

Torque Talk



WEBSITE ADDRESS:

WWW.DURHAMAUTOCLUB.CO.UK

The magazine of Durham Automobile Club

June 2016



Our very own Peter Masters crossing Patagonia – further adventures inside! And a blast from the past – Veteran Member Dave Lambton in his Morris Marina circa 1978!

Club nights May/June

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>

June, July and August club nights:

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	

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

Editorial

Hi everyone,

Where on earth is the time going to? Halfway through June already and the motorsport year is well and truly in full swing! There have already been some interesting results, and I'm sure that there will be a few more surprises along the way! Our Durham Automobile Club crews are doing really well, so hopefully this will continue for the rest of the season.

Unfortunately, I don't have any update about the situation with regard to Natural Resources Wales and the MSA, but as soon as I or any of us do, we will circulate it to you. This has to be the biggest threat to Rallying in the UK in recent times, and I sincerely hope that sense prevails over this, but you can never tell these days!

Once again I am grateful for the information I have received for this month's mag. Peter Masters has given a great account of his adventures on two wheels as well as four, and his article is very definitely a two Hobnob and cup of coffee read! I have to admire people like Peter who just go ahead and do things that I, and I'm sure most of us wouldn't attempt in a million years! Also in this mag is the second of Fred Henderson's thought provoking letter's which is also well worth a read.

Talking of Fred, an advert appeared this month on an auction website for what was the CCC Forest Racer Chevette. It has been re-shelled, and would need to be totally recommissioned by the looks of things. Together with the re-shell, there were several other things that seemed to be missing. For example there was no brake balance bar, and the rear axle was on drum brakes. I suppose that buying a competition car can at times be like the story of the twenty year old broom – it had only had eight heads and four shanks! Whilst I am not casting aspersions on this particular car or its owner, I have seen in the past how in both rallying and racing that some cars seem to undergo a bit of a transformation between finishing the last event and the purchase of said vehicle a few weeks later – very rarely it would seem are these transformations for the better! Was it Colin Chapman of Lotus who used to say “win with the car on a Sunday, sell it on a Monday”

The Veterans Register has proved to be very interesting! I have had contact from members who I haven't seen or heard from for many years. It has been interesting to see what they have been up to, and how things have been going. Registrations have slowed from the initial flurry, so could I ask that everyone passes on the email address dacveterans@gmail.com to any ex members that they know, especially the ones who attended the new club venue event we had a few months ago. I do appreciate that a lot of ex members just go onto the website and Facebook pages to see what's happening, but it would be really good to be able to email them directly and give them prior notice of events they may be interested in.

I think that I have got everything sorted for my annual pilgrimage to the Touring Car event at Croft this weekend. One time rally stalwarts, Subaru are now competing in the BTCC and in a short space of time they have gone from a mid-field debut with serious car issues to a win and some strong showings last time out at Oulton Park. I think that this weekend is going to be a cracker, so if you have never been before to the BTCC or a race meeting, pop down and take a look see. The weekend also has another round of the Formula One World Championship and the Le Mans 24 hour race. Looks like Mrs Hall will have to forgo Coronation Street and 24Hrs in A&E to accommodate all this on the Sky box!

As many people will know, I am interested in just about all forms of motorsport, and I cannot help but be impressed by the sheer skill and speed of the riders on the Isle of Man TT. Sadly, as is the case most years, some riders suffer the ultimate cost of a mechanical failure or misjudgement, and the sad loss of Ian Bell from Bedlington in the Sidecar event brought back some memories. In 1978 (I believe!) Fred had been asked to be part of the panel of experts to give a talk on road safety at a meeting in Stanhope for young drivers and riders and I provided transport and tagged

along. On the panel was a Sidecar driver – Mac Hobson - who, even on the shortest of meetings, struck me as a really nice bloke. We had a good chat, and one day I hoped to catch up with him again. However that was sadly not to be, as a loose manhole cover caused the accident that took his life – mere months after the meeting.

Like him or hate him, Lewis Hamilton is doing an excellent job in catching Nico Rosberg in the Formula One series. However one of the best things that happened at last week's Canadian GP wasn't even on the track! Do a search for "suicidal seagulls" and watch Hamilton and Vettel actually laughing and joking together during an interview. They used to be daggers drawn, and I think it's actually very good for motorsport in general when things like this happen – just the same as Valentino Rossi and Marc Marquez shaking hands after the Catalonia GP.

