

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

WWW.DURHAMAUTOCLUB.CO.UK

July 2017



A super day out at Witton Castle! Best in Show, the BMW of Keith Bates and the Class 1 winning Austin of Kenny Gill. Full report inside.

Club nights May/June

Durham Auto Club now meet every Wednesday at 8:00pm at the Honest Lawyer Hotel (see address and web link below).

Honest Lawyer Hotel, Croxdale Bridge, Croxdale, Durham, DH1 3SP.

<http://www.strhotels.co.uk/honest-lawyer-hotel/>

Durham Auto club Website

<http://www.durhamautoclub.co.uk>

Forthcoming Events

2017 Calendar

AUGUST

2 nd	Nog & Natter	Honest Lawyer	8pm
9 th	Committee Meeting	Honest Lawyer	8pm
16 th	Nog & Natter	Honest Lawyer	8pm
23 rd	Nog & Natter	Honest Lawyer	8pm
30 th	Regularity Practice/fun	Start Romaldkirk –Finish Hamsterley	TBC

SEPTEMBER

3 rd SUNDAY	DURHAM DALES	NISSAN	TBC
6 th	Treasure Hunt or Scatter (Lindsay)	Venue & Time	TBC
13 th	Committee Meeting	Honest Lawyer	8pm
20 th	QUIZ NIGHT	Honest Lawyer	8pm
27 ^h	Nog & Natter	Honest Lawyer	8pm

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

Editorial

I know, the magazine is late again! Sorry about this, but I had wanted to try and get a report of the event at Witton Castle (Thanks Nicky!) and also some pictures of said event. I'm still waiting on the photos, so I hope to have them in next month's magazine.

Talking of which, what a superb event Pam Broom and the team put on at Witton Castle! Sadly I couldn't be there on the day, but from what I have heard, it truly was a super day. These sort of events can do nothing but good for the club. It raises our profile, and because it was well organised people will look forward to the event next year. Hopefully this event will become a staple of the club year, and in conjunction with Witton Castle we will all benefit from it. There are echoes from the past in relation to this, as years ago, we used to do quite a lot of things at the County Show which was held at Lambton Lion Park (perhaps we can leave out the Piano smashing competition though!) So to everyone who helped organise, exhibited or attended well done!

Later in the mag, I have published an excerpt from a publication that is sent to scrutineers of the MSA. With due deference to the MSA, I have no qualms about doing this as it is most definitely safety related. I for one had no idea that fake or copy seat belts were being sold. I really do hope that competitors aren't purchasing these items as a means of saving money and that they genuinely didn't know that what they were purchasing was of dubious origin. When I decided to go racing, my wife was fully supportive of me doing this on one proviso – that safety was paramount and I bought the best safety gear and equipment that I could afford. I would have done anyway, but it gave great peace of mind, especially when things went wrong. Please check that all safety equipment in your competition – or for that matter road car - is up to scratch and fully operational. Finding out that it isn't during an accident or fire is the wrong time to find out it isn't.

Talking of safety, the FIA has decreed that the HALO device will be mandatory on Formula One cars from the start of the 2018 season. Why? How many accidents have there been in Formula One in the last forty years that a HALO device would have served some purpose? Possibly one! The injury that Felipe Massa suffered when a piece of spring from another car hit him would in all likelihood not have had a different outcome with the HALO device available. However, I have some other concerns with this device. Firstly, if a chip in a windscreen of a road car is deemed of sufficient concern to vision to warrant an MOT failure, what price a 20mm piece of carbon fibre at 210MPH? Secondly, for the HALO to do its job of protecting the driver from an errant wheel for example, it has to be very strong. What would happen if a driver was to get struck by the HALO itself during an accident (take a look at Fernando Alonso's accident when he comprehensively destroyed his McLaren at the Australia Grand Prix in 2016) Finally, the HALO has no place on an open wheel racing car. For drivers uncomfortable with this, perhaps they could try Sportscar racing or maybe consider another vocation.

I had the chance to drive a new Mercedes C Class Coupe the other day. What a terrific vehicle! Twin turbo's, nine (yes nine!) speed gearbox, switchable exhaust noise and "adequate" performance. However, its party piece was that it actually parked itself! Now this is all very clever, and I was impressed with the technology involved. However, with adaptive cruise control which slows the car down if you get too close to the car in front and stability programmes as well as a myriad of other "toys" is the modern day car getting just a little bit too clever? After the car parked itself, the salesman asked me what did I think? I said that it was very impressive from a technical standpoint, however I can drive and would never use it. Don't think that was the answer that he was hoping for!

