 miles without the slightest problem!!

On arrival in Bath, we were greeted with a magnificent sight of famous rally cars being prepared for the Tour the next day over the RAC Rally route of 1976. Car number one was an Alvis Firebird Special which competed in the 1935 Rally, this was then followed by Stig Blomqvist in a factory Audi Quattro GpB, then David Llewellyn tagged on behind in another Audi 200 Quattro GpA (his Metro 6R4 not ready yet) and these two were followed out by Jimmy McRae in an Opel Manta 400. A great sight, with plenty of noise and petrol fumes!! Stig has competed in 26 RAC Rallies

and won the rally in 1983, before becoming world champion in 1984. Davd Llewelin won the British Rally Championship twice in 1989 and 1990. Jimmy McRae was British Rally Champion five times during the 80's in both Opel Manta's and Ford Sierra Cosworths.

So, with Tony waving at the crowd and my wife Wendy sitting in the back navigating amongst the roll over bar we set off. Our route left Great Pulteney Street in Bath which was closed to traffic and took the 120 entrants to Longleat for a run through the 1976 stage. This stage was faster than I remember, I guess the road has been widened to accommodate all the tourist buses that now visit the grounds. From here we headed west to the Cricket St Thomas stage which was fast and narrow with several cattle grids, here again I don't remember the "Fresh Air" corners!! We were amazed at the large crowds here and in fact all around the route. Just like the old times!! At around 11.00hrs we came across a passage control at the Colyford Service Station, which still had working period petrol pumps outside!!

We then headed into deepest Devon to the Wiscombe Hill Climb. Now, I know this hill climb course well as I held the saloon class record here in the late 60's. Again the organisers spoiled our fun by placing a straw bale chicane half way down the first straight. I remember driving my Mini-Cooper S flat after braking at the end of the straight up through a series of fast curves. I guess that the Merc was some 20 mph slower than the Mini here so was able to keep my foot on the boards until the hairpin. We set a good time here.

Our route now took us due north to lunch at The Beach Hotel in Minehead. After a quick break we headed for the Porlock Hill private Toll Road. Although, I have driven this stage before, I could not remember any of it. It is twisty and was very slippery, so much so that a very embarrassed Jimmy McRae, stuffed the Manta into the bank and finished up in the ditch. And this was just a Tour!! As we left the stage we were greeted with great views of Bridgewater Bay and the Bristol Channel.

Another PC was located at the Tannock Garage in Axbridge before a drive up through the spectacular Chedder Gorge which I had forgotten was ever used as a stage. Here again there were large crowds watching the action. From here we headed back to Bath for the finish.

As a tribute to the late Barrie "Whizzo" Williams, his Mini-Cooper S (The first Mini-Cooper to win an International Rally, the 1963 Welsh) was driven by his protege Andy "Ace" Harrison at the head of the field. A nice touch. During the evening a Rally Dinner took place with many interviews with the top drivers and this was followed by a charity auction. A great and very enjoyable weekend and the organisers will be holding another one next year. However, on the 26th & 27th April next year there is to be a Mintex Rally Yorkshire version starting from the City of York and a visit to Catterick Camp. This is a lot nearer to home and should be another great spectacle.

Tony Fowkes Mutterings: In our Merc he finished 10 o/a on the 1976 Tour of Britain, beating all the Ford Capri's. He also finished 5th o/a on the Tour of Epynt in the snow.

It was because of these two results that the MB factory in Stuttgart took notice and built the light weight 500 SLC's that took part with great success in the long distance rallies such as the African Safari and Bandama Ivory Coast rallies. During the year that Bjorn Waldergard was World Champion he drove a SLC with Hannu Mikkola as a team mate on the rough long distance events and a Mk 2 Ford Escort in the European rallies. Although Mercedes-Benz had long closed their competition department after the 1955 Le Mans tragedy

the staff had been employed with experimental and new vehicles. However, they decided to prepare five W 123 280E saloons for the 1977 London to Sydney Marathon. These cars could not

be seen to be factory entries so were dispatched to London and all five cars were entered and sponsored privately. Andrew Cowen won the event with Tony Fowkes a close second. Booking into a main time control five minutes early cost Tony the win!! His Google page is worth a look.

