

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

WWW.DURHAMAUTOCLUB.CO.UK

July 2016



A great day out at Witton Castle for the Autojumble and vehicle display and the V16 Auto Union that Hans Stuck Jr took to a new record at Shelsley Walsh

Club nights July/August

Durham Auto Club will 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>

July, August and September club nights:

July 27 th	Grass Track Event	Witton le Wear
Aug 3 rd	Regularity	Nicky Porter date TBC
Aug 10 th	Committee Meeting	Club members can meet in the bar
Aug 17 th	Nog and Natter	
Aug 24 th	Treasure Hunt	Pam Broom - Venue TBC
Aug 31 st	Nog and Natter	
Sept 4 th	Wearside Classic	Nissan see website for Regs/entry form
Sept 7 th	Nog and Natter	
Sept 14 th	Committee Meeting	Club members can meet in the bar
Sept 21 st	Grass Event	Venue TBC
Sept 28 th	Nog and Natter	

A future events diary appears at the end of this edition of Torque Talk

Editorial

Hi everyone,

Well that's been an interesting month! Not just from a politics point of view, but right across the board.

I was starting to get concerned that I wouldn't have enough content for the mag, and to my great relief, Pam, Peter, Fred and Nicky all came to the rescue! Thank you to one and all of you, it really is appreciated.

If the reports in various magazines and papers are to be believed, it would appear that there is hope that the British round of the WRC may be making a comeback into the forests of England and possibly Scotland! This year's rally will be visiting Chester and from what I understand the 2018 rally may be held in England. This would be great news, especially if they manage to get places such as Kielder and Dalby back on the route. Let's hope this is just the start of a long overdue change!

Along with the route changes, some regulation changes come into force in 2017 which will see the WRC cars increase their performance to levels way above what Group B used to be. Additionally it will widen the gap between the WRC cars and the R5 cars. Now I'm a great believer that you cannot have too much power, but I'm beginning to wonder if this specification of car is going a bit too far. I'm well aware that Group B used cars that were a lot more fragile than the current WRC cars, but I can vouch personally for the fact that trees don't move when you hit them. I hope that we don't end up with a situation similar to Sardinia a few years ago, which set the sport back years and heralded near production car specifications.

There's an old saying – to finish first, first you have to finish. Le Mans this year proved just how true this is. With six minutes remaining of the race, the lead Toyota had only to reel off a final two laps to win, what would have been, an historic victory. However, something failed within the internal combustion engine or its ancillaries, and the car ground to a halt with barely thirty miles left to run. In the end the car wasn't classified at all because under ACO rules, to be classed as a finisher, the car has to complete the last lap. Absolutely heart-breaking for the team and especially the crew which included ex F1 driver and Sky F1 pundit Anthony Davison. Porsche will never be as lucky again to pick up a win at La Sarthe

After years and years of making do with the bare minimum, Croft Circuit seems to be well and truly on the up. At the BTCC meeting on the 17th to the 19th June, I was pleased to see that there was a new toilet block opposite the pits, hot water in the toilets at Clearvaux and a really good attitude by the event marshals'. Additionally, the recovery drivers did a superb job in retrieving cars from the circuit during the race under safety car and double yellows so that the race could continue once the safety car had pulled off the circuit. All in all, they had a busy day, especially in the third BTCC race of the day. Some drivers gambled on slick tyres in pouring rain, with the inevitable result as the rain got heavier instead of a dry line being formed puddles and streams started to form across the track. Aiden Moffat must have been the unluckiest driver of the weekend. Having retired from race one and two, he was making good progress in the third race until Mat Jackson – who was on slicks – made heavy contact with him and damaged the suspension. Maybe wet tyres should be mandatory when a wet race has been declared.

At the time of writing, I still have no word on what is happening with regard to the situation in Wales. As stated last month, I will let you know as soon as I have any updates, but at the moment the silence is deafening!

The display of competition cars and Autojumble at Witton Castle was a great success, and I think it is only right that we congratulate Pam on the arrangements for this, and also everyone involved with it. I was disappointed not to be able to attend as I have a load of stuff that I could do with getting rid of! Now all I have to do is persuade James my son that we should put an entry in for the field gymkhana – in his car of course!

