

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

WWW.DURHAMAUTOCLUB.CO.UK

January 2017



© Catherine Hutchinson



Ben Cree and Andy Brown in the EVO and John Nicholson on the Jack Frost Rally

Club nights Jan/Feb/Mar

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>

February 8th	Committee Meeting
February 15 th	First on Scene Training Durham (TBC) Honest Lawyer
February 18 th 784)	Snowman Rally, Inverness contact Charlie Munro, Chief Marshal (07753 813
February 19 th	Riponian Rally contact Mark Williams marshals@riponian.co.uk
February 22 nd	Nog & Natter
February 24 th - 25 th	North West Stages contact marshals@nwstages.co.uk
March 1 st	Film & Talk from Pete Masters on his travels
March 8th	Committee meeting
March 15th	Nog and Natter
March 18 th	Brick & Steel Border Counties Rally contact Guy Wickham, Chief Marshal marshals@bordercountiesrally.co.uk or Lindsay Burnip, Communications Officer comms@bordercountiesrally.co.uk
March 22 nd	Grand Prix Karting, Karting North East. Contact Lindsay Burnip to book a place.

A future events diary will appear in next month's edition of Torque Talk

Editorial

Happy New Year everyone!

I'm still here!

After one of the best AGMs I can remember, I was happy to continue with my role as Magazine Editor. It was especially nice to receive praise and a round of applause for my efforts! Thank you, it was very much appreciated. I hope that I can continue to produce what would appear to be a well-received mag.

Cannot let this edition of Torque Talk go without the usual reminder for those who haven't paid yet that your subscriptions for 2017 are now due.

My apologies for the slight lateness in the arrival of this edition of Torque Talk. Various things including Christmas and the AGM have conspired to provide a very busy time for yours truly! Hopefully things will get back on track in February!

Congratulations to John Nicholson who put on a super quiz night last night. It must have taken quite a bit of effort on his part to sort out so many questions as well as fifty – yes fifty! – pictures for the picture round! I also think that our current venue of the Honest Lawyer lends itself to such nights, and thanks must go to Usman and his team for their help and assistance. It was really good to see so many members and guests there, added to which, it was great have teams from Darlington and Whickham motor clubs as well who I hope had as good a night as the rest of us. Perhaps the question on the bridges of Durham may have been a bit of a challenge for them though!

The evening also gave an opportunity to make a presentation to Joan Wood for all her sterling years of service to the club on her retirement. Thank you once again Joan!

Talking of quizzes, it would appear that both the quizzes in the December issue have got you all stumped with not a single entry, so congratulations to Nicky Porter and myself for setting them! Both will continue for the January edition, and as if by magic, I have just received an entry for my competition. This entry isn't all correct, but unless I receive something better, it will win the bottle of Prosecco or Asti as the case may be, Fred did make the comment at the AGM that there were no instructions as to how to answer, so could I suggest that you just put in an email the numbers of the questions and your answer next to it. I'll decipher as necessary, and spelling only needs to be close enough!

As for Nicky's competition, I recognise the car, but for the life of me I cannot place it. It doesn't matter apart from personal pride as the Editor cannot enter any competitions in the mag no matter who set them, however it really has got me going!

So go on everyone, have a go!

A report on the AGM appears later in the mag, and it was so pleasing to have so many of the current crop of officials and committee members continuing into 2017. Thank you to everyone for their time and efforts. I would also like to thank Simon from Direct Car Parts for his support of the club over 2016. He was mentioned and received a round of applause at the AGM, but I think it is nice to be recognised in print as well.

I'm a fan of the new WRC cars! The Monte Carlo Rally once again threw up some superb drives and heartache as so often happens on this event. I think that it would be fair to say that Ogier's win was a touch fortunate as there was no way that he was going to catch Neuville, who was all set to give Skoda their first Monte Carlo win. However that's rallying as the saying goes! With the Monte, we are well and truly into the 2017 season, and it will be interesting to see just how it all pans out. My tip for the top – Toyota – had a reasonably good start, and I would expect the car to improve as the season progresses and the team finds out the development route as a consequence of event experience.