Not only did Pam Broom do a super job of arranging last month's treasure hunt, but she has also done a sterling job in setting up an autojumble and competition car display at Witton Castle on the 10th of July. The charges are very reasonable for a stall, and it looks like there will be a good selection of competition cars on display. I understand that there will be catering facilities available, and all in all it should be a good event. Certainly worth a look, and it could also be a worthwhile way of getting rid of the stuff tucked into the corner of the garage! Sadly I can't make it due to the aforementioned annual leave, which is a bit of a shame as one of the car's that may make a guest appearance is a Hawk Stratos (the Stratos is my all-time favourite Rally car – the look and especially the sound!) and I have lots of bits and pieces that could do with finding a new home!

One of the things that is very pleasing, is that the committee meetings are really going well. There has continued to be a very positive attitude, and I think that this is reflected in the commitment that everyone has shown. I hope this continues, as real progress is being made.

One thing that is notable however is that the membership numbers have reached a certain level and stayed there. Its unethical and time consuming to just drag people off the streets or the bar of The Honest Lawyer and Press Gang them into joining, but it would be really good if we could swell the ranks a bit. If you know of anyone who could be interested in competing, marshalling or if they are just motorsport or motoring enthusiasts, it would be great to have them along.

I'm making progress on the Triumph Misfire! The rear suspension is now just about fully refurbished, and I will be stripping down the front suspension later this week with a bit of luck. The more I dig with this car, the worse it gets. The starter needs brushes and a new Bendix, the heater matrix was blocked (you definitely need a heater in a rag top, especially at my age!) and the diff oil seals are what is commonly known as non-existent! With those jobs completed, the chassis can be removed and sorted out as necessary. On inspection there doesn't appear to be anything too nasty with the chassis, but nothing would surprise me! If it's ok, it can be cleaned up and painted and with that done, I can think about rebuilding it back to a rolling chassis. However this will all have to wait until after my annual leave in a few weeks' time. My annual leave also falls on the date that the Torque Talk is published, so can I apologise in advance if the July issue is a bit late.

All the best, and good luck if you are competing

Marty



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Chairman's Report

The May Treasure Hunt organised by Pam Broom was a huge success. 15 crews turned up but only 12 were allowed to compete. Thank you to the two crews who took on the unofficial role of course opening and closing cars. Also thank you to Chris and Stuart who raced back to the Honest Lawyer to make sure the beer was cold enough for our returning crews. The next navigation event will be the Scatter organised by Peter Masters on Wednesday 15 June. Details can be found on the Club website.

<https://www.durhamautoclub.co.uk/page/upcoming-events/>

We have a lot of events coming up in the next 2 months.

- Scatter as described above.
- Auto Test at Croft on 2 July – regs on the club website (link above). We need more entries for this event. Remember you don't need a special auto test car to do this. You can do an auto test in your day to day car.
- Auto Jumble – a new DAC event to be held at Witton Castle on 10 July. Pam Broom will distribute flyers and details can be found in this magazine.
- Grass event to be held at Witton-le-wear on 27 July

Watch out for more information on the above events or visit the club Website and Facebook page.

I said last month that there are lots of club members taking part in all forms of motorsport. In the last few weeks I have competed on a Hexham 12 car, the DMACK Carlisle stages in Kielder with Ben Cree (picture below) and the Three Counties Rally organised by Bournemouth Motor Club at an airfield in Smeatharpe.



Well done to Stephen Petch/Michael Wilkinson finishing 5th overall in their Ford Fiesta R5+ on the DMACK Carlisle stages. Steve Petch/John Richardson finished 24th overall. I'll not say where I finished as my report is included in this magazine. It would be good if the Stephen and Steve Petch let us know how their rally went. Fingers crossed 😊

Let us know what you have been doing; we need reports, pictures, videos for our DAC Website and Facebook page as well.

Keep safe and let's see you all at our 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!





DURHAM AUTOMOBILE CLUB Ltd
AUTO JUMBLE AND Competition Car Display
Witton Castle



SUNDAY 10th July 2016 11am – 3pm.

HEY CAR PEOPLE!!!.....

NEED SOME SPARE PARTS Or WANT TO SELL SURPLUS BITS?

WANT TO SHOW OFF YOUR CAR or GET IDEAS FROM LOOKING AT OTHERS?.....

