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Dist. km	Dist. m.	Locality	Rich. Direction	Route
		LUXEMBOURG	-	-
0.0	20.5	Ettelbruck	-	-
0.0		Wiltz	-	-
0.0	17.9	Weidingen	-	-
0.0	15.5	Erpeldange	-	-
0.2	9.9	-	-	-
0.1	4.4	-	-	-
0.9		-	-	-

February 2020

LUXEMBOURG

Ettelbruck

Wiltz

PECIALE ETAPPE 6 — ETAPE S  
ECIAL STAGE 6 — BESONDERE

Weidingen

Erpeldange

# Durham Automobile Club

Est 1952



The festive season is an unnecessarily busy time for most of us and for me the last one was exhausting and getting the headspace put aside to do this magazine has been difficult I have to admit.

My first year is soon to pass and with it I think its time to ask whether in this modern age a club newsletter/magazine is relevant anymore?

I took on the role as editor, I haven't the time or the contacts to be roving reporter and feature contributor as well, as it would then become just one extended ego trip with a limited audience.

Social media and emails now provide instant notifications, photos and reports and makes even the best event reports redundant as by the time you read them in here they are ancient history.

Like many of you my motorsport time is precious and mostly taken up with cursing and bruised knuckles for a fleeting moment of competition, some of you marshal but many don't compete, time is that rarest of things.

My band Fizzyfish [www.facebook.com/fizzy.fish.3](http://www.facebook.com/fizzy.fish.3) celebrate our 20th Anniversary this year. 20 years on the road as a local cover band! It's mad that a band of hobbyist musicians can eek out 20 years playing other peoples music, many of those bands didn't last that long themselves! Over the years we have played to thousands of people, some big crowds and some big stages, some of which my heroes have played on.

Much like rallying I think "just one more year" approaching 57 I realise I am in "the zone" hopefully far from the flying finish, but I am definitely on the Power Stage.

Non of us know how long anything has left in this world, Paul Gilligans articles have shown that over the last 12 months. If a major industry like the car industry can go through so much change then its no wonder our lives are so "challenging"



Printed media isn't what it was. That once fabled bible, available in weekly installments, Motoring News (I refuse to give in to the new name) is well past the Flying Finish. Rally reports were on the slide when I gave up on it around the mid noughties, now your lucky if it appears within a fortnight.

Much like the disappearance of the retail sector in all its forms whether department stores or car showrooms, printed media and indeed journalism has changed, who buys magazines or papers anymore? I have three magazines on subscription, Car, Flypast and Aeroplane. They are the only magazines that provide the same level of entertainment for me that many magazines once did. Music magazines are irrelevant, instrument magazines are as redundant as yet another "new" 1957 Stratocaster re-issue.

Soon I am sure my interest in new cars will fade, I already struggle to identify the make and model of many a new car as the ubiquity of the ultimate solution beckons.

Most current motorsport has left me behind, my vague interest satisfied with the headlines from Motorsport.com and the fortnightly snooze during the F1!

I cannot see myself spectating on anything that doesn't have "Historic" in the title.

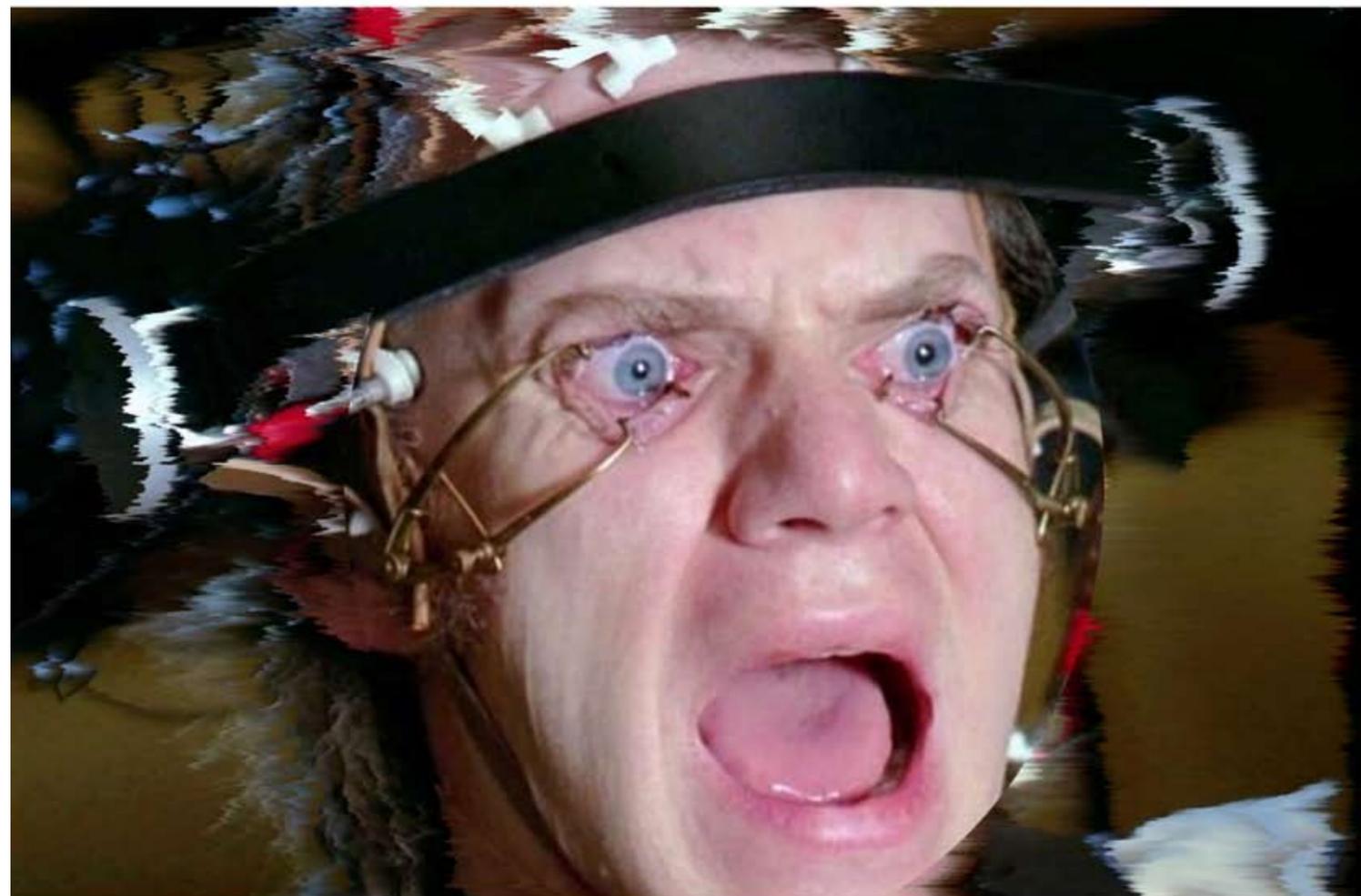
I will be asking for some feedback as this issue goes out to your good selves, I will be interested in your responses.