Sadly the decision has had to be made to discontinue the Autotests at Croft. It is just not possible to put on an event for ten or less competitors as the sums simply don't add up. Whilst I wasn't at the Committee meeting that this decision was made, I totally agree with it. I hope we can find alternative venues, and in my opinion, run the events on a Sunday, which don't clash too much with other events. However, could I thank everyone including Croft for their time, help and assistance in running the two events which took place.

What I wouldn't have given to be at Shelsley Walsh hill climb at the event that Nicky Porter visited and has supplied pictures and a short report of. I have never heard an open pipe V16 in the flesh so to speak, and I think it must have been awesome – as the American's would say. There are certain engine sounds for a sad person like me that still have the hairs stand up on the back of my neck. The Merlin Spitfire engine, the Lancia Stratos/Ferrari 246 Dino V6 and the best of the lot, the Ferrari V12 F1 engine as fitted to Nigel Mansell's F1 car. I really must get out more!

As I write this, I am on annual leave over in Spain. We always hire a car whilst over here, and this time we were given a Citroen C4. What's special about that you may ask? Well this particular one has the 1.2litre three cylinder engine that was one of the winners in the engine of the year competition (no, I didn't know there was an engine of the year competition either!) so it was interesting to see what this new generation engine was like. I have to say I was very impressed, even with four of us in the car, the hills (mountain!) around Aspe and then down to Murcia were taken with ease. However it was the roads that were the really interesting bit. With tight hairpins, steep curves, some long straights, I couldn't help but think what a superb tarmac special stage it would make. Not that I would ever test a hire car on roads like that for suitability, at least not after Trace told me that I had had my fun and that was enough!

Before leaving on holiday to Spain, I wanted to get the Spitfire to a reasonable cut off point, so I have now stripped the front suspension, rebuilt the wiper motor, clutch master cylinder, prepared the tandem brake master cylinder for reassembly and made a frame for the chassis to sit on while I attend to the body shell, which must be repaired on the chassis so it fits back on (at least that's what the books say about it unless you know better!) One of the callipers is seized solid, but the other one really cheesed me off by squirting brake fluid in my face while I was removing it. Suspect that it isn't seized! Next step is the weldathon!!!

Lewis Hamilton took an emphatic British Grand Prix Victory, which made his team mate look just a bit ordinary in comparison. Sadly he will run out of engines before the season is over, so I totally expect Nico to win the World Championship (if he can remember how to drive the car without the radio on and remembers that you have to turn the steering wheel to go round a corner!). Not sure why Ferrari have re-signed Kimi Raikkonen, as for most of the season he looked like he wasn't interested, despite scoring more points than Vettel. Without "movement" in the driver market, there isn't a chance of some really good drivers in lower formulae ever getting a chance at F1. Most at risk at present I think are Palmer, Bottas, Massa and both drivers at Haas if the press are to be believed. Bear in mind that Rosberg has yet to sign his 2017 contract as well and Button is out of contract at McLaren. How about Alonso to Mercedes and Button to Williams as a starting point?

Glad to say we have had a few more recruits to the Veterans Register, however none of the old members that turned out for the new venue event have registered, and unfortunately I don't have their details to pester them. If you can help with this, please let me know.

Sadly I have to report the passing of Dave Bone, a previous member of Durham Automobile Club and a successful Westfield Seven racer in the Northern Saloons and Sports Cars series run by Darlington Motor Club. He was a very quick driver, even though he suffered from ill health for a number of years.

That's it for this month, good luck if competing, and please keep the reports and articles coming!

Marty



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Chairman's Report

Well the UK "Summer" has arrived or has it?

Another new event for Durham Auto Club was organised by our Social Secretary Pam Broom. The Auto Jumble was held at Witton Castle on Sunday 10 July. We had a large number of cars on display and also DAC members held a Jumble sale of their car bits and bobs. I have heard the weather was good until 2 pm when the heavens opened. Although this did not dampen everyone's spirit and future events have been requested.