The WRC seems to be heading Sebastian Ogier's way as the guy seems to be peerless at the moment due to the fact that if he doesn't win, he secures a high placing. However, I'm sure that Thierry Neuville will continue to push him hard. Next round is the Neste Finish Rally (why isn't it the 1000 Lakes or have I just gone into fuddy duddy mode?) and then the Rally Deutschland which all things being equal I hope to be able to provide a report on. Watch this space!

I was absolutely chuffed that my pal Eric who passed away in March left me - among other things - his collection of resin model rally cars and also a whole load of rallying books and memorabilia. Amongst the books was the official programme of the 1991 Lombard RAC rally. It was really interesting reading the entry list, 177 entries with some future stars in the making and drivers such as Juha Kankkunen and Carlos Sainz at the top of their game. However it was the route that really caught my attention. Harrogate to Chester, Chester to Chester via Wales, Chester to Harrogate via the Borders and Kielder and finally Harrogate to Harrogate via Olivers Mount and the classic Yorkshire forests. A true test of car and driver which makes the current Wales Rally GB seem a bit of a quick run out in comparison. I know that Wales Rally GB is the best we can hope for these days, but I for one hanker for how it used to be. For those that can't remember, the event was won by Juha Kankkunen in a Lancia Delta Integrale with Kenneth Ericson second in a Mitsubishi Gallant by 2m 52s. Thanks Eric!

Like or loathe him, there is no doubting that Lewis Hamilton certainly did the business at the British Grand Prix. His qualifying performance was electrifying – half a second near as makes no difference quicker than his team mate in the same car. Half a second doesn't sound much, but that is blitzing territory in Formula One! His race performance was just as impressive. Even without their tyre problems, the Ferrari's weren't going to get near. Incidentally, although they looked the same, the tyre failures that Ferrari suffered at the end of the GP were not identical. One was (according to various reports) a tyre failure due to wear (Vettel) and the other was a puncture (Raikkonen) Either way, with only one point between Vettel and Hamilton, it's very definitely all to play for!

The Government has decided that all Diesel and Petrol cars will be banned from 2040. This isn't quite as it seems, as that doesn't rule out Hybrid vehicles. Volvo have already decided that all of their cars in the future will be Hybrid, and BMW have just announced that they will be building a electric version of the Mini in Oxford. So is this a non-event? Maybe, but there is a real problem – where is the electric going to come from to power electric vehicles, and where are the charging points going to be placed. If you think about it, there aren't that many electric vehicles on the road at present in comparison to the rest, but if that mushrooms, where is the infrastructure. We are already being warned that we don't have enough generating power to keep household lights on in the future without more power stations. Unless there is a massive leap in technology, especially in battery technology and solar electric generation, this strategy is just pie in the sky.

No progress on the Spitfire to report, but loads of work done on the old Merc. Lots of sanding, filling, more sanding, more filling and finally finishing coats of paint. However as proud as I was with what I had done, it just didn't look right. The reason being that there are four different versions of Azurite Blue, and the paint I had wasn't the right version. So that will be back to more sanding! Apparently the paint I needed has more green tint in it – the car is blue so there you go! Bit like the green on a Saab 900 turbo I once had, one of the tints was bright orange!!!

That's it for this month, good luck if competing

Marty

Chairman's Report

As the pace increases to a sprint for the August holiday period, things have been very hectic and will continue up to at least November for me.

In July we held the Classics at the Castle car show at Witton Castle. I won't say too much about the event as there will be a report later in the magazine. What I would like to say is a massive thank you to the members of the sub-committee headed up by Pam Broom and the Marshals who helped on the day. I had a great time working with an amazing team of enthusiast club members who worked tirelessly to put on a great and successful event. For next year we would like to continue using a sub-committee to help organise the event but we will need a lot more people to help out so that workload is kept to a manageable size.

Last week we held a Treasure hunt which I organised using a new format. I wondered why my ears were burning as I sat in the Honest Lawyer drinking a cool pint. Haa haa I may need to tweak my format slightly as a lot of crews struggled to find the clues. Good job I didn't force everyone to use the expert clues. ;0) Report later in this magazine.