Alan Hawdon  
Editor

# THINGS TO DO IN 2020

## CONTINUE DAC MEMBERSHIP



### APPLY FOR YOUR

### COMPETITION LICENCE

**2**019 has been a steady year for the club as we set out to continue what we had achieved in 2018. OK so what have we done?

**T**he club membership has remained at over the 150 level, thanks to the members who joined at the Wearside Classic. In 2020 we will need to come up with some new ideas to try and encourage new younger members along to the club as we are all not getting any younger.

**A**lan Hawdon has completed his first year as the club Magazine Editor. Torque Talk has received a format change but still provides an interesting read with reports from different club members. As always a club magazine can only be produced with stories and reports from its members, so please put pen to paper and supply Alan with your experiences, reports and views.

**G**ordon Dundee our Competition Secretary has been busy running the club championship and organising Scatters and Treasure hunts.

**T**hank you to Gordon Peter and Simon and other club members who have organised the Navigation events this year.

Simon Jennings helped to organise a table top championship with Colin Fish from Wickham Auto Club. Colin agreed to run his series of table top rallies as training sessions and brought along his style of clues which he has used for many years at Wickham.

His style of clues were totally different to the clues we are used to at Durham, but it did create a lot of interest at first, although some found it very difficult, especially Colin's dirty dog clues which even had the experts amongst us scratching our heads for a long periods.

Colin ran seven rounds and Andy Brown came first overall and won the expert class and Pam Frankland won the Novice class. There was no difference in the clues between expert and novice, so Pam did an amazing job on each round to take the novice class win.

**J**ulian Porter once again (for the four year) provided us with another WRC talk night and the attendance continues to grow. This year we had 80 people attend from clubs all over the North East region. Wearside Classic

**G**ordon Dundee and his organising team held another very successful Wearside Classic at Nissan which continues to be a very popular event for the competitors.

This year we had around 40 entries. We received several entries from Scotland and they had a great time destroying their tyres by changing the tests into a drifting course.

Several blown tyres and a cooked engine later they left to return to Scotland with big grins on their faces. We already have a confirmed date for 2020 and approval from Nissan.

**T**he Classics at the Castle surprised us all again and this event attracts more and more competitors and spectators every year. We have no idea how many spectators attended last year but the car park was almost full for most of the day. We have had very positive reports for all sectors. We have already started to receive entries for this year's Classics on 12th July.

**T**here are a lot of Durham club members who are taking part in their motorsport disciplines.

To everyone who has competed in 2019 as a Durham Auto Club Member, well done. Special congratulations to Stephen Petch and Michael Wilkinson for their second overall on the BTRDA rally championship.

**L**ooking forward to 2020 we have already a developing club calendar for the year which we will inform you about after the AGM.

To finish I would like to take this opportunity to thank the committee for their support in making 2019 a successful year for Durham Automobile Club.

Andy Brown  
Chairman





# INSIDE THE INDUSTRY

As discussed previously Aston Martin's desperate need for cash brought two suitors to the table, Chinese company Geely who already own Volvo and Lotus, and a consortium led by Canadian billionaire Lawrence Stroll.

In the end Stroll who already owns F1 team Racing Point won and acquired a 17% stake in the company in exchange for an investment of £182 million which will be boosted by fresh investment from existing shareholders.

This fresh cash should be enough to get Aston through until the point later this year when the new DBX SUV starts to generate significant profits.

Racing Point will be rebranded as Aston Martin F1 although Aston will see out its contract to sponsor Red Bull until the end of this year. Mr Stroll's son Lance will continue to be one of the drivers for Racing Point.

After that further funds are promised for the development of a mid engine two seat sports car to "go Ferrari hunting", and the introduction of hybrid and later pure electric models.