We also have a grass event planned for the 27 July at Ed Todd's farm. Pam Broom has circulated an email with information to all club members. The event details will also be published on the Club website and Facebook page as well. These events fill up fast and with a limit of 15 entries for DAC members only you will have to be fast. Spectators are allowed but please advise Pam Broom that you are coming. This will be a good social event for DAC members with a BBQ planned as well.

I also attended the third Croft Autotest on Saturday 2 July. However only 10 people entered this event and 4 were DAC members. The area we are allowed to use is "very grippy", well the number of tyres that the crews used confirmed this. Some crews had to retire due to running out of tyres and only 5 crews finished. So it was very tough on the cars as well as the tyres. But the crews are very competitive and this showed in their preparation and commitment. Well done to Luke Saddington who finished 1st overall and 1st Durham member. Thank you to the DAC members who entered but it is disappointing the number of Durham members who enter these type of events. Ten entries was the bare minimum for this event to run, but the Club cannot continue to run these events at a loss. So we will need to look for another cheaper venue to allow DAC auto tests to continue. If you know of a venue and who to approach for an auto test, please let us know.

Owen and Pam Frankland are venturing on an epic journey the "numbum" round Britain tour to raise money for the Muscular Dystrophy charity. Another club member, Peter Masters is also off for an epic trek around Australia. We wish them all the best of luck on their travels.

The current DAC media and events program has now been running for 6 months and we would like your feedback.

1. Do you find the Website and Facebook page useful? Any suggestions or improvements?
2. Are the emails you receive informative? Do you receive emails, if not let us know your email address?
3. What do you think about the events we have held to date?
4. Are there any events you would like the Committee to consider running?
5. Would you like to organise an event or take on a supportive role?
6. Would you like to know what happens or get involved at the committee meetings?

Just a few questions which will hopefully get you thinking and tell us what you like or even don't like.

Please email you feedback to me at durhamautomobileclub@gmail.com.

If you are out competing keep safe and let us know how you got on and we hope to see you at our future club events.

Andy Brown

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!



Results from Navigational Scatter, 15th June

1st.	Gordon and Alistair Dundee.	Juke.	14 pts
2.	Simon Jennings/Clive White.	106.	14
3.	Joan and Lindsay Wood, Pauline.	Focus.	13
4.	Andy Brown/Pam Broom.	Proton.	12
5.	Owen and Pam Frankland.	MGB GT.	8
6.	Bob Cook/Victoria Wilcox.	Corsa.	7
7.	Amy Brown/Wian Opperman.	107.	4
8.	Peter and Sue Sewell.	Arosa.	-7
9.	Stuart Anderson/Chris Thirling.	Too many beers, never left start	

The crews had a choice of 20 clues to find, but only had to visit 15. All crews had funny stories to tell. Andy and Pam had problems getting in and out of the Proton with its full cage fitted. Owen and Pam had problems plotting route, which took about half an hour. Stuart and Chris never left the pub. Peter and Sue had some minor falling out, even changing driver and navigator roles. Amy managed to have 2 minor scrapes, just cosmetic though. Would have tied for 1st if not 10 minutes late. Gordon/Alistair and Simon/Clive had no real problems. Both finished with the same amount of points, but Gordon managed to answer the tie breaker and also got the sign at Hardwick with country park on. Simon/Clive also got a Hardwick sign, but did not have country park on. Joan/Lindsay/Pauline got the most clues, if a little suspect about the one at Westerton, but came in a little late.

Some had problems finding the correct ornate village sign in Bishop Middleham, but at least two found it. The Mainforth ornate village sign was easier to find. Must admit, that I never went to these two villages. I just googled them.

Everyone seemed to enjoy the evening.

Peter Masters



DAC Veterans Register

Glad to say that this section is continuing to grow – slowly! And as I said in the editorial, we still haven't had anyone from the new venue night join, so if you could help please. I was very pleased to welcome Tiger Hodgson, Adrian Brown and Ian Simpson to the group (thanks Nicky!) The email address for those interested is dacveterans@gmail.com. I will add you to the mailing list for the magazine and also keep you posted of any events which may be of interest to veteran members.

Many thanks

Marty



New Members of the Veterans Register, Tiger Hodgson and Adrian Brown.