We are very pleased to confirm that Durham Automobile Club will be hosting an AUTOJUMBLE and Competition Car Display on Sunday 10th July at **Witton Castle Country Park, Witton Le Wear Co Durham DL14 0DE** **MR: Map 92. (Entrance) 157 294**

AUTOJUMBLE: Members of DURHAM Automobile Club and other invited clubs can bring along 'garage & projects surplus parts & spares' and have a go at selling to like-minded enthusiasts!

We will be promoting the event and hope to attract members of the public as well as members from other clubs.

At just £5 for space to display your goods it will be a good social day (hopefully the sun will shine) and an opportunity to make a bit of cash!

CAR DISPLAY: We would also like to encourage anyone with a competition car – of any spec and any discipline, to bring their car along and park it up where members of the public/visitors can take a look around. We hope this will encourage enquiries about joining clubs and participating in motorsport events in the future

There is no charge to bring a car along for the display.....

We will ask 'seller's and those displaying cars to arrive between 10am and 10.30 am for an 11am publicised 'start'. It will run until 3pm. (we would appreciate everyone staying until the finish at 3pm).

PLEASE can everyone who is planning on displaying a car and/or selling at the Autojumble to either fill in and return a registration form (attached/below) or to telephone or email to book your space...

We need to keep the venue informed of likely numbers and also to ensure adequate space for health and safety reasons!! **BOOKINGS BY 3rd JULY at latest please.**

Pam Broom 07733 243842 or 01388 604193

pam.broom@btinternet.com

Letters to the Editor

Forest Charges

With so many e-mails flying about and so much being said about the Welsh Forestry charges, it set me thinking once again what a sorry state we have got into. Firstly, we have relied too much on the Forestry Commission and now of course it is coming home to roost.

Although I was not at the event I was told on good authority that the stages on the recent Pirelli Rally were in a shocking state, in many places after the first single use, which if I am not mistaken, would be about 50 cars, 50 BRC cars, as the hysterical cars are not so inclined to damage the roads.

It's my opinion that current land owners are of a generation that does not want Rally cars on their land and this also seems to be the case with the Forestry Commission. But in all honesty if I was a land owner, let's say a farmer with a 3-mile White, why would I allow a Rally to pass and wreck the surface. The answer is I would tell the people to get lost and that is effectively what is happening to us.

How have we got into the situation where everything is about performance, sophisticated transmission and drive trains, even clever suspension and tyre compounds that years ago people would die for. This can only lead to the roads being destroyed, there is no other outcome.

In every sport that I can think of, apart from Motor Sport, the governing body, MCC for Cricket, FIFA for Football, and whoever governs Rugby and Tennis and so forth, make the rules for the betterment of the game; the game is then played to those rules. So why in Motor Sport do, firstly, the FIA and the MSA not get on, set the rules and the parameters, and then invite people to play. If top drivers don't want any new rules they should go and work in a call centre and let somebody else drive who will work for the good of the Sport.

Drivers and manufacturers and everybody else with a vested commercial interest is sticking an oar in and bugging the job up. The whole thing is a licence to make money for a few at the expense of everybody else. With the Environment being so much on the Agenda, for better or worse, Rally cars should be built and operated so that they are not destroying the ground they are running on.

To a large extent reducing the grip provided by the tyre is the Holy Grail; a lack of grip has always been the friend of the under-dog and has always been considered a great equaliser. Why do we all like driving in the snow and why does everybody like to watch a wet Grand Prix? Because it brings out the skill in the driver, Who complains it is too dangerous to run in the wet? The driver with the best car, who is now threatened.

So much more could be done for Rallying if the cars were made to run on road tyres of one type or another: and having had 26 years in tyres I know a thing or two.

Those of us long enough in the tooth, can remember the three years of the Tour of Britain in the 70s. All cars of all shapes and sizes ran on standard road tyres. From memory, there were less punctures than we see now because roads do not roughen, and tyres do not wear out because they do not grip. Also remember, we had 200bhp with 2wd; now it is 300bhp spread over 4 wheels. There is no history of cars flying off the road and, again from memory, a jolly good time was had by all.

A few years ago Philip Young got quite close with his concept of road tyres. (He swore by van tyres for his marathons.) Whatever happened, there was certainly no accidents and no real problems. It probably just did not continue because it was Philip, bless him.

Of course there would be objections from all the present people who are buying speed and will be left for dead on a road tyre. But one thing is for sure, the good drivers like Elfyn Evans would still win, probably easier, just like Roger Clark and Ari Vatanen; and I believe James Hunt did.