Aston has been owned by a succession of rich men in the past including 1950s tractor tycoon David Brown and later none other than Henry Ford, but all have got bored in the end with throwing money down what appeared to be a bottomless pit. Let's hope Mr Stroll and his co-investors (who include Lord Bamford of JCB) have more stamina.

The industry had already been told that the sale of new petrol and diesel cars and vans would be banned in the UK from 2040.

In early February the Government announced this would be brought forward to 2035 and would include hybrid cars as well. Then last week said they would advance the ban further to 2032 if possible.

Industry reaction has been pretty consistent that the ban is simply unachievable, and that it isn't currently supported by a detailed plan to make it happen.

Industry heavyweights have cited the high cost of electric cars, the lack of recharging points, shortage of raw materials to make batteries and the inability to generate the required electricity anyway.

Others have pointed to the lack of technicians trained to service and repair electric cars, only 5% of the current pool are currently so qualified.

So this year we need to go from last year's 38000 sales to 200.000! And in 2021 to 360,000.

Perhaps its understandable that people are sceptical. If the growth from 1.6% of sales to 100% over the next 15years is smooth then the industry will need to produce 17 million zero emission cars for the UK market in that time, over 1 million a year when last year the figure was 38000!

Whilst bringing the ban date forward by 5, or maybe 8 years, the Government hasn't yet announced what it intends to do with the electric car and van grant due to expire at the end of march.

This was cut in 2018 by £1000 per vehicle and hybrids previously included were excluded. Continuing, if not increasing the grant is seen by many as a vital part of there being any chance of reaching the 2035 target.

One thing that will boost the move to electric (or hydrogen) is the announcement that the Benefit In Kind (BIK) charge company car drivers pay will be reduced to zero for tax year 2020/21 if they choose a pure electric or hydrogen car, as long as the operating range is at least 130 miles.

Choosing zero emissions will save company car drivers broadly from £200 to £500 a month. This will put an enormous pressure on employers to provide those cars to their staffs, who will also benefit from reduced fuel costs for the private miles they pay for themselves.

Companies can also benefit from attractive tax allowances when they buy zero emission cars, for the present at least.

However nobody has said yet what the Government intend to do to replace the fuel duty they currently collect from the sale of petrol and diesel. That was £28.4 Billion last year! Some form of road pricing seems inevitable?

Electric cars being produced now normally use 400-600 volt systems and manufacturers are working on 1000 volt systems. These things are simply lethal in untrained hands.

The scale of the changes to the new car market needed to meet the target is simply amazing. Currently pure electric cars represent 1.6% of sales. Of the 32.5M cars on UK roads only 155,000 or less than 0.05% are pure electric. If a smooth growth from 1.55 of the market in 2019 to 100% in 2035 is achieved then electric/hydrogen cars sales need to increase by 6.5% market share or around 160000 units every year for the next 15 years.

**T**oyota pioneered the hybrid car and over half of their production of 9.5 million cars a year are now hybrids. They have taken 15 years to get to this point. In 2014 they launched their first hydrogen car and say the timescale will be similar, so expect hydrogen powered cars to be mainstream by the late 2020s.

Fiat Chrysler have already announced plans to close at least one of its European plants within a month because of these component shortages. Both Kia and Hyundai have put some of their South Korean factories on part time working.

Meanwhile in the US a self driving delivery vehicle is now operating in Houston Texas. Limited to 25 mph it takes groceries and take away food to customers who come out to the street when told the "van" is arriving and punch in a code to open the hatch and collect their goods.

German industrial giant Bosch has announced it could launch an fully autonomous car "tomorrow" and only obstacles are regulations and the scepticism of customers?

Few were smiling. Audi did well at + 13%, Mitsubishi at +16%, Porsche at +10% and that's about it.

Amongst the tiddlers I can't help wondering why they bother. Remember these figures include the registration of dealer and manufacturer staff cars, courtesy cars and demonstrators, Alpine registered 10 cars, Lotus 9, Subaru 49, and Ssangyong 103?

**N**ew car sales have slowed but used car demand has remained strong subsequently used car supply in the trade has become very tight indeed.

Franchised dealers are hanging on to the lower number of part exchanges they take in to fill their own used car lots, leaving the independent trade fighting over what little is left. Inevitably the good old laws of supply and demand have seen used values rise significantly. There are reports of traders paying over guide retail prices in the auctions just to get stock, how they then sell on at a profit is a mystery.

One large wholesaler I know who normally has over 12500 vehicles available currently has under 8000 and says they think the number will drop further. The rental and leasing companies who unload tens of thousands of cars a month are enjoying a bonanza.

I was talking this week to a friend who manages a leasing fleet of 20000 vehicles and sells about 600 a month. I suggested he must be enjoying a windfall profit of about £300,000 a month just now. "More than that" he smiled.

**I** reported last month on the new European emission regulations

These came into force on January 1st this year. They require manufacturers to achieve an average emissions target of 95g/km or face massive fines.

To reduce their exposure most pre registered many of their higher emission cars in December. Total registrations were 250.000 higher than in December 2018 and its thought pretty well all of these were actually unsold cars.



However the company has recognised the need to fill the gap between now and then and will be producing its first pure electric cars soon with ten models available in Europe by 2025. Toyota is clear that this to them is a temporary measure. Their Chairman recently said "Gasoline has been the primary fuel of the first 100 years of the car. Hydrogen will be the primary fuel for the next 100 years".