Tony was also known as the “King of Epynt” Way back in the 70’s before rally crews got up to speed with pace notes, drivers used to try and go and drive as many of the stages as they could and try to learn them. Tony used to steal up onto the Epynt Ranges late at night, after the army had gone home and practice the stages. First of all he would drive the road with full headlights and take rudimentary notes. After a few runs, he would then drive them fast on dipped headlights and when he was up to speed, he would do a couple of drives on side lights, this is when his co-driver got out of the car!! But in his day he was rarely beaten on the ranges!!!!

His other claim to fame was taking Sue Barker (before she was famous as a tennis player and Question of Sport) in his Ford Escort to a win on her one and only rally.

So, if you want a good Saturday out next year, come to York on Saturday 27th April or the nearby Catterick stage or hill climb.

Nicky and Wendy Porter.





Just for the Record Special Christmas Edition

Answering the questions this month is an old gentleman who has a bit of work to do on the 24th/25th December. Known around the world as Kris Kringle, Christkind and Father Christmas, he has taken time out from his busy schedule to have a chat with me. (a blatant lie, but I hope you get a bit of a laugh from it!)

What is your current job title? Santa Claus

What was your first paid job? Apprentice Santa Claus at Fenwicks in Newcastle, got into trouble for chasing one of the girls in the window display. She is now Mrs Claus and we have two lovely children to carry on the tradition.

How long have you been a DAC club member? Intend to join next year providing Mrs Clause gets me an application form as a Secret Santa

What was your first motorsport vehicle? Super Sleigh Mk 1, the chassis suffered terribly due to being overloaded. Chris Thirling did offer to strengthen it, but was too busy with a couple of Clan Crusaders – Needless to say he isn't getting the TIG welder he has asked me for this year.

What is or has been your favourite motorsport vehicle? The current Series 3 super sleigh. Fantastic handling on even the slippiest roofs! Managed to find a few Colway M+S tyres which were from a cancelled order. They have the Michelin pattern and I understand that a few rallies have been won on something similar – at least that's what the bloke in Langley Moor that I bought them from said. Fantastic in the snow as a hand brake once the Elves rigged up a mechanism!

What was the best time to be in motorsport? I have to say the mid 70's. A Chap with an Opel Kadett asked for two BCF fire extinguishers, a sports steering wheel and a Dealer Opel Team jacket. Took some doing, but I got them for him. He went on to do quite well in a racing series and wasn't too bad at writing a club magazine. Finding Dealer Opel Team at Baildon near Bradford was a bit of a challenge though, no one spoke proper English!

What was the first record/cd/download you ever bought What is a download? I was given a copy of White Christmas that was sung by Bing Crosby which I quite like, though after all this time I'm a bit bored of it. I was also given a copy of Mistleto and Wine by that Cliff Richard bloke. Turned it into an ashtray and I don't even smoke!

What is your favourite film? I really like the Muppet Christmas Carol, which you should see if you haven't already. Great fun and it stars my favourite actor Michael Caine. After Christmas dinner we sit down to something nice and relaxing which has got to be Pulp Fiction. I always fall asleep straight after the start with that nice music, so hopefully one day I will find out what it is about!

What is your favourite book? 100 Great Venison Recipies. Scares the hell out of the reindeer when I get that one out!

Who is your favourite entertainer/musician? Apart from Michael Caine, Richard Attenborough. He played me so well when they did that Miracle on 34th Street or something. I have to say though that I have five of the Elves that have formed themselves into a bit of a beat group. They are going to the auditions for the X Factor where they will meet that nice Mr Cowell. Bound to win or its no pressies for him and the rest of them (apart from Cheryl if she is there, she can have anything she wants!)

Where is your favourite place, anywhere?