Following on from the removal of Ron Dennis from McLaren, Bernie Ecclestone was also ousted from his position by the takeover of F1 by Liberty Media. Their master stroke was to install Ross Brawn, the ex-owner of the Brawn F1 team which morphed into Mercedes as Managing Director of Motorsports. From what he has said up to now, he appears to want to shake up the whole of F1 and have it run on a more level playing field. As Ferrari are the principal beneficiaries of the current system, I wonder how long it will be before they threaten – as they have done in years past – to take their bat and ball away? I think it is quite funny that quite a few people are complaining about the dominance of Mercedes and how the rules need to be changed to make it more exciting when in actual fact if you look at the results over the years, the sport has been dominated by McLaren, Ferrari, Williams and latterly Red Bull (the eagle eyed will spot the common link here – the designer Adrian Newey). Ross Brawn started his career in F1 as an aerodynamicist. I wonder if that is where he will focus first as well as putting in some sort of budget cap – good luck on policing that one though!

There is a very interesting article by Colin Wilson, ex DAC magazine Editor, navigator and journalist (who remembers the brilliant Rally Sport magazine?) on the future of motorsport later in the mag. He makes some very interesting observations, and for the most part I agree with his comments. The inexorable development which the motor manufacturers and specialists are pressing on with seems to have no bounds, and it is true what Colin says that it could be that in the future it may be possible to have driverless competition vehicles – in fact the technology already exists. However I feel there is one thing that may save us from this driverless fate, and that is the competitiveness of the human race. It is something we are born with and expresses itself from childhood. Playing football, cricket, rounders or hop scotch, there is always an element that you can do something better than someone else. Even though I don't compete any more (at least for the moment!) that instinct is still alive and well. I hope that our children and grandchildren still have the opportunity to compete or watch competitors at work, even though the cars will probably sound like remote control toys!

Unsurprising news from F1 is that Manor has folded. It takes an unbelievable amount of money to compete in F1 with minnows like Manor facing almost unbelievable odds to survive. The big problem going forward is how to encourage teams to graduate to F1 – and survive. Perhaps Ross Brawn has a strategy on this.

A big thank you to Peter Masters who has provided several reports on the events he has done over the past few weeks. Without the support of Peter and the others who provide content, we wouldn't have anything like as good a magazine as we have. If you would like to contribute, just send me a rough draft and I will do the rest. It would be great to have not only competition reports but also updates on progress with projects or points of view.

Marty



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Chairman's Report

Before I start my Chairman's ramblings I would like to wish you all a very successful 2017 in all of your motorsport disciplines. Last year was a mixed bag for me. As you all know I won the SG Petch Stage rally championship sitting in with Ben Cree who also finished 2nd overall. But Ed and I also had a very poor year in the GTM with 4 retirements out of 7 rallies. When we did finish, we finished well with our best result of 3rd overall on an event down near Bournemouth. So hopefully 2017 will be better for us in the "wee beastie" or will it be pensioned off for a newer model?

We held our AGM on Wednesday 18 January and I'm so pleased to have almost all of the 2016 committee with me for 2017. What we have achieved in 2016 can only have been done with the support and commitment of these people. I hope you will join me in thanking these members for the hours they put into the club.

I have to say a big thank you to Joan Wood who retired for the post of Secretary. We still need somebody to fill this important role on the committee. If you are interested please let me know. Gordon Dundee took over the role of Competition secretary. Welcome to Sammi Halliwell who took on the role of Junior representative and Alistair Dundee who joined the committee again for another three years as a general committee member.

Please note, you don't need to be on the committee to organise and run an activity. If you would like to run an event, let us know and we will discuss your ideas with you.

The club events calendar kicks off with a quiz night on 1 February at the Honest Lawyer, organised by John Nicholson. The full events calendar will be published very soon on the DAC website.

Gordon has also launched the new club championship and further details will be issued to you soon. If you have done any events or marshalled, let Gordon know so he can record your activity in the club championship. If you are sick of reading my exploits (ps, there is one later in the magazine) then why not send us your reports or information to be added to the Magazine / Facebook / Website. Any reports or information can be sent to Martin Hall (martinhall49@gmail.com)