**T**he Coronavirus outbreak which started in China but is now spreading poses an enormous threat to the vehicle industry. Many Chinese factories are closed or operating on a reduced basis.

Tesla who have been enjoying good news recently have been forced to close their Chinese factory only weeks after it full opened.

Now I'm not an expert in this but I'd be willing to bet that there isn't a car produced in the World now that doesn't have some components manufactured in China.

Just how bad this situation will become is impossible to forecast currently, but I'd say "very bad" is probably an understatement.

**T**he seemingly inevitable march to the self driving car has passed another few landmarks.

Recently a Nissan Leaf completed a 230 mile journey in the UK without driver assistance at any point, although a human being was sat behind the wheel "just in case" as current laws demand.

He was required when the electric Leaf had to stop to recharge as at this stage of development it cannot safely cross a busy service station or locate a recharge point. Nevertheless it's a considerable achievement.

**A**s feared January brought no good news for UK manufacturers and dealers.

New car sales were over 7% down on last January, itself well down on January 2018. Pure electric cars were over 200% up but still only 4000 sales or 2.7% of the total. Diesels fell to 20% of sales. These are frightening numbers for manufacturers and dealers alike.

As ever some fared worse than others. Alfa Romeo were 32% down on last year, Citroen 22% down, Dacia 51% down, Hyundai 31% down, Kia 25% down, Mazda 26% down, Mini 33% down, Renault 14% down, Ssangyong 51% down, Suzuki 40% down and Vauxhall 25% down.

Looking at the more “conventional” sales Tesla had another great month with its Model 3 becoming the 3rd best seller across Europe and outselling things like the VW Polo, Nissan Qashqai and Peugeot 208.

**B**righton and Hove Council want to ban cars from their town centre.

That makes them just the latest town or city to take similar steps. Oxford plans to charge drivers of all but zero emission cars £10 to enter the centre, York intends to ban all private cars from the city centre within three years, and Cardiff will impose a £2 congestion charge. Others will no doubt follow.

Research in Italy has shown that regions that have the highest rate of people passing their driving test first time also have the highest serious accident rates. Puzzling? So the best drivers have the most accidents?

Most of these areas are in the south of the country where respect for things like laws and tax rules is low even by Italian standards. So the explanation is that learners fake their tests.

In Sicily it was discovered that examiners would take the test themselves on behalf of the students, in exchange for 1600 euros of course. In Verona police found examiners tapping their pencils in written exams to give candidates clues to the correct answers.

However it has also been suggested that relying on the accident statistics is unwise – many injuries are faked to boost insurance pay outs!

**U**ber has just agreed a deal with Nissan for 2000 heavily discounted electric Leaf models for use by their drivers in London.

They plan to have all their 45000 London drivers using electric cars by 2025. Then they intend to move as rapidly as possible to self driving cars as the drivers represent 75% of their costs!

**T**he costs of developing electric and self driving cars have caused a enormous drop in profits at Daimler, parent company of Mercedes.

In 2018 the company made a profit of 7.7 Billion Euros, last year this fell to 2.7 Billion. The dividend has been cut by 72% to 90 cents a share. In 2017 Daimler made a profit of 10.6 Billion Euros and paid a dividend of 3.25 Euros a share.

The company remains committed to development of electric and self driving vehicles but big cost cuts in other areas are on the way. Whether the F1 programme survives remains to be seen but perhaps Lewis Hamilton has chosen the wrong time to ask for a big pay rise?

Mercedes are fighting back with a massive new model programme, they intend to launch 32 new cars over the next 3 years. Many will be electric and hybrid, but equally many will be AMG performance cars.

**S**ome time ago I wrote about the massive new model programme Alfa had then just announced.

I remember saying that I would believe it when I saw it because Alfa has made that sort of announcement before but failed to translate words into action.

Sadly the same has happened again.

After the untimely death of Fiat Chrysler boss Sergio Marchionne things carries on as planned for a while then late last year the new model programme he’d approved was slashed.

Targets changed from taking sales from 120,000 to 400,000. The new objective was to be “survival”.

All that’s left is a facelift for the Giulia and the Stelvio for next year and two new cars for 2020 being the Tonale and a SUV smaller than the Stelvio.

The Giulietta will be allowed to die and there is no longer any sign of a new Giulia.

Following the merger with PSA future Alfas will share their underpinnings with Peugeots, Citroens, Vauxhalls and Opels as well as Fiats of course.

High performance versions like the Giulia Quadrifoglio will not be replace the hope being that alfa customers looking for more powerful and more expensive cars will look to Maserati although it seems more likely to me that something German is more likely?



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# HONEST LAWYER HOTEL

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## We have moved!

After years of planning and a hectic week of unloading office supplies, Great North Air Ambulance Service's new HQ is open for business!



The move to Progress House in Urray Nook, Eaglescliffe, has brought fundraising, lottery and admin teams together under the same roof for the first time. Office staff are excited to welcome the operational team based at Durham Tees Valley Airport to the new headquarters later in the year, while our Cumbrian base in Langwathby will continue to operate in the West.



**£120,000**

each year

is how much we will save on rent and other expenses by moving to our very own headquarters



**395**

cubic metres of concrete

has been poured to make the base of the hangar as we get ready for the helicopter to join us

### Our new address:

Progress House  
Urray Nook Road  
Eaglescliffe  
Stockton-on-Tees  
TS16 0QB



Its a bit of a cliché to say that my local MOT station tried to snap off my indicator stalk "Thats not standard fit" he said..... In my home town it would appear that its not just BMW's that have this as an option! Some of the newer cars even have front foglights that come on to give a vague approximation of the drivers intention, or could it be just a bulb out?