What a pity this is not going to go anywhere because of the head in the sand attitude and inability to make decisions that can make a real difference to everybody. By using road tyres we would have something to put on the table for the Forestry Commission: at the moment I suspect we have nothing but a cheque book.

Fred Henderson

Fury
EVENTS
Drive it • Shoot it • Ride it



Peter Masters, quest for adventure.

Was asked to put some things down for the club mag about me. I have many hobbies. Far too many to talk about here so will try not bore you too much.

It started in my late teens with a trip to the Himalayas to walk in the mountains and raft down, at the time, one of the most dangerous rivers in the world. The same year, my mate and I rode our small trail bikes to Nordcapp at the top of Norway. It was all dirt roads then with a few bridges and tunnels. I followed this shortly by a trip down to Lisbon in Portugal in my Reliant Robin. Battling blizzards and -20c. Snow chains needed. I caused quite a stir, as people had never seen a car with 3 wheels and I also passed many 4x4s in ditches!

Things stepped up a gear in my twenties as the trips became even more crazy. The most suicidal was a crossing of the Sahara unaided. Our aim was to reach the geographical centre of the Sahara, Tamaranset on the Central plateau, 8000'ft up. Three of us did it. Leo on his Yamaha XJ650 and Pete and I in the air cooled Citroen Visa. I never had a wash for 3 weeks - it was a little rough! One of the highlights was that we helped a couple of German police drivers fix their prototype Audi 80 Quattro which was being tested at the time. We drove down through Morocco and then crossed into Algeria. It was not long after this trip that this country became closed and still is. We returned through Tunisia. Not sure how we survived it, but we did! We were dragged out of deep sand a few times and also helped rescue other nut-cases down there too.

This was followed by a motorcycle trip, through the eastern bloc countries, Yugoslavia(just before the civil war), across Greece, into Turkey and across to the Iranian border. We lost count of the number of times we were stopped by armed soldiers - Turkish and Iranian. We took lots of things for bribes, so we survived again! There were many dodgy situations that we somehow escaped from, some of which were really scary! My Honda 250 Superdream finishing the trip with no speedo, rev counter or any oil in rear suspension. I also managed to get it stuck in the crater of a 10,000ft volcano, 70 miles from the nearest Tarmac. Well it was there, so you had to!

A Car trip was next on the list. I Drove a Saloon car from Vancouver to top of Canada and all around Alaska. The Valdez disaster was in full swing when we were there. Car was scrap after many thousands miles of some of the roughest roads you could imagine. I used many Ice Road Trucker roads without the ice. Oh and back of course. Probably better not to mention my name to Avis. Don't know how many miles we did as speedo was disconnected! We only did 3000, honestly! During this trip, we saved the lives of 3 Belgium's who barrel rolled their car 250 miles from nearest civilisation on the Dempster Highway. We also picked up two Swiss girl hitchhikers on same road, on the way back, who we could not get rid of for days!

I Could go on forever about car and bike trips into Europe, but dozens were undertaken. One was a DAC trip to the top of Scandinavia, driving hundreds of miles of gravel roads in Finland and Sweden. Five of us did that. Spent every night putting Toms car back together as bits fell off every day.

I had a very serious bike crash in '87 and that put a stop on future bike trips until I got into my 50's. I was lucky to be alive, never mind being able to walk. I had a collapsed vertebrae, fractured spine etc. all in all, not very good!

Another serious car crash in '91 put an end to my rally driving and working for a living for some time. I went back to part time work after 9 years, 5 of those having painful operations, and continued car competitions, but by then rallying had got too expensive. I took to kayaking suicidal rivers in UK and Europe, coaching youngsters too. At least a couple went onto compete for United Kingdom at various events. Lots of hard work helped to get my badly smashed up leg working well enough to climb many of the highest mountains in Europe under the guidance of my long suffering girlfriend.

When I went back to biking, I rode most of the length of Chile/Argentina, finishing at the tip of Tierra del fuego. Patagonia with Route 40 being the high point. Very exciting riding. Two of the team broke bones. One, an ex - Vietnam fighter pilot was flown home with his leg snapped in half. Used all my first aid kit to hold it together until we got him to a hospital many miles away. We had to turn back on one road because of Forest fires. I took a photo of my bike outside the Airforce base that attacked the Falklands. Then did a runner. Don't mention the war, they get upset!