We have many club members taking part in the Northern Dales Classic at Eastgate cement works. I wish everyone competing good luck on this cracking event run by Hexham Motor Club. By the time you read this report the event will have already been on so I'm hoping there will be many DAC members in the top ten.

Some updates for future events.

- A regularity event on the 30 August.
- Wearside Classic is still on track for the 3rd September and entries are starting to come in for this event at Nissan Manufacturing Plant.
- A Treasure Hunt on 6th September
- A quiz night on the 20th September
- We have secured dates for two auto tests at Ebac. 1st October and a date TBC in between Christmas and New Year. Keep looking at your emails and the DAC website for information on the auto tests.

So a busy time in August, September and October for DAC members.

As chairman, I set myself a target to get over 100 members in 2017 and I am pleased to report that we have broken that target within 6 months, with new members from The Classic at the Castle and entries for the Wearside Classic.(Announcement & MORE on this Next Month!!) DAC hasn't had this level of membership for many years so I am proud of the Club and Committee members who have worked hard to put on events to not only attract new members but to keep current members entertained and interested. We also get a good turn out on every club night, but now that we have over 100 members where are you all at? Surely you are not all staying at home watching Coronation Street. Make Wednesday night your club night and come along to meet your club members in a great meeting venue.

Andy Brown

Chairman of Durham Automobile Club



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DAC: Witton Castle. "Classics at the Castle" Sunday 16th July 2017.

What a GREAT Day!! We were blessed with good weather and a large turnout of around 200 classic cars on show.

Planning for our Classic Car Show started in the New Year. A date was arranged and some basic planning was put in place.

During the spring, things started to speed up and a small show sub committee was formed consisting of Pam Broom, Andy Brown, Stuart Anderson, Chris Thirling, Peter Sewell, Nicky and Wendy Porter

Gordon Dundee, Roger Broom and Sue Sewell helped and advised when required. Several meetings took place in various hostleries to discuss the show format and the timetable for the run up to the show as well as on the day.

There was a lot to organise!! Pam Broom took over the administration with help from Sue Sewell when it came to making all the signs and then handwriting the certificates for 'late comers' on the day. Chris Thirling took on Health & Safety and wooden stakes and there were plenty of those!!

Stuart Wilkinson was charged with advertising, PR and helping recruit sponsors for the event and the rest of us helped where we could.

On the run up to the show weekend we found that the General Manager of Witton Castle had left his job. However, Pam soon found his replacement and did the final set up with him.

On the day before the show when many members turned up to peg out the site we learnt that the replacement had left his job!! Pam set off to find the site owners son, Tom Hague who finally sorted out a few problems. Panic over!!

During the run up to the show, we started to advertise in the local media as well as Facebook and other social media. We had plenty of hits!! But with about three weeks to go we only had about 30 entries, which was very disappointing, However in the last two weeks entries started flooding in and Pam was working all hours to keep up with demand. And a great job she did too!!

The day before the show, the working party arrived to measure and set out the show ground field, this took around three hours.

Sunday the 16th of July dawned as a bright morning. Peter Sewells marshals were all on duty before 8.30 am and the final preparations were sorted.

The clubs Gazebo was raised and paperwork made ready.

Show cars started to arrive and were marshalled into position with plenty of space between the cars. Most cars were in place by 10.30 when Neville Wright and his fellow judges started to judge the 200 cars that had arrived. What a turn out with many very special cars amongst the entry.

The show field was a picture with the show cars grouped together, the classic tractors in a nice little group, the classic motor bikes standing proud at the front and the modern modified cars at the rear. The cars were lined up in decades, starting with the pre 1950's through the 60's, 70's, 80's,

90's and a new millennium class which proved very popular with a great turnout. Oh, and the DAC Rally Car turn out was pretty impressive!!

The public started to arrive around 11am and we were surprised by how many cars were being parked up. The large car park was soon getting full.

The Ice cream van was doing great business as was the Castle's dining room and burger bar.

The show field was alive with picnic's and drinks as well as much chatter and banter.

At 3.00pm the class winners were brought forward into the winners enclosure to be judged for the "Best Car of the Show" This took sometime to sort out as the standard was very

high. At around 3.40pm the BMW M3 was chosen as the best car and a Honda Civic modified car won the best interior.

All the class winners and runners up were then awarded prizes.