Similarly when passing some of these modern cars on a motorway, the old peripheral vision picks up the faint orange glow and sets the adrenaline going...who had the bright idea of putting a warning light in the mirror?! I would now be visible to them if they would only look in the mirror! But why make it orange, the same colour as the bloody indicator?!

Much like Hitlers series of utterly stupid decisions, the modern world seems to be bored with itself and looks for ways to shoot itself in the foot. It keeps providing answers to questions nobody ever asked.

Touchscreens are great, especially when you have both hands to keep it steady, but on 45 series tyres, on British roads? Your as likely to end up turning the AC onto instafreeze as you are to input a sat nav instruction to Bruges instead of Brough!

Menus are brilliant, you sit at at table, choose your food, tell the waiter..

but seriously my car has more levels to its "menu" system than a Turin car park and is just as unfathomable to get out of once your in there!

I heard a rumour, and to be fair I have not researched it because in this modern age, thats not what we do, what we do is take a rumour, get offended and then run with it.

In our fleet we have an old Audi, its an 04 Tdi Quattro, truly is the best car I have ever owned. We've had it nearly 12 years now, its on 250K and I have no real wish to part with it, its maintenance is more than its worth. But those costs are always there aren't they?

Why can we only justify maintaining something properly because were in hock for thousands on it? Who says its not worth it? I remember the days you could buy a thingy for so much, now that thingy is SO MUCH!

Anyway back to this rumour. Allegedly VAG, those purveyors of desirable motors with a dark secret, are truly masters of the deceitful arts. Of course the fact that its a rumour may mean its not true, I may be repeating slanderous information, I may be sued!

But I wasn't sued when I challenged them over the effects of Dieselgate and how their solution ruined our newer Audi making it less efficient, less reliable and less desirable, hence me losing more money moving it on than was expected... In fact afterwards they cut off all communication from me and thousands of others affected..... The fact is that its not a rumour, its the truth, as you may well find if you have

one of their ubiquitous EA189 engines in your car.

If you have a newer one with its replacement you probably know what conspicuous consumption of Adblue feels like.

Anyway, so they as a company have started a process of electrification. Now this could be seen as a cynical move to try and fix the damage done by dieselgate.

But what does that matter? Like many arguments against global warming, if it works out that we have cleaned the planet up for nothing, that people are healthier, that wildlife and the environment are saved but we were wrong about global warming being our fault, then does it matter?

Like many I feel the argument is wrong, that electrification in its current form is the betamax option.

I think its worth repeating myself, mainly because it makes me so damn angry that I worked in transport policy in the late 90's early noughties. It was a time when much of what we live with today was just being talked about.

Much of it was promised in the next few years, indeed I was tasked with advising my employers on the best way to modernise the fleet of vehicles. It is a large Council with a large fleet of vehicles, many small to medium sized vans.

Even back then we had CNG (compressed natural gas), LPG, Battery cars (Pug 106) and of course, hybrids. All of these had their short term

merits, but all were seen as short term until fuel cells became widespread.

Fuel cells have been around for decades, the space programme advanced them and they have been in development for road vehicles ever since.

For those who are unfamiliar, a fuel cell runs off hydrogen, it passes through the cell making electricity, the waste product being water. Yes there are issues in production, storage and distribution, but ultimately, in my opinion its the best solution. It can be retrofitted to the fleet we have today and it removes range anxiety as you can fill up from a pump.

Sometime after the war against terror was in full flow, an ex colleague who worked for Sustrans and formerly part of Transport 2000 told me that the amount of cash we had spent protecting our middle eastern oil interests - sorry Terrorists, sorry protection against terror...(its all so fluid!) exceeded the amount that it would have taken to create a hydrogen infrastructure in the UK... By converting the private car and van fleet...and much of the PSV fleet to run on hydrogen. It does make you think doesn't it, and you will have plenty of time to think at Heston services queuing to get onto a charger so you can then toddle off for an hour giving StarCosta your well earned cash.

Anyway, that rumour, apparently VAG have introduced bio degradable insulation into their wiring, what a brilliant idea that is for when your whizzing along in your autonomous electric vehicle....FFS!

Alan the Fowl Mouthed Fox



In what looks like the last of this series, I was tasked with deciphering the shouted instructions of our esteemed chairman whilst on a secret road trip between the Asda in Bishop Auckland and the Lidl in Spennymoor, in between him calling out every junction, (in what he said was "posh Geordie") I remember these bits....

Your Name please?

**Andy Brown – Chairman of DAC, 90 right**

What do you do in the real world?

**I control the warranty policies and procedures for a well-known local car manufacturer. I am also a Scout Leader for Houghton-le-spring Scout Troop (Dib Dib Dib)**

Unsure of the dib dib dib instruction I veered slightly, And how long have you been a DAC club member?

**Ohhh it's a blurr but I joined DAC around about 1988**

We're all aficionados, so in the Hall of Fame, what's the best vehicle you have owned?

**I had a Nissan X-trail many moons ago and it did everything we asked it to do. Gutted when I had to hand it back.**

And we all have our regrets, Hall of Shame, your worst?