The North Pole of course! From there you can turn in a circle and get to anywhere around the globe. Gets a bit parky in the winter though, however I got some great tips from Peter Masters on how to wrap up well, so it's a lot more bearable now!

What do you feel is your greatest achievement in Motorsport?

Managing to get round the whole world in a night year after year. Nicky Porter gave me some advice about how to keep driving for hour after hour and the best route to take – absolutely invaluable!

Anything you regret?

Appreticeship at Fenwicks

Do you have any hobbies outside of Motorsport?

No, sadly I don't have time! Too busy building toys for the children! I did fancy having a go at rebuilding an old car but someone called Stuart Anderson beat me to a nice little yellow thing that looked quite nice. It's got an old Imp engine and I'm waiting for the letter to Santa asking for a new set of liners and pistons which it is bound to need. Needless to say he doesn't have a chance! I won't even tell him that I have a new old stock R18 cam and a set of 45's on an Imp manifold at the back of the workshop – he'll be well cheesed off!

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

Andy Brown, without a doubt! What? He isn't Prime Minister? Well he should be. He's done a marvellous job at the Durham Motor Club thingy. Maybe he could navigate for me one year?

What was your worst vehicle?

The Series 2 Super Sleigh. I went for the longer length version and it was so slow to react, especially on right hand corners. Build quality was poor, and it shook itself to pieces in the second year. The elves had a hell of a time patching it up! It was a bit like driving an FSO Polenez but without the fun!

What is your favourite food?

Roast Venison – waste not want not!!!

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

Don't get caught in Fenwicks Window!

Grizedale Stages 2018

For the final round of the SG Petch Stage Rally Championship, I agreed to sit alongside Karl Knox again. Our last outing was on the Greystoke stages in July and we finished a very respectful 43rd for his first ever gravel rally.

Four Durham members were out playing in Grizedale, Stephen Petch and Michael Wilkinson in Car number 2, Steve Petch in car 16 and little ole me in car 74.

The weather was horrible with wind, rain, frost and low lying cloud in places.

The start was held as usual in the car park in Coniston before we headed into Grizedale forest for stage 1, a massive stage of 17.5 miles. I had 29 pages of pace notes to read too Karl.

Stage 2 and 3 was a short blast of 2.4 miles through Broughton Moor forest.

Stage 4 was a rerun of Stage 1 through Grizedale forest.

We were having a steady run through Stage 1, and Karl asked me how far we had gone but as I was only on page 12, so we hadn't even reached the halfway point yet. Stephen and Michael were leading after Stage 1 by 8 seconds with the only stage time under 20 minutes. After Stage 1, most crews returned to Skelwith Fold for the main service of 30 minutes before heading over to Broughton moor for Stage 2 & 3. I am saying most crews as Grizedale was like a car park by the time we went through Stage 1. We had a good run through Stages 2 & 3, but we noticed that after the long stage in Grizedale these two runs through Broughton moor were very short. Stephen Petch and Michael Wilkinson were still leading by 15 seconds after Stage 3.

En route to the final stage and rerun through Grizedale, all remaining crews could visit a 10 minute auxiliary service on the roads around Torver.

Sitting on the start line of Stage 4, I told Karl to keep it neat and tidy. Green light and we were off, but 200 yards and 2 corners later a loud bang and rattle rang out from the transmission. At first we thought a drive shaft had gone but we soon realised that we had lost second gear. So we set off again into the stage missing a very important gear. Karl is only 22 years of age but he drove 17 miles like a driver with many years gravel experience. Neat and tidy was now out of the window as Karl had to keep the speed up to prevent having to use first gear. All was going well, passing more parked cars, until two corners from the finish. On a fast left hander, the backend stepped out and the front catapulted us into the bank on the inside of the bend. Luckily we hit the right spot and it bounced back out and continued down the road.

We crossed the finish line screaming as we had no idea how we had made it to the finish. When Karl checked the car at the stop line, to his surprise there was no damage at all to the car. We dropped just over a minute from our previous run through Grizedale which I thought was amazing considering we had a time bomb for a gearbox and must have sat at the side of the stage for an agonising time deciding what had happened.