Croft Autotest – 2nd July 2016

After cancelling the 2nd planned Autotest at Croft on the 14th May due to insufficient entries, 13 received/promised entries were received so it was decided to run the event, but only 10 turned up. Two test sites were set up on a windy but generally dry day, due to the small number on entries a total of 24 tests were run. The effect of running so many tests was the amount of tyre wear, with at least 7 tyres destroyed and some competitors going to Darlington during the lunch break to get more tyres. Due to various reasons (tyres, noise and clutches) the number of competitors that completed the 24 tests was only 5. There was a close battle all day between Luke Saddington, Sean Young and Graham Nicolson, Luke pulled away to win with Graham dropping to 3rd after his clutch failed.

Thanks to Peter for drawing the tests and to all those who marshalled on such a windy day..

Number	Name	Car	Overall	Class
1	Lee Moody	Mazda MX5	9th	2nd
2	Luke Saddington	Mazda MX5	1st	
3	Sean Young	Mazda MX5	2nd	1st
4	Richard Howell	Smart Roadster	10th	3rd
5	DNS			
6	Graham Nicolson	Ford Puma	3rd	1st
7	Allam Wheatley	Ford Puma	6th	4th
8	Liam Nelson	Ford Puma	8th	6th
9	Nick Brown	Fiat Seicento	7th	5th
10	Robin Hunter	Fiat Seicento	5th	3rd
11	Peter Masters	Proton Savvy	4th	2nd

Three Counties Stages 2016

For this event we ventured a little further south than we usually travel. Well OK a lot further south to an airfield near Taunton. The three counties stages organised by Bournemouth and District Motor Club clashed with the Summer stages at Crail. But as Ed's Brother was doing this event we decided a bit of Todd family competition was on the cards. So after a full fibreglass repair and a test drive driveshaft failure was fixed, we shipped Team Fury south to Smeatharpe.

Upton airfield near Smeatharpe is small and like Croft has a noise curfew. No competing cars were allowed to be revved until after 9am. So we had to pass scrutineering first and noise test was done on the way to the first stage. So if you failed noise test you had to return the service area to make your car quieter and miss your turn in the queue to start stage 1. The event was comprised of 8 stages and had to be finished before the curfew started again at 4pm.

We had shod the GTM in new rubber and some of the southern competitors were saying it was very abrasive and slippery, huh????

On the 1st stage we were badly held up by a MK1 Escort losing us some 15 seconds or more. We tried to overtake the Escort but hit a large metal object which had fallen off another car, very hard with the rear wheel. The rim was dented and the tyre had damage to the side wall but it would serve us well for the rest of the rally. A quiet word with the driver was required to prevent a further occurrence on stage 2 and to reduce the red mist I had.

On stage 2 we caught a Cosworth powered 4 wheel drive Ford Anglia. OMG that thing could accelerate but we always caught it in the tight sections. We were over 30 seconds quicker on the second stage so we can only guess how much we lost on stage 1.

The service between stages was very limited as the organisers tried to keep the rally on schedule. As there were no results available after stage 2. We headed into stage 3 and pushed a bit harder in the drying conditions. We were on the ragged edge in places but the car felt great, apart from the brakes which were a tad hot. Stage 4 was much the same and we were quicker by 16 seconds. I couldn't believe we had completed 4 stages and it wasn't even mid-day yet.

What was more of a surprise was the results. We were lying 3rd overall after the following stage times.

SS1 => 4th fastest – remember we were baulked by a MK1 Escort.

SS2 => 2nd fastest

SS3 => 1st fastest by over 5 seconds

SS4 => 2nd fastest only dropping 1 second to a Toyota Corolla WRC

We were now only 5 seconds off the lead and 3 seconds off second overall.

To say we were amazed was an understatement, and now the pressure was on to bring it home in a podium position.

The stages were reversed after lunch, so stages 3 & 4 became stages 5 & 6. Stages 7 & 8 were reversal of stages 1 & 2. "No Pressure Ed, take it easy and bring it home" had no chance as it started to rain. Coming into the final hairpin we hit a patch of mud and spun the car, "gently nudging" the tyres. Ouch the newly repaired rear clam was again slightly second hand.