**The worst car I have had was a 1.2 Nissan Qashqai that ate its own engine in 9 months.**

**High oil consumption, and power that couldn't remove the skin from a custard.** (you need to stir it, the custard, not the Quashkieyeye)



**I was so glad when I handed that car back after 12 months.**

So what's your favourite thing to do in Motorsport, drive, marshal, navigate, organise?

**I've been a co-driver/navigator for over 30 years.**

OK, unsure of that answer, sounded more like a plea bargain to me! ..... I went flat as instructed, If you have had one what was your first motorsport vehicle or which do you want to be your first?

**Three years ago I thought I would buy a rally car and give driving a go. I bought a Proton Satria** (surely the rise of the Satria took everyone by surprise?) **but I never got to use the Proton in anger as I got an offer to**

**sit alongside Rob Snowden for the 2017 Tarmac Championship in his 2.5 Mk2 Escort.**

**Bob "the Log's" son has my Proton now.**

And what has been the favourite of your whole fleet?

**Most of the cars I have had have been lease cars, but I owned a racing green Mini with a white roof.**

**Loved that car and I won my class in the first PCT I ever entered at DAC. We only sold the Mini because the arrival of the kids meant we needed a bigger car.**

What's your iconic motorsport vehicle, the one you would have had a poster of?

**Audi Quattro – I just loved the 5 cylinder engine noise.**

As we both mistily recalled that 5 cylinder warble I overshot a junction and ended up in a churchyard in Chilton.....In the world of merchandise, who's colours do you wear?

**I don't really wear any colours for motorsport and definitely not football....reverse!**

Who is/was your favourite driver in motorsport, tell me why?

**Without doubt for me it's Ed Todd. Ed is an amazing driver and an absolute gentleman.**

**I have navigated for Ed for nearly 20 years and it's been a laugh and a privilege over those years. I hope he will continue to ask me into the silly seat for many years to come.**

Which period do you consider the "Golden Years" of motorsport?

**Unfortunately it was before I joined DAC and got involved with Motorsport.**

**I loved the Group B era and also the proper road rallying era and always wished I'd got involved with motorsport at an earlier age.**

**But being the black sheep of a football/cricket mad family, I was never going to be taken to watch any motorsport by my family.**

What do you feel is your "greatest moment" in Motorsport?

**Finishing 3rd overall in the "wee Beastie" with Ed Todd on the Three counties rally at Smeatharpe Airfield, Bournemouth**

So, how would you fix F1?

**Supply every team with a ready built car and the only difference is the skill of the driver.**

Interesting, so how would you fix the WRC?

**Supply every team with a ready built car and the only difference is the skill of the driver.**

As a poor person, (name an easier way to spend all your money?)

**Buy an MG F or TF, it will empty your wallet quicker than the tax man can.**

Well that wasn't quite what I wanted to know, not being allowed to finish the question on account of me being unaware there was a K 45 on the A67 and now he has told me to shut up as its me who should be doing the listening! undeterred I blurt out the following.....

What's your blueprint for grass roots motorsport.

**We don't seem to have one make or clubman rallies these days. Just National A or B rallies.**

**When you are competing against R5's and WRC spec cars you are never going to venture into the top 5.**

**OK we need the safety items to be the same across the levels but why can't we have different rally sections on each Rally and respective costs. Similar to International, National and clubman classes on some big rallies.**

**So clubman rallies would be for cars no more than 1600cc, worth less than £10k (I know some of you are already working around that one in your head!)**

**No modifications other than suspension and brakes. Entry fee for clubman to be half of the big boys entry fees.**

You win the lottery and are allowed by moral law to have 7 vehicles, one for each day of the week, what are they?

**Monday – Lancia Stratos  
Tuesday – Audi Quattro  
Wednesday – Metro 6R4  
Thursday – Darrian  
Friday – Manta 400  
Saturday – Nissan GT-R  
Sunday – MG TF (it will not work so I will be forced to rest)**

Which stretch of road is your fave and why?

**Griburn on the Tour of Mull. Blasting along a cliff face with the sea over the armco is so scary but so satisfying when you get to the finish.**

Do you have any hobbies outside of Motorsport?