Steve Petch (DAC's Vice President) and John Richardson who I haven't mentioned much in this report hovered around 25th overall until the last stage where he jumped 6 places to finish 19th overall. Stephen Petch and Michael Wilkinson who were lying first overall finally finished second after Josh Moffat in car 1 posted a time nearly 1 minute faster than everybody else. We finished 51st overall, meaning Karl won the SG Petch 1600 class award. As this is his first year in rallying it

is an amazing result in a standard Vauxhall Nova. I'm currently waiting for the final SG Petch Championship results to see if I have retained second overall.

Special thanks to Kevin, Jimmy, Alastair and Gordon for kicking the tyres and putting gogo juice in the tank.

Andy





Oh No! It's the Editor's Christmas Quiz again!!!!

Just for fun this year – answers at the back of the mag (no cheating now or Santa Claus won't pay you a visit!)

1. What is the name of the Mars lander that successfully descended on to the planet's surface on the 26th November?
2. The Aston Martin World Endurance Car challenger is based on which production car?
3. What was the type number of the last Peugeot rally car to win the WRC Championship?
4. Who was the main sponsor of Roger Clark's red MK2 Escort?
5. Who made the engine that was fitted to the Lancia Stratos rally car?
6. Tower, Barcroft and the Jim Clark esses are features of which racing circuit?
7. What is the next value in this sequence 2.8, 4, 5.6 ?
8. BWF, K1 P1 would be found in what instructions?
9. Reducing the rear tyre pressures compared with the front when taking a corner would usually result in an increase in a) oversteer b) understeer
10. A 24 watt bulb will draw how much current on a 12v system?
11. Weight, lift, thrust and what other parameter describes an aeroplane in balance?
12. Who originally made Toffo sweets?
13. If you were suffering from a contusion of your Patella what would you be suffering from?
14. Who were the three astronauts aboard Apollo 8 when it became the first manned spacecraft to circle the moon over Christmas in 1968?
15. Who won I'm a Celebrity Get Me Out of Here in 2016?
16. Kathy McGowan hosted which 1960's TV programme?
17. Which song starts with the line "Poor Old Grandad, I laughed at all his words"
18. What does HDMI stand for?
19. The Bluebird water speed record boat has what two character acronym?
20. Dovetail, halved and mitred are all types of what?
21. What Vowel does not appear on the top line of a standard UK computer keyboard?
22. Junior, Senior and Constellation were all types of what?
23. What blood group is classed as the "Universal Donor"
24. What are the names of the two carriages pulled by Thomas the Tank Engine
25. Who was the first Doctor Who played by?
26. Most Colour TV pictures are made up of which primary colours?
27. Hypoid refers to which part of a vehicle?
28. What year did the Metro Centre in Gateshead open?
29. If you were asked to call Hill or Hollow at the start of a game, what would you be playing?
30. What was special about the Tyrell P34 Formula 1 car?

Blast from the past this month is Ginetta enthusiast Niall Johnson



Before and after, Niall Johnson pressing on in his Ginetta a few years ago, hopefully Stuart Andersons will see some action like this and Niall's previous Ginetta which was turned into a very handy rally car



Niall in a later Ginetta, almost lifting a wheel!

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!



DURHAM AUTOMOBILE CLUB Ltd 2018 Autotest Championship

DURHAM AUTOMOBILE CLUB Ltd 2018 Championships

Stage Rally Results from 10th September to 11th November 2018

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

Trackrod rally

Stephen Petch – 3rd class B14 – 8 pts

Michael Wilkinson – 3rd class B14 – 8 pts

Steve Petch – 6th class B14 – 5 pts

Cheviot Stages

John Nicholson – 2nd class 9 – 9 pts

Trackrod Rally

Stephen Petch – 3rd class 5 – 8 pts

Michael Wilkinson – 3rd class 5 – 8 pts

Steve Petch – 9th class 5 – 2 pts

Points Standings

Drivers

Stephen Petch – 43 pts (53 pts)