The Butterwick Hospice had a good day with their Tombola, also Nikki and Sammie Halliwell's "Guess how balloons in a Mini" proved very popular.

The Auto jumblers did good business and were happy as were the IAM who signed up a few people for advanced level driving lessons.

Peter Masters was very keen to get the DAC membership up to 100 members. He signed a few new members on the day and is nearly there. There is a bottle of bubbly for the 100th member so as we are very close, please lets try to get a few more members to join in the near future.

So, thanks to all the DAC members for your help on the day. It was a GREAT DAY and we should be all proud and well pleased with our efforts.

Our last job was to clear up the field and make sure it was left as we found it.

After the great success of the show this year we feel that we have established a great event and DAC plans to go ahead with a show next year.

However, this kind of event is new to DAC, we all learnt a lot about running an event of this type. Next year we will stream line things to make it better as I reckon that we will get an even larger entry!!

We have had many very positive and favourable comments about our show and how pleasant and well drilled our organisation was.

Roll on July 2018!

We would like to convey our thanks to the following. (AND anyone else we have missed!)

Witton Castle owners: Shorewood Leisure Group.

All show participants.

All Autojumblers.

All our Sponsors.

Sue Sewell, Gordon Dundee and Roger Broom (For helping whenever called on!)

Simon Jennings for drumming up some great sponsors.

The ice cream lady who came at very short notice!

Nicky Porter



The Beautiful AJS of John Pye (not the DAC John Pye!) which won Class 11

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Treasure Hunt

It was my turn to run a treasure hunt on 19 July. DAC is normally found competing in the Weardale area but I would introduce the DAC Treasure Hunters to the North East of Durham.

The type of clues and answers would be slightly different as well. Each crew would be provided with a list of map references which they would drive too and find a sticker with a map reference and a letter. The map reference guided them to their next point. The letters would be used to complete a final question (a country in Europe).

Beginners got all of the map references, Semi experts got 75% and Experts got only 50%. Out of 7 competing crews only 3 tried the semi expert answer sheet. Everyone else used the beginners answer sheet.

The route of 50 miles started at the Honest Lawyer and traversed the North East of Durham to as far as Haswell and finished back at the Honest Lawyer.

Judging by the answer sheets the furthest anyone got was the Kart track at Warden Law.

Results

- | | |
|-----------------------|--------|
| 1. Gordon and Janelle | 18 pts |
| 2. Peter and Amy | 15 pts |
| 3. Owen and Pam | 12 pts |
| 4. Roger and Pam | 9 pts |
| = Mick and Ben | 9 pts |
| = Ian, Sammie and Tom | 9 pts |
| 7. Sue and Peter | 8 pts |

Andy Brown

Excerpt from MSA Scrutineers Bulletin

Fake harness

Some more fake harnesses have surfaced, this set were found at an event in Belgium. The photos show the harness after it had been submitted for testing, and as you can see the harness attachments have catastrophically failed. This highlights the importance of identifying counterfeit products.



The advice given previously in this Bulletin remains valid, if you carefully check labels you can usually find something that indicates it is not genuine product. The first thing is to make sure that you are fully familiar with FIA-homologation labelling requirements, the individual manufacturer's labelling and the product itself. Scrutineers cannot reasonably be expected to examine products in detail, but in the past fake harnesses have been identified by the webbing being a slightly different colour, the weave of the webbing being slightly different, the stitching pattern being different, the finish on the metalwork being different, the detail of the metalwork being slightly different etc.

If you are suspicious of any piece of equipment it is always worth asking the competitor where it was purchased from. If the response is "on-line" be more suspicious, for most of this counterfeit equipment is sold through the internet from 'anonymous' sites. The advice to give to competitors is always to buy from recognised and reputable sources.

ROPS padding

Regulations exist relating to ROPS padding to protect the vehicle occupants in areas where the helmet or body may come into contact with ROPS members. The security of this padding is vital to its effective performance. Often the padding only covers the inside half of the tube (closest to the occupant). This is fine; however, the padding must be secured so that it cannot rotate around the tubing. Attaching the padding with cable ties alone is not enough, an adhesive tape should be used to secure the padding in position with the cable ties as a secondary securing method. Indeed, FIA-homologated padding is supplied with double-sided tape.