**Scout Leader for a local Scout group and Cycling**

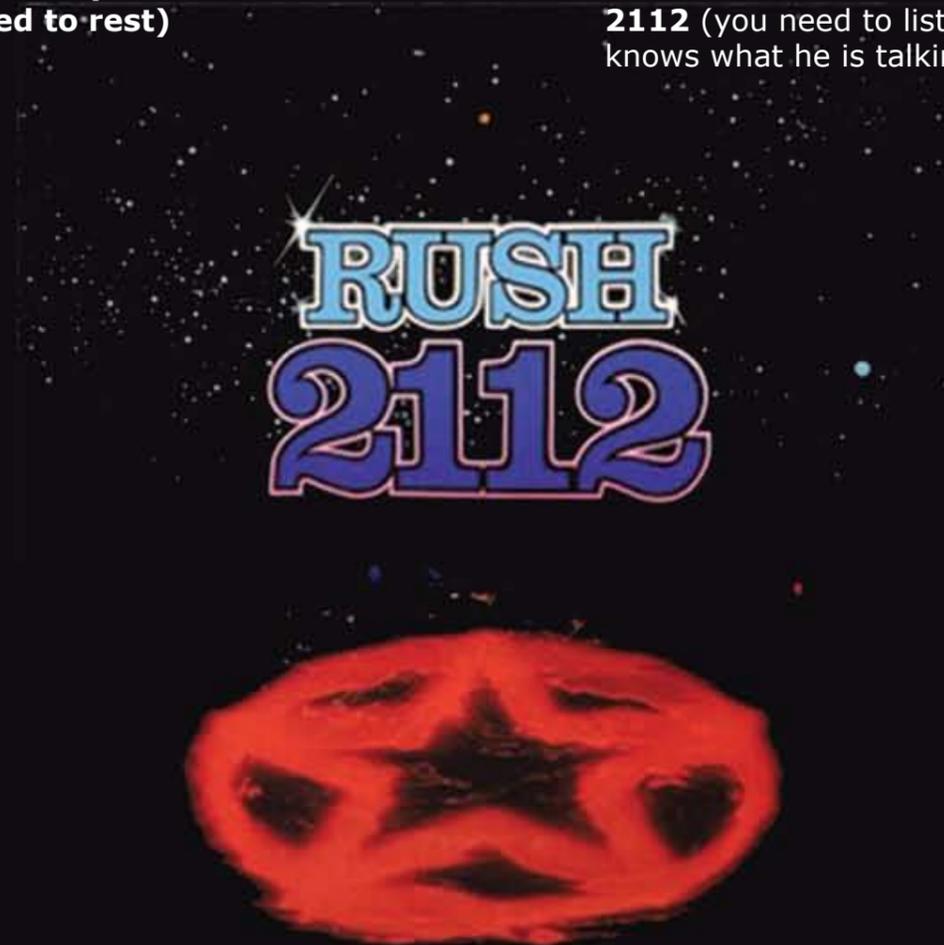
Who's your favourite musical act?

**Rush**

I didn't realise the chairman had such good taste, I must stop judging people by their car choices!

What music album should I hear before I die?

**2112** (you need to listen to this guy, he knows what he is talking about)



What film should I watch before that awful date?

**The Green Mile,**

Do I have time to read a book.... If so which one?

**I don't read many novels. But just read The Tattooist of Auschwitz which was a riveting but sad read, especially as we were travelling to Krakow in Poland.**

School, hated it or loved it?

**I didn't mind school but I did better at college and university.**

Who makes you laugh?

**Comedians like Peter Kay, Sara Millican**

With this in mind I try and impress the Chairman with my own brand of fast driving, with hindsight it seemed to unnerve him as I have no idea what he was thinking from there on!

Convicted of nerdery (come on, you're in a motor club, embrace it) what's your last meal consist of?

**Rabbit food. I hate diets.**

Ok?...What is your favourite colour. Only kidding, what are you? 12 (apologies to our junior member...if we have one yet)

**45 in September, well actually 55 as I'm now counting backwards since I turned 50. Boo Hoo.**

I may need to slow down here!, OK, Where is your favourite place, anywhere?

**Isle of Mull and the Scottish highlands.**

Anything else you want to get off your chest? Any wisdom? Regrets? A joke perhaps?

**I regret I didn't get into motorsport a lot earlier. Learn the tricks for not turning green when navigating a lot earlier. Never suffer fools as they will only drag you down to their level.**

It was then he unbuckled opened the door and ran off into the darkness, we were still miles from Spennymoor as well, so I drove home.....

# ↑↑ RACING RETURN

## Gordon Dundee

When you reach a certain age you start questioning yourself as to what you have done, what you would like to do while you still can, and what you would like to do again.

I was approaching one of those big birthdays ending in a zero.

With nearly 40 years of involvement in motorsport in all sorts of disciplines, autotesting, rallying (all kinds from both seats), hillclimb, sprints and racing (cars and karts), plus a bit of event organising.

I looked back at what I had competed in to see if there is a form of motorsport I hadn't done before or one I would like to try again.

I realised it had been 21 years since I last raced a car, if you can call racing a 2CV a racing car. I had a look to see what was available out there that would be inside my limited budget, having looked at MX5s and Locosts the category that seemed to fit the budget was C1 racing.

This is a class of racing that started a couple of years ago and has grown into one of the biggest categories in the UK.

C1 racing is primarily an endurance style of racing with a series of 3 and 6 hour races, with the highlight being a 24 hour race at Silverstone, which had 99 starters.

Getting a racing license is not as simple as filling in a form and send off a cheque.

First is the purchase of a Starter Pack.



This contains in a memory stick with an introduction from Motorsport UK, a video explaining the meaning of the different flag signals, a copy of the Blue Book, and the license application form.

Next step is to get the medical section completed by my doctor, which wasn't straight forward.

He had never seen the form before and there was some confusion over format the colour blindness test should take!

But what attracted me to C1 racing was a new series of non-endurance races at Knockhill.

Most of the 2CV races I competed in were at Knockhill, so having decided what to go for I had to start the process of getting a racing license and an appropriate car.



With the medical completed the next step was to complete the ARDS test, i

Initially Croft was contacted but they had no plans to run any courses, so it was off to Knockhill on a dark Monday morning in early September.

After 2 hours in a classroom, followed by a written exam, then a session with an instructor in one of Knockhill's racing school Honda Civic Type Rs, the required signature was gained.

The form was sent off and the National B Race Licence was received a couple of weeks later.

The next problem was acquiring a suitable car for the last meeting of the year at Knockhill, on the 6th October, 2 days after that birthday ending with a zero.