Andy Brown

Chairman of Durham Automobile Club

The Honest Lawyer, Croxdale Bridge

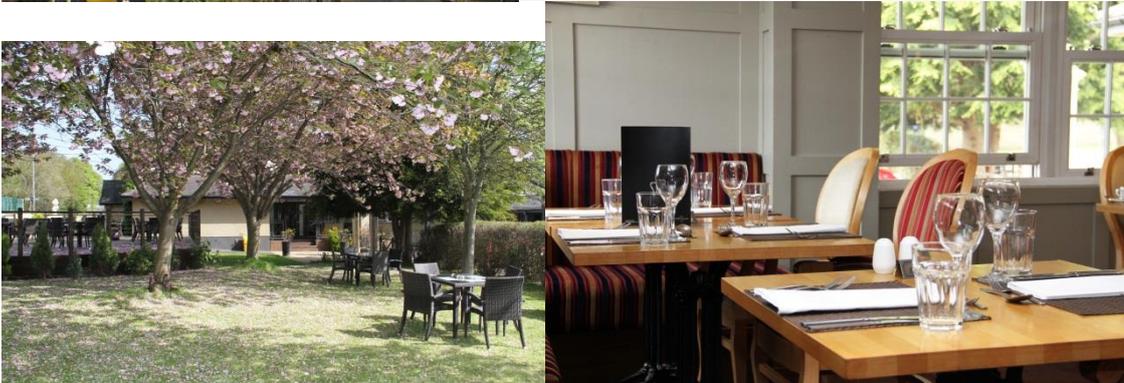
Durham DH1 3SP

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!





Drive it • Shoot it • Ride it



Ebac Christmas Autotest – 28th December 2016

For the last couple of years Durham AC have held their Christmas autotest at Cummins in Darlington, but this year the facility was not available, the club therefore has to thank Tom Coverdale for getting the club access to Ebac in Newton Aycliffe at short notice to enable the event to run. This was the first time that the Ebac site had been used and it was a fantastic venue allowing 2 open tests to be run at the same time.

As would be expected for the 28th of December it was a cold day, but thankfully it was dry. 23 competitors turned up on the day driving a wide range of cars, a total of 10 tests were completed along with a final long test which was run for fun, with competitors swapping cars, while the results were calculated.

After a very close days competition Mark Thornton was the winner in his Nova by one second from Tom Hall, these two had gradually pulled away from 3rd place Mark Nicolson and Tom Coverdale, who dropped to 4th after hitting a couple of cones, not far behind was Stuart Leighton in his Nissan Micra.

Thanks again to Tom Coverdale for gaining access to the Ebac site, to Peter for drawing the tests and to Tony, Tony, Tricia, Mick and Alistair for marshalling.

- 1st Overall – Mark Thornton – Nova
- 1st Class A – Tom Hall – Mini
- 1st Class B – Steve Brown – Mazda MX5
- 1st Class C – Tom Coverdale – Nova
- 1st Class D – Alistair McIntyre – Mazda RX8

Gordon Dundee

Jack Frost Rally 2017

Preparations for the Jack Frost were slightly different this year as I was sitting in the silly seat with Ben Cree for our SG Petch Championship prize drive. We were asked to visit the SG Petch dealership in Darlington to meet the team and the car we would be using. After we had been presented with our team jackets, Tony Anderson took some pictures of us, and the EVO in front of the Dealership for the papers. One week before the rally we visited Teesside Autodrome for a mornings test session. Ben quickly got to grips with the EVO and I nearly got to grips with my breakfast again. Yes I had to stop for a drink of tea as I was thirsty and that's the story I'm sticking to. We were now itching to get to Croft and to use the EVO in anger on the Jack Frost stages.

As I was booked to sit with Ben, Ed Todd had secured the support of Andrew Hutchinson and the week before the Jack Frost was very busy for all of us. Andrew had some seat fittings and instructions into what Ed needed from the silly seat. Although the GTM wasn't running very well during the week before the rally, Andrew was very impressed and looking forward to his outing in the "Wee Beastie". During the week many parts were changed to fix a gearbox issue, a misfire and soft clutch issue. But as the weekend dawned the Team Fury entry was all ready for the rally. Well apart from Ed running over the electric plug which need to be fixed before scrutineering.

Ben and I were seeded at car 16 and Ed and Andrew were seeded at car 20. Haa haa a bit of ribbing took place as I told Ed & Andrew to watch the in car display for us fast approaching on our second lap.

I have to say what a great experience to be supported by the SG Petch Motorsport team. A well-stocked service wagon with gazeebos to hold the EVO and the refreshments tables. Four mechanics to keep us going and offer us advice was amazing. Ben and I felt like rally stars for the day.

We prayed for a dry rally day but rain greeted us as we arrived at Croft. At least the promised snow had stayed away.