We started to get a mis-fire in stages 6 & 7 which we put down to the rain splashing up onto the coil pack. We fitted a deflector and headed into the final stage. Again I said to Ed to take it easy and bring it home. Nope we posted another fastest time beating the Toyota WRC by 2 seconds.

Final results were posted at 2.30pm and we finished an amazing 3rd overall, 4 seconds off 2nd place. The Toyota Corolla crew had a surprise at our pace and they had to push very hard to pull back the time. As the conditions worsened in the afternoon they managed to pull some 13 seconds ahead of 2nd place ensuring a win.

Andy.

Autojumble and Car Display at Witton Park 10th July 2016

With only a few weeks to prepare for our inaugural Auto Jumble and Car Display we really were not sure what to expect....The phone and my 'Inbox' were pretty busy with enquiries and bookings the week before the event and we were pleasantly surprised to be expecting more attendees than we had envisaged.

The day dawned bright but cool and when Chris Thirling and I arrived at the Castle to set up at 9am Reiner Stockell was already there and waiting. The new Club Banners arrived with Joan and we were soon set up and ready with a steady stream of display cars and 'Jumble Sellers' arriving. Including Stuart Anderson with a horse box full of gear!!

We were all set up before our start time of 11am as our first visitors to browse arrived early..

The Weather Gods smiled on us to start with. A dry and sometimes sunny morning provided us with a good start to the day! Very quickly we were getting requests from sellers and visitors to hold these events more frequently as there is an apparent shortage .. perhaps 2 or 3 times a year!

We ended up with 14 cars on display...Rogers stage prepared Puma ,Bobs 'Scooby ' and Lewis's Monaro being the most modern, Nicky Porters Mercedes rally cars from the Golden years of rallying were stunning in the sunshine. We had various MGs of different ages and from different disciplines and a Mini Marcos. Pam and Owen brought along the car they are doing their Round Britain Trip in.

I am not sure how many of our 9 stall holders sold items or how profitable it was on an individual basis, but the feedback from stall holders and visitors was so positive ! (I know Christ Thirling **spent** far in excess of what he made!!- well done Chris!) We did not have masses of visitors and I think for future events we need to look at better marketing and advertising but without doubt we could make this into a BIG event with a bit more effort!

The heavens opened at 2pm and we all got soaked within seconds by 2.30 it was evident that our visitors had opted for an afternoon in front of the TV to watch the Tennis Final, the Grand Prix from Silverstone or the pre event coverage of the EURO 2016 Football Final!. We had packed up and were on our way by 3pm.

Thanks to Nikki Halliwell and daughter Sam who organised a 'Guess how many balloons in the Mini' which raised £36 for Pam & Owen's Round Britain Trip to raise money for their Muscular Dystrophy Charity! We also got £8.32 in miscellaneous donations for the Charity! Excellent (There were 148 balloons in the car and the winner was Rhys Garlick from Darlington. He won a remote control 4x4 and Nikki was delighted when he turned up to collect his prize in a Mini!)

We got a couple of new members that attended the day, and it was good to see some 'ex Durham members' as well who we hope to see again in the future..

Thanks also to Chris Thirling, Nikki again and Joan Wood who all helped on the day.

And of course a BIG THANK YOU to everyone that brought cars and stalls.

We must also give thanks to Witton Castle Country Park who provided us with a beautiful venue. We had lots of space and great facilities to make use of. We hope we will be able to use this venue for future events. I would certainly recommend the bar and restaurant anytime you're in the area...



Pam





Shelsley Walsh Historic

This was a magic moment this weekend, when Hans Stuck junior drove his father's car up Shelsley-Walsh Hill Climb some 80 years after his father set a new hill record in 1936.

Wow!! The V 16 engine sounded GREAT!!

Notice the Twin Rear Wheels that were fitted to the car for the Hill Climb. That is Hans Stuck Junior in the back of the picture.

The Rally driver group consists of Jimmy McRae, Ian Grindrod, David Llewellyn, Mike Broad and Russel Brooks.

Nicky Porter











Some of the superb cars on show at Shelsley Walsh.