I contacted the C1 Championship Co-ordinator at the Scottish Motor Racing Club to see if he knew of any suitable cars that would be available.

He referred me to Gerry Brady from Performancetek in Glasgow who had a car that he hired.

A phone call and a visit to his garage and it was all arranged, an arrive and drive deal was sorted so all I had to do was turn up and drive the car.

The meeting consisted of a 10 minute qualifying session and two 10 lap races.

I thought it would be a good idea to take advantage of the additional practice sessions on the Saturday afternoon to get familiar with the car.

So with the licence received, the car arranged, the entry and practise sessions booked it was off to Knockhill for my first race meeting in 21 years.

When we arrived at Knockhill on the Saturday afternoon it was wet, in fact it was very wet, and it stayed like that all weekend, it was easy to find the Performancetek team as they had the biggest truck and awning in the paddock.

Two practice sessions on the Saturday got me used to the car and re-familiarised me with the track.

I didn't have any times so I didn't know how fast (or slow) I was.

Sunday was just as wet as Saturday and started with 10 minutes of qualifying, which was timed.

I found out how slow I was, 17th out of 17, so the target was to get a top 15 finish in either of the two races.

Due to the amount of water on the track and visibility nearly zero the 1st race started behind the safety car.

After a couple of laps at the back the safety car came out due to one car rolling after the chicane.

After the restart I passed the car in front and had a good battle holding him off getting 15th place I had targeted.

The grid for the second race was the result of the 1st race, so I wasn't last on the grid this time.

Although it was still raining the track wasn't as wet so it was a normal grid start. Had a good tussle this time and with a number of casualties I finished 13th this time (and not last).

Despite the weather it was a good weekend made much easier by the assistance from Gerry and the team at Performancetek.

So what happens next?

I would like to do a full season of the Scottish C1 Cup, which next year includes a round at Croft.

All I need to do is find a car, get it built and find some way of transporting it, if there's anyone out there that would like to assist me, any support would be greatly appreciated.





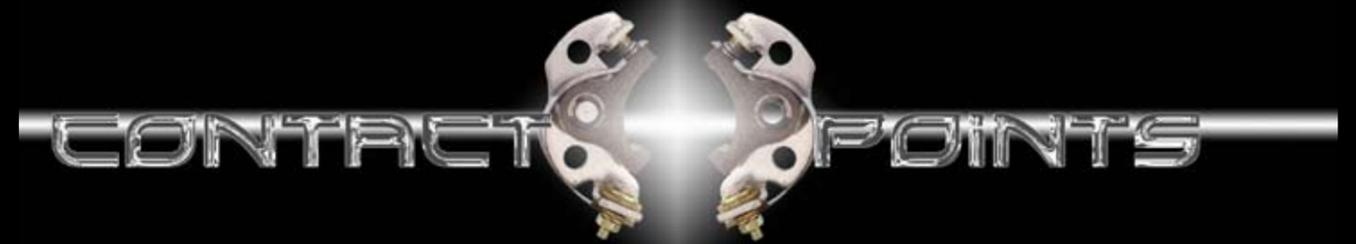
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## 2020 NESCREO CHALLENGE

Sat 14th	March	Mull Classic Mull Car Club	Historic/Targa
Sun 29th	March	Shaw Whickham & DM	Historic/Targa
Sat/Sun 2/3rd	May	Berwick Berwick & DM	Historic/Targa
Sun 24th	May	William Paterson South of Scotland	CCTarga
Sun 7th	June	Rallye East Yorkshire De Lacy M	Historic/Targa
Sun 28th	June	Lake District Wigton Motor Club	Historic/Targa
Sun 19th	July	Northern Dales Hexham & DM	Historic/Targa
Sun 16th	August	Blue Streak Spadeadam M	Historic/Targa
Sun 6th	Sept	Wearside Durham A	Historic/Targa
Sun 20th	Sept	Doonhamer South of Scotland C	Historic/Targa
Sun 18th	Oct	Solway Wigton Motor Club	Historic/Targa
Sun 22nd	Nov	Saltire Saltire Rally Club	Historic/Targa

When these events are confirmed they will be added permanently to the Challenge.

Sun 25th	Oct	Tynemouth Targa Newcastle	Historic/Targa
Sun 29th	Nov	Solway Coast Targa Kirkcudbright	Historic/Targa

## North of England Tarmacadam Rally Championship

Mar 21st	Legend Fires North West
Mar 28th	Ingliston Dcc Stages
Apr 12th	Warcop Stages
May 2nd	Granite Stages
May 31st	Jim Clark Reivers Rally
Aug 2nd	Tyneside Stages
Aug 30th	Pendragon Stages
Sep 27th	Cheviot Stages

# FINAL INSTRUCTIONS

For Sale

OMP Corsica  
Full dish suede Steering Wheel fitted but never used, no Horn Button  
£90

1 Pair of OMP 3 Point Harnesses  
snap hook out of date  
£50

1 Pair of Sparco 3 point Harnesses  
snap hook out of date  
£50

Set of BMW 336M Staggered Alloys to fit X5/6  
With barely legal Pirelli runflats some marks,  
no cracks or buckles  
£500

Loads of Motoring News from 1978 to around 2006, free, I will give you £5 and help you load them into your car.

All of the above, contact me, Alan on  
07940304242

Many Thanks to the contributions from

Andy Brown  
Paul Gilligan  
Gordon Dundee