Stage 1 was very slippy but our only issue was a yeeehhhaaaa moment approaching a chicane near Tower. How Ben got the EVO round the corner I'll never know. It also sounds like Ed and Andrew had a similar moment at the same corner but they took to the grass and lost a little bit of time getting back onto the circuit. I can't say we didn't hit anything because those chicanes were very tight and the rear door on my side would become a straw depository on every stage during the day.

Stage 2 was a lot better as a dry line was now being formed. Ed also had a very good stage but there were rumours the rear wheel was loose on the GTM and Andrew had missed the split. But it turned out that they had done the correct amounts of laps but the rear wheel was found to be loose in service.

For stage 3 and 4 we decided to go from wets to intermediates and switch on the low anti-lag. We had climbed up to 23rd overall. Ed and Andrew didn't reach stage 4 as they negotiated a chicane the rear wheel parted company from the car causing the GTM to slam into a straw bale. Andrew took the full force of the impact leaving him with a sore shoulder for a few days. With 4 sheared wheel studs and no spares the GTM was put onto the trailer for an early bath.

As usual after the lunch halt the stages were reversed and with a set of dries and high anti-lag we set off to improve on our overall position. After stage 5 we were amazed as it appeared we were

going backwards. But further down the field some cars had totally wiped out 3 chicanes and some of the late runners had almost a clear track. So there were some unusual cars setting top ten times.

With the chicanes rebuilt we started to climb back up the leader board finishing the rally in 13th place overall. As we crossed the finish line of stage 8 we were pleased we had finished but also gutted our prize drive was over. But before we went home we collected our championship trophies.

Thanks to Steve Petch, Steve Bannister, Colin Tombs and the SG Petch Motorsport team for an amazing experience. A great drive by Ben to give us a good start to the 2017 SG Petch championship.

Andy.

Ed Todd and Andrew Hutchinson



Plum Pudding Autotest, Sunday 8th January

Hartlepool put on their annual New Year Autotest. An almost full entry and some top drivers made for a very challenging day. The tests were rather hard, so lots of wrong tests. Jordan and Nathon were first timers and did remarkable well. The old timers had lots of brain fade. Really struggling with the tests.

It was great to have lots of competition in each class. The RWD and mini classes were hotly contested. Great to see so many Minis. They are so much more competitive than hatchbacks. You would think that after 50 years a modern car would match them. It just goes to show what a good design they were in the first place.

We were blessed with good weather. The sun shining all day.

Well done to HDMC for putting a good event on. I just wish the tests were easier to remember.

1st.	Paul Swift.	Mini.	660
1.	Tom Hall.	Mini.	695
2.	Richard Pinkney.	Mini special.	729
3.	Tom Coverdale.	Mini.	758
4.	Sean Young.	MX5.	767
5.	Stephen Dixon.	Corsa.	793
6.	Ben Leighton.	Micra.	797
7.	Mark Nicholson.	Scamp.	805
8.	Archie Simmons.	Midget.	813
9.	Stephen Brown.	MX5.	830
10.	Graham Nicholson.	Puma.	840
11.	Mark Thornton.	Chevette.	851
12.	Peter Masters.	Savvy.	856
13.	Jordan Pinkney.	Mini special.	859
14.	Chris Wilgress.	BMW.	862
15.	John Mayne.	MX5.	877
16.	Robin Hunter.	Seicento.	883
17.	Stuart Moffat.	Micra.	889
18.	Lee Moody.	MX5.	889
19.	Alan Wheatley.	Puma.	892
20.	Philip Mayne.	Mini.	892
21.	Chris Langan.	MX5.	892
22.	Phil Peek.	Micra.	928
23.	Nick Brown.	Seicento.	910
24.	Phil Allen.	BMW.	928
25.	Nathon Wilton.	Corsa.	978
26.	Gary young.	Z3.	Ret

Whitby MC, Autotest, Stunt School, Tue 29th November.

About a dozen drivers turned up, for this floodlit event. Very laid back, and finished with the annual mince pie tossing event. I was a winner at this last year and held the award as the biggest tosser for a whole year. This passed over to Kev Luxmore in his BMW. Due to a tie breaker at the end, both competitors changed to a Mini.

The surface was covered in ice which made it even more fun. The big RWD cars were struggling for grip. The Mazda RX 8 being the most entertaining in the hands of Al McIntyre. The Fwds finding it a little easier. These were made up of two competitors in a BMW Mini, two in a Tigra, a Corsa, Mx5, me in the Proton and two Micras. The Tigra won with John driving followed closely

by Ryan Champion in a Micra and Andy Davidson in another Micra. Both excellent rally drivers, that can turn their hand to any type of motorsport. I think I was about 5/6th. The Renault gearbox, struggling to get reverse.