Overland to Mongolia on my own bike was pretty exciting. Crossing a different time zone every day across Siberia, will give you some idea of the miles we had to cover each day. We had no backup and had to fix our own bikes. We nearly ran out of inner tubes because we had that many punctures. The Russian Police and poor road conditions were frightening. Getting lost in Mongolia was also little worrying, as roads and petrol were hard to find. Never seen grown men cry before!

Took the same bike across Ukraine down to the Black Sea, just before Russia stepped in. Moldova was crossed in 3 hours on order of border guards or we were going to be arrested. That is another story. I used the same bike again to ride up to Nordkapp - 6000 mile in a month! Started the trip by watching the TT and then dashing across the UK to meet up with my mate at Harwich. I seem to spend a lot of time above the Arctic Circle. My Kawasaki KLE 500 running perfectly as usual. It only suffered a knackered chain and slick rear tyre!

I also managed to fit in another trip to the Himalayas. This time riding a Royal Enfield Bullet up to Everest Base camp on the Tibetan side. I finished the trip on my own, apart from 2 Tibetan minders in a pickup truck. They were about as much good as a chocolate fire guard! My two companions called it a day after one smashed his bike up very early on into the trip. The altitude nearly killed me! It was a very surreal trip. Not sure it really happened. I was riding at 18000+ Metres with no acclimatisation whatsoever – this was not a good idea. I drank gallons of water and kept popping some pills that our guide gave me in Katmandu. The Chinese would not let our guides and backup truck enter Tibet, so it took 3 days of negotiations and bribery to pass over the Friendship Bridge. I was given a bag of tools and quick lesson on how to fix a Royal Enfield Bullet!

I also rode my Scooters all over Europe as far as Istanbul. I even rode the Transfagarasan Pass in Romania with 5 mates on 1200 BMW's. Down to the World Rally Sardinia and Rally Jersey.

I am off round Australia for 2 months this summer on a motorbike. It could be hardest trip so far as most of it is solo. I'm riding first 3 weeks with Simon Pavey (UK Dakar rider for BMW) on dirt roads across the northern deserts from Cairns to Broome.

On the Motorsport front. I have competed in around 700 competitions. Tried most things, but only do Autotests, navigational events and the odd trial now - fitting in around 20 events a year. Highlights were cleaning BlueHills Mine on Lands End trial about 20 years ago and winning a Gold on the Edinburgh Trial a couple of years ago taking the class award.

I have had some success Autocrossing a very quick Skoda, shared with John Pye. It's the only quick car I have ever owned! As well as this, I have driven many opening and closing cars when DAC ran lots of rallies, and I also marshal when I have time.

Finally, I would say, never think of an excuse for not doing something. As Land Rover say, just do it.

Peter Masters





William Paterson Memorial Targa Rally – Sunday May 15th

I've heard a few people talking about these Targa rally's being a cheap form of 'miniature' stage rallying so I thought I'd get my daughter's little Peugeot 106 ready and go and have a go. The William Paterson Memorial Targa Rally is run by South of Scotland Car Club over in Dumfries and I'd heard they have a few decent venues. I'm sure my daughter could get a lift to work if I borrowed her car that day?

First thing I did was check with the organisers that we wouldn't need a sump guard and that the sunroof wasn't going to be a problem. They told me it'd be fine in both cases. I decided to make a homemade sump guard anyway which ended up taking me 5 nights in the garage after work but gave me a chance to try out my new mig welder. After much cutting and welding I thought that I'd done a half decent job!



I also fitted a couple of Yokohama winter tyres to the car with a nice open tread on them for the gravel we expected to encounter. Bloody awful things on dry tarmac though!

6am Sunday morning and Gordon was at the door so we got in the Peugeot and headed for Scotland! It was a beautiful morning, the sun was shining and the sky was blue. By the time we got to Carlisle the car seemed to be sounding a little 'raspier' when I put my foot down and I thought that the exhaust was blowing a bit. We got to Dumfries at 7.45am and I lifted the bonnet and stuck my hand down near the manifold, I could feel a bit of exhaust gas and it was a bit hot so I switched the ignition off to let it cool down then toddled off for a bacon sandwich and a coffee. We signed on and the Scrutineer came round to check the car (no noise test). After he left I fired the car up and it sounded like a tractor (a really dodgy tractor!) – it turned out that the exhaust downpipe had sheared clean off the flange that bolted it to the manifold!