John Nicholson – 31 pts

Ed Todd – 17 pts

Steve Petch – 13 pts

Andrew Grimstone – 11 pts

Co-Drivers

Michael Wilkinson – 43 pts (53 pts)

Andy Brown - 29 pts

Andrew Hutchinson – 19pts

Helen Lymburn – 10 pts

Colin Tombs – 5 pts

Andy Drake - 1 pt

Jeff Bedford - 1 pt

Clubman and Classic Rally Results up to 11th November 2018

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

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

Events run to date

1 – Berwick Classic

2 – South of Scotland Targa Rally

3 – Ilkley Classic Rally

4 – Shaw Trophy Targa Rally

5 – Lake District Classic

6 – Northern Dales Classic

7 – Blue Streak Targa Rally

8 – Wearside Classic Rally

9 - Doonhamer Classic Rally

10 - Solway Classic

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

Clubman Rally

Drivers

Navigators

Simon Jennings (2,4,6,8,9,10) – 535.2 pts

Alistair Dundee (4, 7) – 135.9 pts

Gordon Dundee (4, 7) – 135.9 pts

Stuart Layton (8) – 88.3 pts

Harry Raylor (6, 8) – 121.6 pts

Pam Broom – (8) – 44.8 pts

Kim Gardiner (6, 8, 10) – 66.5 pts

Andy Brown (8) – 36.1 pts

Stuart Layton (6) – 50.0 pts

Roger Broom (8) – 36.1 pts

Ian Peake (4) – 27.6 pts

Richard Young (8) – 18.7 pts

Classic Rally

Drivers

Tom Hall (6) – 100.9 pts

Lee Valentine (8) – 90.0 pts

Mick Stead (6, 8) – 49.1 pts

Robert Cook (4) – 10.0 pts

Navigators

Lee Valentine Jr (8) – 90.0 pts

Ben Wilkinson (8) – 30.0 pts

Peter Masters (6) – 19.1 pts

Geoff Morson (6) – 10.0 pts

Future Events

18th November – Saltire Classic

Navigational Rally results

October Photo Scatter (organized by Gordon Dundee)

1st - Roger Broom – Andy Brown

2nd – Pete Masters – Pam Broom

3rd - Stuart Anderson – Chris Thirling

4th - Andrew Hutchinson - Catherine Hutchinson

5th – Lewis Briggs – Hannah Walland

6th - Mick Stead – Ben Wilkinson

7th - Ian Burrows - Tom Burrows

DURHAM AUTOMOBILE CLUB NAVIGATIONAL CHAMPIONSHIP 2018

Position	Driver	Organisers Points	May Scatter	May Treasure Hunt	May Scatter	August Treasure Hunt	October Scatter	Total
1st	Peter Masters	10		2	9		9	30
2nd	Ian Burrows	10	9			7	4	30
3rd	Simon Jennings		10	9	10			29
4th	Mick Stead		6	5	8	4	5	28
5th	Roger Broom		5	4		8	10	27
6th	Gordon Dundee	10		8		3		21
7th	Janelle Dundee	10	8					18
8th	Andrew Hutchinson			10			7	17
=9th	Stuart Anderson					5	8	13
=9th	Kim Gardener		7			6		13
11th	Nikki Halliwell	10				2		12
12th	Joan Wood					10		10
13th	Dave Sharp					9		9
=14th	Richard Young		4	3				7
=14th	Broden Forster				7			7
=14th	Addison Forster			7				7
=17th	Paul Forster			6				6
=17th	Lewis Briggs						6	6