I have two more auto tests over Christmas. One at Maryport, ran by Wigton MC on the 27th and ours at Ebac the day after. Hope I don't break it for ours.

Whitby 12 car, Monday 12th December.

This started from Champions garage at Castleton. It is always interesting starting from here as you never know what classic cars you find. This time it was, one of the works Subaru Impreza, from the Colin McRae era. Not sure it was one he actually drove. There was the Manta 400 that Stig drove on one of the Yorkshire rallies this year. Also an original 205Gti.

Mike Thornton and I were off at one in the poor little Proton. We were followed by Kev and Al in the rapid BMW. Always watching the rear view mirror as they usually catch us quite quickly. That is if they don't get lost straight away. We never saw them, so either we were lost or they were. The roads were wet and greasy, covered in mud, and fog was also a problem. We had a few near misses with walls etc. Did not make a 90 left and launched the car several feet in the air and landed heavily on a farm track. That ripped the sump guard off, but did not damage the car. We limped to the next control, before undoing the last remaining bolt, to release the guard. Took about 10 minutes, so we drove flat out to last control, thinking we were miles late, only to clock in 2 minutes early, damn! Lost out second place, with that silly mistake. Finished 4th in the end.

It was a really fun night out, for very little outlay. Half a tank of petrol and £10 entry fee. These and auto tests are a very cheap way of competing in motorsport. I only wish more people would have a go. I think, lots of people are frightened of showing themselves up or think you need some special sort of car. Lots of people use cheap bog standard shopping cars like mine.

Two auto tests in Two days!

Wigton MC. Festive Autotest, Maryport, 27thDec

30 competitors turned up for this event. 3 very easy tests were set up at the old factory site. You had a choice of two events. PCA or normal Autotest. I entered the normal one, as I had not brought a passenger and had no passenger seat. It was a hundred mile drive to get here, but as the entry was only £10 and they feed you all day, it was worth it. 6 tests were done before lunch, then we were fed soup followed by delicious cakes. Another 9 tests were done in the afternoon. I think I finished about 11th. Gordon Glendenning was out in his new Stryker, but even he was beaten by a fully sorted Nova.

DAC. EBAC Autotest, 28th December

An entry of 23 cars made for a very good event. This is a new venue for autotests. It proved an excellent venue and hopefully we will be running more events there. Two test areas were set out. One very long and a much shorter one, so instead of doing each area 3 times the longer one was reduced to two runs to even things out.

The Fwd class was a fight between a fully sorted Nova and the minis. Marks Nova, just beating Toms Mini.

The rwd class was also hotly contested. Al's Mazda RX8 putting on a good show as was Kev's BMW and the Escort of John and Philip. John retired the escort after hitting a steel barrier. Bent the chassis and smashed bumper and headlight. But the winner in the end was an MX5 as normal with Steve Brown at the wheel.

Peter

The - I'm too full to eat any more Quiz

It would appear that this quiz would be better suited to Mastermind than the club mag!

I have one entry, which unless I receive any others over February will win the prize. That entry wasn't all correct, so I will change the rules to the most correct entry will win the bottle of plonk!

Simply list on an email numbers 1 to 25 with your answer next to it and send your entry to dacveterans@gmail.com.

- 1 Mixture and Petrol
- 2 132
- 3 Damn Fine V8

Go on, have a go!