Letter to the Editor

Don't get too fruity

There is no doubt that Health and Safety combined with Nanny State thinking are in many cases just making our lives a joke. The problem seems to be that people cannot always make a clear judgement, so everything has to be black or white and, to be on the safe side, let's make it all black.

We have all heard about the kids supposedly stopped from playing conkers and most people can come up with a similar story of something just as simple and equally as stupid.

So it should come as no surprise when I recently read about a young lady parked at a set of traffic lights and eating a banana, who then found herself with three points and a £60 fine. You have to ask, where has it all gone wrong: especially as I would not have been at all surprised if, while the Police Officer was booking this young lady for not having any proper control of her vehicle, there would be people driving passed using their mobile phones, probably trying to adjust the Radio Station and possibly trying to put a quote on Social Media from a hand held phone.

Since people have started going around killing other people while using a mobile phone, it now appears that anybody who is not firmly grasping the steering wheel with two hands is committing an offence, or at least that is how it seems. On a danger scale of one to ten, where does a banana fit in? I would think about 0 of 1 point.

Let's remember that since people have been driving, lorry drivers in particular have always enjoyed a bacon sandwich on the move, despite for most of that time not having power steering, a synchromesh gearbox and not even good quality brakes. We all know that the only danger this presented was to themselves in the sense that they became fat and overweight with eating unhealthy food and then finished up with Diabetes. But cause an accident by eating? I have never even heard of it.

But, fast forward to the mobile phone and here we have a different animal. Not just a mobile phone but a sat-nav set on the move and there is texting and communicating on social media. And let us remember for a second we have all been guilty at one point or another of using a mobile phone on the move but I hope, like myself, people have now realised how dangerous and antisocial it is and have discontinued the practice. Whether you drive with one hand or two, is not the issue and never has been.

As a former rally driver when cars were simple, I have covered many miles of special stages at a good speed and because of the need to change gear every few yards, use a handbrake from time to time and then have to worry about a few other things, sometimes 40% of the route would be covered with just one hand on the wheel: then perhaps I would take my hand off the gear lever and on to a Mars Bar after the stage was complete. But the big difference is that at no time did I have any mental distractions.

The big difference between using a mobile phone and eating a banana, the banana would not bring on a heated argument; a banana cannot tell you that if you don't get your backside home, your dinner will be in the dog, or some other life crisis that makes it impossible to concentrate and drive safely.

I believe that texting and social media are even more dangerous because they take up so much mental energy and leave none for driving. There are even a few other pastimes that are not good for driving and concentrating: firing up a cigarette cannot be that safe. I was also unfortunately enough to have a good friend of the family whose child in a rear baby seat for some reason became unsettled and the Mum turned round out of motherly love to see what was wrong, veered across the road and caused a double fatal accident.

Now that is a difficult one to deal with, but it reinforces how people are distracted and are not in control of their vehicle when they are in contact with another human by person, by phone or by text, which also brings into question hands-free systems: whereas if their only crime is to be in contact with a banana, they are hardly going to finish up in a road accident because they are still in complete control of their car.

There seems to be something about these Police Officers that are trying to make a statement with a case like the banana; maybe they are not getting out enough. I have also heard of someone who had been fined for eating an apple. By God! These fruits are hazardous! But I have never heard of anyone being fined for lighting a cigarette, setting a sat nav, or one or two other things that are a bit marginal. Whatever happened to the Police Officer who would issue a firm dressing down for such a minor offence thereby going a long way to avoiding repeat offending. I suppose being given a good bollocking at the roadside is now a breach of the driver's human rights and it's the Police Officer that would get censured.

I have to point out that I am not suggesting everybody should push on and have lunch on the move, but we need to realise if the difference between safe and dangerous driving is one hand on a banana or apple – or even a firm pear – then that driver should not be on the road in the first place.

Now, let's go to the other end of the scale and prove we are not 'jobsworths'. But better still, let's have a campaign to stop people using mobile phones in vehicles. I would love to get something going where people blow their horns continually when they see somebody using a phone. Can you imagine the racket in a town centre and the embarrassment of people on their phones: and maybe then we will start to save lives.