Frayed helmet strap

A Scrutineer at a recent event was presented with the helmet pictured here at pre-event scrutineering. As can clearly be seen, the helmet strap is severely frayed, and it is safe to say that it cannot be expected to act as required in the event of an incident. Such damage is clearly not acceptable, and it goes without saying that the helmet was rejected. Remember that in cases such as this, the MSA helmet sticker – if the helmet already bears one – should be removed from the helmet.

LED lights in Road Rallying

Road Rally regulations are specific in not permitting LED auxiliary lamps, or retrofitting LED headlamps, as per regulation (R)18.5.5. The only time an LED lamp can be used on a Road Rally is if it is a Standard Part for the vehicle – see the definition of Standard Part in Section (B).

The two photos below were taken by a scrutineer at a recent Road Rally event and show LED bulbs retro-fitted into both an auxiliary lamp (left) and a headlamp unit (right), in both cases a clear contravention of (R)18.5.5. They can often be hard to spot, (until the lamps are turned on!) but the retro-fit LED bulbs often have an electronics module to the rear with cooling fins, or a remote module near the lamp, so look for unusual wiring routes.



The Honest Lawyer, Croxdale Bridge

Durham DH1 3SP

The hotel's renowned AA rosette awarded Baileys Bar and Restaurant. Food served all day, offering a quality combination of locally sourced food, a relaxed atmosphere and friendly service.

Menus change seasonally, created by respected Executive Head Chef Harry Bailie, with inspired dishes and hearty classics.

Bailey's bar offers a more relaxed dining option, where dishes such as the popular Homemade classic steak burger; fish and chips served, along with an extensive selection of beers, wines, spirits. Speciality teas and coffees are available throughout the day, along with a lite-bite lunch menu.

We look forward to seeing you!



DURHAM AUTOMOBILE CLUB Ltd

2017 Championships

Results from 1st March to 30th April 2017

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

Stage Rally

Malcolm Wilson Rally

Steve Petch – 13th class B14 – 1 pt

Border Counties Rally

Ben Cree – 2nd class 2 – 9 pts

Andy Brown – 2nd class 2 – 9 pts

Le Holland Memorial Rally

Paul Swift – 2nd class D1 – 9 pts

DCC Stages

Ed Todd – 7th class 3 – 4 pts

Andy Brown – 7th class 3 – 4 pts

Somerset Stages

Stephen Petch – 1st class B14 – 10 pts

Michael Wilkinson – 1st class B14 – 10 pts

Pirelli Rally

Stephen Petch – 1st class Club – 10 pts

Michael Wilkinson – 1st class Club – 10 pts

Steve Petch – 2nd class Club – 9 pts

Andrew Hutchinson – 2nd class D3 – 9 pts

Points Standings

Drivers

Stephen Petch – 30 pts

Paul Swift – 27 pts

Steve Petch – 14 pts

Ben Cree – 13 pts

John Nicholson – 10 pts

Ed Todd – 4 pts

Co-Drivers

Michael Wilkinson – 30 pts

Andy Brown - 17 pts

Andrew Hutchinson – 10 pts

Marshals

If anyone has not been credited days when they marshalled please contact Gordon Dundee asap.

Border Counties Rally

Lindsay Burnip, Gordon Dundee (2 days), Alistair Dundee (1 day)

Pirelli Rally

Peter Masters, Gordon Dundee (2 days), Lindsay Burnip (1 day)

Berwick Classic

Lindsay Burnip

April Treasure Hunt

Pam Broom

Points Standings

Lindsay Burnip – 4 Pts

Gordon Dundee – 4 pts

Pam Broom – 3 pts

Peter Masters – 2 pts

Alistair Dundee – 1 pt.

Stuart Anderson – 1 pt.

Chris Thirling – 1 pt.

DURHAM AUTOMOBILE CLUB NAVIGATIONAL CHAMPIONSHIP 2017

Position	Driver	Organisers Points	April Treasure Hunt	May Scatter	July Treasure Hunt	September Treasure Hunt	October Scatter	TBC	Total
1st	Gordon Dundee		10						10
2nd	Andy Brown		9						9
3rd	Chris Thirling		8						8
4th	Simon Jennings		7						7
5th	Roger Broom		6						6
6th	Nicky Porter		5						5
7th	Peter Sewell		4						4
8th	Ian Burrows		3						3
9th	Mick Stead		2						2
									0
									0