Competition open to all DAC members and Veterans, the editors decision is final

- 1 What does the acronym MAP stand for in engine management terms?
- 2 What was the number of the original Durham Ordnance Survey map (red cover)?
- 3 The Ford Cosworth V8 Engine type DFV – what does DFV stand for?
- 4 Who was the primary sponsor of the Group4 Escorts driven by Pentti Airikala and Malcolm Wilson?
- 5 Bagshot in Surrey was extensively used to test rally cars, what was its primary purpose?
- 6 What was the type number of the Tyrell six wheel racing car?
- 7 What is the primary constituent of AdBlu now being used in some diesel vehicles?
- 8 Where on a car may you find a trunnion?
- 9 Which manufacturer produced the first mass production fuel injected petrol engine car?
- 10 How many cylinders did the BRM Type 30 F1 car have?
- 11 Which electronic manufacturer produced the first practical electronic ECU to control spark and fuelling?
- 12 At which British racing circuit would you find Gerrards corner?
- 13 Who first produced the A2 rally tyre?
- 14 Fred Henderson rallied a 1600 Toyota Corolla in the 70's, what was its type number?
- 15 Stig Blomquist was famous for driving which two makes of rally car?
- 16 Hans Thorsellius was the regular co driver for which driver?
- 17 Who is the 2016 World Rally Champion?
- 18 Who holds the record for the fastest F1 lap at Silverstone Circuit?
- 19 Which type of car will the 2017 Toyota WRC car be based on?
- 20 Who was the 1982 World Rally Championship driver?
- 21 How many times has Sebastian Loeb won the WRC?
- 22 Where is the Ferrari headquarters based at?
- 23 Which multiple champion manufacturer will rejoin the BTCC in 2017?
- 24 How many times did Tommi Makinen win the WRC?
- 25 What was the type of Mercedes that Nicki Porter rallied and who was the primary sponsor?

Apologies if the above are a bit techie, but I couldn't make it too easy!

DAC Veterans Register

Sadly no new members to report again this month. As stated last month (and the month before), the Veterans Register is starting to fill up, but I still haven't had any contact from those members who attended the new venue event we had all those months ago. Strange that the person who suggested it hasn't been in touch though! As before, if anyone can send me details, I will pester them and add them to the register.

Many thanks

Marty

Urgent Appeal:

We are in desperate need of venues to run Autotests and other club related events

If you know of anywhere that could possibly be used as a location for an event, could you let me or another committee member know so that we can make contact with them to see if arrangements can be made.

Email me at dacveterans@gmail.com or contact any committee member

Many thanks

Marty

Competition

Courtesy of our President, below is a photograph of a rare car. The first member to email me with make and model to dacveterans@live.co.uk will win a bottle of wine provided by Nicky. Good Luck!!!!



Competition open to paid up DAC Club Members ONLY. The Editor's decision is final.

The Future of Motorsport

I recently watched an episode of *Jay Leno's Garage*, in which the larger-than-life and famously wealthy American talk show host visited a race track with Audi, who brought along two identical cars, except that one was driven entirely by an on-board computer. The autonomous Audi was lapping only 0.2 seconds per lap slower than the human-controlled car. It occurs to me that the computer will just get better with time, until a human cannot match it.

If motorsport is all about the skills of one driver beating the skills of another, does this mean that motorsport will be limited to historic cars only, or at least to cars which are forced by regulation to have old-fashioned, manual controls?

If, on the other hand, motorsport is about manufacturers fighting against each other to prove which car is best, will we care who wins when all the cars are autonomous? The rules could require that each car must carry a 'driver', albeit one with no real purpose. If no people are on board, there will be no need for heavy safety equipment, and no reason for cars not to knock each other off the track, making circuit races like a giant version of *Robot Wars*.

Rallying could survive for a while if the sport returns to secret stages, where the crew are given only the entry and exit points of a venue and must rely on map reading and eyesight. Computers will eventually become better at this, too, but we would have a few more years of human supremacy...

What do people think? What, if anything, can be done to keep drivers in the loop while not pissing off the manufacturers, whose cars and money we want to retain?

Colin Wilson

Forthcoming Events

Rallies

Only a few details were available at the time of publication of this edition of Torque Talk. This section will be updated as soon as more 2017 event schedules become available.

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Marshals</u>	<u>Radio</u>
18 February	Snowman	Inverness	Charlie Munro 07753813784	
19 February	Riponian Stages	Yorkshire	Mark Williams marshals@riponian.co.uk	
24 February	North West Stages	Blackpool	marshals@nwstages.co.uk	
18 March	Brick & Steel	Borders	Guy Wickham	

Autotests

Direct Car Parts will again provide the prizes of vouchers which can be redeemed at Direct Car Parts.

DAC DIARY

All events are either confirmed or are in an advanced state of organisation. However events may be subject to cancellation/re-arrangement at short notice.

Feb 8th Committee Meeting

15th First on scene training - Honest Lawyer

22nd Nog & Natter

March

1st Film & Talk from Pete Masters on his travels

8th Committee meeting

15th Nog and Natter

22nd KARTING night

Officers and Committee Members 2017

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

This list will be updated as and when necessary

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Vacant			Secretary
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