I'd prepared a small spares package that consisted of cable ties, insulating tape, nappy wipes (for hands) and a 17mm socket to remove the sump guard if it was a problem. None of this stuff was any use now though. The start venue was an industrial estate and one of the competitors had opened his garage up so I went in to beg for bits. I came out with a tube of firegum, a few jubilee clips and some manifold heat wrap and started to bodge the car up (thank god for that well positioned lambda sensor!)



That's the bodge and the resulting smoke after fire-up! It continued to smoke for about 15 minutes.....just time for us to get going. I didn't expect us to get very far but we set off for test no.1

The first test was around an industrial unit and we were now starting to test our system for calling the cones and bends....it didn't quite go to plan and we ended up going the wrong side of just one cone which resulted in a 5 minute maximum penalty for the test and we were now last....but still running.

The second test was slightly rougher and I was glad that I'd made that sump guard!!! The car kept going right up to the lunch break. The afternoon tests were really enjoyable and test no 7 was a miniature Jim Clark closed road test with some gravel thrown in – the test (stage!) was only about 1.5 miles long with two stops on it to slow us down but it was still good fun. (and on the second run through this one we beat all of the other cars with the quickest time overall beating a TR7 V8, Fiesta ST, Mazda MX5, Proton Satira, MGB GT, Fiat Punto Evo, MG ZR etc...we must have been pushing at least 65bhp in the the little Pug!)

There were a 6 completely gravel tests (stages!) and these can only be described as great fun. We hit a pot hole quite hard on one of them which resulted in the automatic cut-off kicking in on the Peugeot and it shut the engine off.....we were about 200 metres from the finish so I decide to just free wheel to the end...we maybe lost another 20-30 seconds.

In all we did 14 tests and made it to the end. It was a real surprise for us both to find out that we'd picked up a class award too! Here we are, can you spot Gordon? (oh, and we got home too!)



So Targa rallying is good fun and very cheap too (with food included!), so there's no excuse for not getting out there and having a bit of fun! Next outing is the Hexham 12 car at the end of May. (I have replaced the front downpipe)

Thank you to Gordon for navigating and also SOSCC for putting on an enjoyable event.

Simon

Carlisle Stages 2016

My previous forest rally seat had gone as the driver decided to take a sabbatical from forest rallying. When the offer to sit in with Ben Cree on the DMACK Carlisle stages appeared, I gladly accepted as I had heard some good reports about him. Ben is from a rallying family and I remembered his dad Terry Cree from the late eighties and nineties. Terry is still regularly rallying his old Mini and BMW and Cree motorsport have built a well prepared Pug 205 for Ben, only 1400cc so way below the power of the Subaru I was in last year.

The DMACK Carlisle stages consisted of 5 stages in the Kielder complex. The weather had been dry and there was a potential for lots of dust. As this was my first time with Ben we expected to take a couple of stages to get used to each other.

The first stage, a 3.5 mile run through Florida was good and we nearly caught our 1 minute car a Subaru Impreza. We thought this may be an issue as the next stage was Newcastleton, a 12 mile stage.

Sure enough we caught the Subaru after about 6 miles but due to the dust we never got any closer to the Subaru. This dropped us a lot of time as we had to back off just to see the edges of the track. We saw a wheel arch liner and an exhaust back box lying in the middle of the track but when we were in his dust we didn't see a full bumper lying across the track. Luckily there was no metal bits attached as we drove over it. The stage was stopped as we got to the end, as a Vauxhall Corsa was on fire and well a light on the stop line. We had to wait 30 mins until the car had fully burnt out and it was safe to drive passed it. The crew in the Subaru agreed to let us pass them at the next stage between the stage arrival and start.

One thing which surprised me was the number of cars that had already gone off on the first two stages. No wonder they call it killer Kielder.

The next stage Ash Park, would be run twice for stages 3 & 5. We had a great run through Ash Park 1 and then headed back to Carlisle for service. This meant a 50 minute drive to Carlisle for a 60 minute service and then another 50 minute drive back to Kielder.

Stage 4 Kershope was another long stage and a reverse of most of stage 2. OMG it was rough in places and we picked up a slow puncture near the end of the stage. Luckily we didn't loose much time. We did however see Barry Lindsay who we were chasing for a class position parked up in a ditch. This promoted us up to 3rd in class which we held to the end of the rally.