Fred Henderson
Breakdown Doctor

Forthcoming Events

A future events diary appears at the end of this edition of Torque Talk

Rallies

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Marshals</u>	<u>Radio</u>
Sun 7 th August	Tyneside Stages	Otterburn		Lindsay Burnip poshbirdincontrol@btinternet.com
Sat 13 th August	Grampian Stages Rally	Aberdeen	www.grampianstages.co.uk	
Fri 19 th and Sat 20 th August	Ulster Rally		www.ulsterrally.com	
Sat 10 th September	Galloway Hills	Castle Douglas	jibwallace@tiscali.co.uk	
Sunday 11 th September	Pendragon Stages	Warcop		Lindsay Burnip poshbirdincontrol@btinternet.com
Fri 30 th Sept Sat 1 st Oct	Rally Yorkshire		www.trackrodmotorclub.co.uk	
Sun 9 th October	Cheviot Stages	Otterburn		Lindsay Burnip poshbirdincontrol@btinternet.com
14 th -16 th October	Mull Rally	Mull	http://mullrally.org/marshal-registration/online registration	http://mullrally.org/radio-reg/

Autotests

Due to lack of numbers, and the financial impact of this, the remaining rounds of the DAC Croft Autotest Series have been cancelled.

Thanks to Direct Car Parts for their sponsorship of the events which took place

Hartlepool & District Motor Club - Dates for 2016

1. 28/08/16 Aug Clubman A/T & PCA AFW (b/h) (Practical Car & Van Hire)
@ Seaton Carew
2. 25/09/16 Sept Nat B/Clubman A/T (Tones Cars.co.uk) @ Seaton Carew
*
3. 23/10/16 Oct Clubman A/T AFW (Practical Car & Van Hire) @ Seaton Carew

AFW = all forward

(Events marked * are possible Association Autotest championship dates)

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.

April 27 th	Nog and Natter	
May 4 th	Navigational Training	Andy Brown (bring map 88, pencil, rubber and torch)
May 11 th	Committee Meeting	Club members can meet in the bar
May 14 th	Croft Auto Test	see website for Regs/entry form
May 18 th	Treasure Hunt	Pam Broom
May 25 th	Nog and Natter	
June 1 st	Nog and Natter	
June 8 th	Committee Meeting	Club members can meet in the bar
June 15 th	Scatter	Peter Masters (Start/finish Honest Lawyer)
June 22 nd	Nog and Natter	
June 29 th	Marshals on line course	TBC
July 2 nd	Croft Auto test	see website for Regs/entry form
July 6 th	Committee Meeting	Note new date! Club members can meet in the bar
July 10 th	Auto Jumble and Car display	Pam Broom - Witton Castle
July 13 th	Nog and Natter	
July 20 th	Nog and Natter	
July 27 th	Grass Track Event	Witton le Wear
Aug 3 rd	Regularity	Nicky Porter date TBC
Aug 10 th	Committee Meeting	Club members can meet in the bar
Aug 17 th	Nog and Natter	
Aug 24 th	Treasure Hunt	Pam Broom - Venue TBC
Aug 31 st	Nog and Natter	
Sept 4 th	Wearside Classic	Nissan see website for Regs/entry form
Sept 7 th	Nog and Natter	
Sept 14 th	Committee Meeting	Club members can meet in the bar
Sept 21 st	Grass Event	Venue TBC
Sept 28 th	Nog and Natter	
Oct 5 th	Nog and Natter	
Oct 12 th	Committee Meeting	Club members can meet in the bar
Oct 19 th	Nicky Porters Adventures	TBC
Oct 26 th	Nog and Natter	
Nov 2 nd	DAC Members Video Night	TBC
Nov 9 th	Committee Meeting	Club members can meet in the bar
Nov 23 rd	Table top Rally	Gordon Dundee
Nov 30 th	Nog and Natter	
Dec 7 th	Nog and Natter	
Dec 14 th	Committee Meeting	Club members can meet in the bar
Dec 21 st	Quiz	John Nicholson
Dec 28 th	Nog and Natter	

Officers and Committee Members 2016

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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Torque Talk will be distributed the third week of each month

Disclaimer:

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