Navigator

1st	Janelle Dundee		10						10
=1st	Pam Broom	10							10
3rd	Steve Stockell		9						9
4th	Stuart Anderson		8						8
5th	Clive White		7						7
6th	Lindsay Burnip		6						6
=7th	Wendy Porter		5						5
=7th	Kim Richmond		5						5
9th	Sue Sewell		4						4
10th	Micky Halliwell		3						3
11th	Ben Wilkinson		2						2

Forthcoming Events

2017 Calendar

(WEDNESDAY unless stated otherwise)

FEBRUARY

15 th	FIRST ON SCENE Training	Honest Lawyer	8pm
22 nd	Nog & Natter	Honest Lawyer	8pm

MARCH

1 st	FILM NIGHT & TALK – Pete Masters Travels abroad on Motorcycle! (ALWAYS interesting! Not to be missed)	Honest Lawyer	8pm
8 th	Nog & Natter	Honest Lawyer	8pm
15 th	COMMITTEE Meeting	Honest Lawyer	8pm
22 nd	KARTING NIGHT entries £40.50 pp	see Torque Talk for more info or contact LINDSAY	
29 th	Table top Navigation Training	Honest Lawyer	8pm

APRIL

5 th	TREASURE HUNT (Pam)	Start TBA finish Hamsterley	
12 th	COMMITTEE Meeting	Honest Lawyer	8pm
19 th	Nog & Natter	Honest Lawyer	8pm
26 th	Nog & Natter	Honest Lawyer	8pm

MAY

3 rd	Nog & Natter	Honest Lawyer	8pm
10 th	COMMITTEE Meeting	Honest Lawyer	8pm
17 th	Gordon Dundee Scatter	more info to follow	
24 th	Nog & Natter	Honest Lawyer	8pm
31 st	GRASS EVENT WITH BBQ	Stuart Andersons	TBC

JUNE

7 th	Nog & Natter	Honest Lawyer	8pm
14 th	COMMITTEE Meeting	Honest Lawyer	8pm
21 st	QUAD & CLAYS	FURY EVENTS	7pm
28 th	Nog & Natter	Honest Lawyer	8pm

JULY

5 th	Nog & Natter	Honest Lawyer	8pm
12 th	COMMITTEE Meeting	Honest Lawyer	8pm
16 th SUNDAY	AUTOJUMBLE & CAR DISPLAY	Witton Castle	TBC
19 th	TREASURE HUNT (Andy Brown)	Venue and time TBC	
26 th	GRASS GYMKHANA	Ed Todds (Witton le Wear)	TBC

AUGUST

2 nd	Nog & Natter	Honest Lawyer	8pm
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9 th	Committee Meeting		Honest Lawyer	8pm
16 th	Nog & Natter		Honest Lawyer	8pm
23 rd	Nog & Natter		Honest Lawyer	8pm
30 th	Regularity practice/fun	Start Romaldkirk	Finish Hamsterley	TBC

SEPTEMBER

3 rd	SUNDAY DURHAM DALES		NISSAN	TBC
6 th	Treasure Hunt or Scatter	(Lindsay)	Venue & Time	TBC
13 th	Committee Meeting		Honest Lawyer	8pm
20 th	QUIZ NIGHT		Honest Lawyer	8pm
27 ^h	Nog & Natter		Honest Lawyer	8pm

OCTOBER

4 th	SCATTER (Pete Masters)		Venue and time	TBC
11 th	Committee Meeting		Honest Lawyer	8pm
18 th	Nog & Natter		Honest Lawyer	8pm
25 th	Nog & Natter		Honest Lawyer	8pm

PLEASE NOTE:

Some Nog & Natter nights will change to events as the months progress. Email notifications will go out but keep an eye on Torque Talk and the website!

For Example we have a REGULARITY TRAINING exercise and a 'proper' REGULARITY to schedule probably one in April and one in May, just waiting for Nicky to confirm dates..

Officers and Committee Members 2017

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

This list will be updated as and when necessary

Nicky Porter	nickyporter@btinternet.com	President
Steve Petch.	Stevepetch@sgpetch.com;	Vice President
Andy Brown.	aslscrat@gmail.com	Chairman
Chris Thirling.	Chris.thirling@gmail.com	Vice Chairman
Vacant		Secretary
Lindsay Burnip.	Poshbirdincontrol@btinternet.com	Treasurer
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Torque Talk will be distributed the third week of each month

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