The last stage was a re-run through Ash Park. We posted a time 1 second slower than our previous time through but this was the roughest stage I have ever competed on. The stage was littered with damaged cars and we breathed a sign of relief as we crossed the finish line. We had however cracked the manifold so drove the pug carefully home to the finish ramp in Carlisle.

We finished 56th out of 75 finishers. Considering nearly 115 started it showed the attrition rate was high.

Andy

DAC Veterans Register

Welcome to the new members of the Veterans Register! We are slowly building up the membership of this group, so if you know of anyone who would be interested in joining – and it doesn't cost anything! – then please send me an email to 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



Dave Lambton in the immaculately prepared TR7 V8 circa 1979 – ish!

3 Competitions in a week!

Another busy week of low cost Motorsport, for the poor Proton.

DAC Treasure Hunt, Wed 18th May

A full entry made a change after years of low entries. Pam Broom put on a very challenging event. The missing tulip caught one or two out, but most guessed which direction to go. A beautiful evening, weather wise, made it very enjoyable, with glorious scenery along the route.

My Niece, Amy did enjoy the clue hunting. Would have been on the scooter if she had not volunteered. We ventured up Weardale as far as Stanhope before heading back through Tow Law.

Production Car Autotest, Sun 22nd May.

Whickham MC

This was held at Albermarle airfield as part of the Fastlane motor show. The idea was Go Motorsport. (The part of the MSA, that promotes Motorsport to the unbelievers.) put on a PCA and give members of the public rides in our cars. It was to show them a low cost type of Motorsport as most of the general public think there is only Formula One, circuit racing and prohibitively expensive World Rallies. We had a selection of clubman level rally cars and bog standard road cars, like my Proton.

We managed to give around 250 people a ride in our cars. All seemed to enjoy it. We just ran the one test all day, with each of us doing about 30 runs at the very fast course.

I could not believe the numbers of super cars and performance cars at this event. There was easy more than a thousand cars. Never seen so many exotic machines. I thought the most impressive however though, was an immaculate, as new Austin 1100. Easily pleased me, you know,

Whitby MC Autotest, Mon 23rd May.

This was held at Chris Birkbecks rally school, Brotton, near Saltburn.

This has to be one of my favourite autotest venues. It is a mixture of Tarmac and gravel. Usually very fast too. Hitting the rev limiter in 1st and 2nd all the time.

The first casualty was the Fiesta of Mark/Martin. Sounded like an engine mount went, then the drive shaft. This car will need a bit of serious work before the next event. Front pads down to the metal, so the discs are shot. Power steering fluid leak. That went ages ago, so there is no power steering now. Mark assured us that it will live again though.

Andy Davidson put in a superb drive to win in the Micra. Lee Woodall rung the neck of the Tigra to finish second with Nick Colman in the Corsa and me close behind in the Proton. One of the most entertaining to watch though was Kev in the 2.5 BMW. Nearly lost it a couple of times.

Peter Masters

Forthcoming Events

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

Rallies

Date	Event	Location	Marshals	Radio
Sat 25 th June	RSAC Scottish Rally	Dumfries	Laurence Ferguson lajferguson@btinternet.com	Norman Halcrow n.halcrow@bcs.org.uk
Sat 2 nd July Sun 3 rd July	Mach 1 Stages	Campbelltown	Keith Cowan Keith.cowan1968@btinternet.com	Lindsay Burnip poshbirdincontrol@btinternet.com
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	jjbwallace@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

Regulations are available now on the DAC Website for the Croft Autotest on the 2nd July. Please get your entries in as soon as possible.

The events are being sponsored by Direct Car Parts who have put up some very generous prizes. First overall is a £25 voucher, and first in class will receive a £10 voucher to be used at Direct Car Parts shop in Framwellgate Moor.

Grateful thanks are due from DAC to **Direct Car Parts** for their support of this series.

Future dates for Croft Autotests are:

2 July 2016

1 October 2016

Hartlepool & District Motor Club - Dates for 2016

1. 17/07/16 July Clubman A/T & PCA (Tones Cars.co.uk) @ Seaton Carew
2. 28/08/16 Aug Clubman A/T & PCA AFW (b/h) (Practical Car & Van Hire) @ Seaton Carew
3. 25/09/16 Sept Nat B/Clubman A/T (Tones Cars.co.uk) @ Seaton Carew *
4. 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 1 st	Croft Auto test	see website for Regs/entry form
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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Disclaimer:

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