DURHAM AUTOMOBILE CLUB NAVIGATIONAL CHAMPIONSHIP 2018

Position	Navigator	Organisers Points	May Scatter	May Treasure Hunt	May Scatter	August Treasure Hunt	October Scatter	Total
1st	Andy Brown		10	5	10	8	10	43
2nd	Pam Broom	10	5	9	9		9	42
3rd	Ben Wilkinson		6		8	4	5	23
4th	Janelle Dundee	10		8		3		21
5th	Tom Burrows		9			7	4	20
6th	Gordon Dundee	10	8					18
7th	Catherine Hutchinson			10			7	17
=8th	Peter Gardiner		7			6		13
=8th	Chris Thirling					5	8	13
=10th	Nikki Halliwell	10						10
=10th	Lindsay Burnip					10		10
=12th	Dave Johnson		9					9
=12th	Sharp Family					9		9
14th	Peter Dark		4	4				8
=15th	Kara Thompson			7				7
=15th	Paul Forster				7			7
=17th	Broden Forster			6				6
=17th	Hannah Walland						6	6
19th	Sam Halliwell					2		2

2018 Marshals Championship

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 marshalling on a club night Treasure Hunt, Scatter etc.

1 Point for each day marshalling on any other event

2018 Autotest Championship

As previously published in the club magazine Durham planned to run a 5 round Autotest Championship in 2018, this would have consisted of 3 events run by Durham and 2 run by Hartlepool. Unfortunately due to the first Durham autotest being cancelled due to lack of entries, and the subsequent loss of our venue we have had to cancel the planned 2018 Autotest Championship.

If anyone knows of any suitable autotest venues please contact the committee as we would like to run our traditional Christmas Autotest, and a championship in 2019.

Durham Automobile Club

FORTHCOMING EVENTS and DATES FOR DIARY

OCTOBER

Wednesday 24th Club Night Honest Lawyer 8pm

Wednesday 31st Club Night Honest Lawyer 8pm (HALLOWEEN)

NOVEMBER

Wednesday 7th Club Night Honest Lawyer 8pm

Wednesday 14th COMMITTEE MEETING Honest Lawyer 8pm

Wednesday 21st Club Night Honest Lawyer 8pm

Wednesday 28th Club Night Honest Lawyer 8pm

DECEMBER

Wednesday 5th Club Night Honest Lawyer 8pm

Wednesday 12th Club Night Honest Lawyer 8pm

Wednesday 19th Club Night Honest Lawyer 8pm

Wednesday 26th Club Night Honest Lawyer 8pm

JANUARY 2019

Wednesday 2nd Club Night Honest Lawyer 8pm

Wednesday 9th COMMITTEE MEETING Honest Lawyer 8pm

Wednesday 16th **AGM Honest Lawyer 8pm**

Wednesday 23rd Club Night Honest Lawyer 8pm

Wednesday 30th Club Night Honest Lawyer 8pm

THERE WILL BE DATES FOR GUEST SPEAKERS, QUIZ NIGHTS, ETC ANNOUNCED SOON SO LOOK OUT FOR THE NEXT MAGAZINE AND ALSO YOUR EMAIL IN BOX.

WE ARE ALSO LOOKING INTO A VENUE FOR THE AWARDS NIGHT AND NEW YEARS DINNER

Christmas Quiz Answers

1. InSight
2. Aston Martin Vantage GTE
3. Peugeot 206 WRC
4. Cossak hair spray
5. Ferrari V6
6. Croft
7. 8 – they are the F numbers on an SLR type camera
8. Knitting instructions
9. Oversteer
10. $2 \text{ Amps} \times \text{Volts} = \text{Watts}$
11. Drag
12. Mackintosh's
13. Bruised knee cap
14. Frank Borman, Jim Lovell and William Anders
15. Scarlett Moffat
16. Ready Steady Go, a pop music programme
17. Ooh La La, by the Faces
18. High Definition Multimedia Interface
19. K7
20. Woodwork joints
21. A, all the rest are on the row below the numbers – take a look!
22. Vacuum cleaners, made by the Hoover company
23. O negative is generally accepted as the Universal Donor
24. Annie and Claribel
25. William Hartnell
26. Red, Green and Blue – some also had Yellow mainly Japanese models
27. The Differential
28. 1986
29. Cricket, the hill refers to the back of the bat, hollow the front
30. 6 road wheels

Officers and Committee Members 2018

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

This list will be updated as and when necessary

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Disclaimer:

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