

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

WWW.DURHAMAUTOCLUB.CO.UK

March 2017



A couple of blasts from the past. Roger Broom in an Alfa and Mick Stead and Peter Masters in er that fibreglass thing.

Club nights Jan/Feb/Mar

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

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

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

Durham Auto club Website

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

Forthcoming Events

2017 Calendar

MARCH

22nd **KARTING NIGHT entries £40.50 pp** **see Torque Talk for more info or**
 contact LINDSAY

29th Table top Navigation Training **Honest Lawyer** **8pm**

APRIL

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

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

Editorial

Kris Meeke will never be as fortunate again following his excursion on the last stage of the Mexico rally. With a considerable lead from the chasing pack, he momentarily lost control of his C3 WRC and left the road. Fortunately he ended up in a car park, and with only a glance to a parked car he navigated his way out and back onto the stage. He then went on to finish the stage and take a very deserved victory. If you haven't already seen it, then there is plenty footage of it on the internet and I would urge you to take a look see.

Sadly we lost a motorsport legend this month with the death of John Surtees. Surtees was the only person to have won world championships on both two and four wheels. To put this into some kind of context, it would be like Valentino Rossi winning the F1 World Championship or Lewis Hamilton winning the Moto GP title. I had the pleasure of hearing John talk at the Autosport show and he came over as a kind, gentle and caring man who spoke fervently about the need for head protection in open wheeled racing cars. I can understand his position on this having lost his son Henry to a freak accident at Brands Hatch. What I cannot understand is how a man who achieved so much didn't end up with a Knighthood for something which in all likelihood will never be repeated.

Coming back from a week's holiday, there was a rather nice email in my inbox from Alistair Kirkham who raced in the 924 Championship in which I raced. Its 25 years since this series was started (it's still going strong now with Boxster's adding to the mix) and they are having a special do at Donnington Circuit on the 30th September. Well, my head went into overdrive and I immediately started looking into how I could get hold of a license, car and gear to enable me to compete! All of it is doable apart from one major drawback – the cost! To budget for all these items, and for one race weekend which would consist of a twenty minute practice and two twenty minute races would cost the thick end of three grand! After it, I would then be left with yet another set of overalls, crash helmet and HANS device taking up more space in the wardrobe! It was a lovely idea, but I will go to Donnington and think about what it could have been and reflect on the five great seasons I had in this championship.

McLaren have found out to their cost that a change of livery hasn't made any difference to the performance of the car and I think it is fair to say that they are a team in crisis. So much was hoped for in the redesign of the power unit (it's a lot more than just an engine!) that to have one destroy itself within a few laps of a first test was not what they or Honda needed. Even more worrying, from what is being said, no one knows why it happened and this was closely followed by their engine guru being put on gardening leave later in the month. How much worse can it get? Well Alonso reckons that the new power unit has less power than the old one, and the day after the first failure, another power unit had to be replaced due to an "electrical fault" The problem is, if McLaren ditched Honda, where are they going to get another engine. In days of old, you could have phoned Cosworth and handed over some readies for a batch of engines for the season, but that is not now an option. This whole scenario could get extremely embarrassing and ugly!

It was with sincere regret that I couldn't make Peter Masters club night talk about his adventures. I understand that it went down extremely well, and I think that these sort of nights are just what is needed to keep the interest going. Obviously not everyone has been as adventurous as Peter, but maybe we could get some other people from outside the club to be a guest speaker for an evening?

Some good news for a change is that the membership of the club is continuing to grow and we have already passed our membership number for this time last year. Hopefully we can keep this going, and it would be fantastic if we could get over a hundred members for the year – something which I think is not out of reach. Everyone can play their part in this, so if you know of anyone into motorsport, drag them along – kicking and screaming if necessary – to a club night and hopefully they will like what they see enough to join us.

In the same vein, if you haven't paid your subs for this year, it's time to cough up!

The quiz I set at Christmas has received another entry, but the winner by far is someone who doesn't want to be identified. As such, I will donate the prize to the club funds as that seems to be the best option. Many thanks to Geoff Morson who pointed out that Nicky had rallied two Mercs however it was the 450SLC with Doggarts sponsorship that I had in mind. All the answers are given on the quiz page, so if you have had a go without entering you can see how close you got. Mr Henderson wants me to put on a quiz later in the year, so maybe when things settle down at "your M&S" I can look into doing that. Maybe not quite as tough though!

There has been some progress on the Spitfire! I bought a book about restoring classic cars which featured much of what I am trying to do with the damn thing and I am now about to go for it in a big way with the angle grinders and MIG welder! When I bought the car, the doors were removed and braces had been put in place. Having read the book, I thought I would check they were right and re attached the passenger door. It's a good job I did, as the brace was nowhere near the right size and the door gap would become a gaping hole at the top! Braces have been welded in place and the repair panels are to hand. This is now – definitely – repair or scrap time!

I was in Durham the other week, and after getting the Park and Ride bus into Claypath (cannot be bothered with parking at the Prince Bishops!) I noticed that demolition of the garage was well and truly in progress. For me, the memories came flooding back. I bought my first new car from Adams and Gibbon there, an Opel Kadett 1.2 and can remember the excitement of collecting it from the showroom where it had pride of place. I also remember being really annoyed when it had to go straight back in from my first drive of it because it wouldn't go into third gear (a broken circlip in the gearbox was to blame) However it was whilst I was very very young, that going to this garage sparked my interest in cars. We had a family business and I remember looking under the Bedford CA van that we had whilst it was up on the ramp to be greeted by the battery half hanging out (Vauxhalls and Bedfords of that era certainly knew how to rust!) From that point on I just loved the sights and smells of a garage. A&G were taken over by Bristol Street motors and disappeared from the scene, much like the building they used to occupy.

Can't wait for Easter this year, not because of the Easter Eggs, but because I am off to Silverstone for the Six Hours of Silverstone World Endurance Car round. This is the first event in the calendar for the cars that will attempt Le Mans in June and it will be interesting to see some of the new cars that will be on track for the first time. I'm sure it's not going to be as good without Audi there, and it will be interesting to see what happens with LMP1 (Le Mans Prototype 1) in the future. Either way though, I cannot wait to stand at the end of Hanger Straight and watch them take Stowe corner with barely a lift from 220MPH!

That's it for this month, good luck if competing, see you in April!

Marty

Chairman's Report

It's been a busy few weeks for me and I'm heading into another busy period competition wise.

After competing on the John Robson and Hexham March Melee 12 cars (reports to follow), I have the Border counties rally on 18th March (Jedburgh area) and the DCC stages at Ingliston, Edinburgh on April 1st to keep me on my toes. I know I keep asking but there must be lots of DAC members out there competing but where are all of your reports???? Tell us how you got on, let us fill this magazine with stories of great or not so great finishes. I am sure SG Petch Motorsports will have some reports they can share.

I was so pleased to find out we have smashed our 2016 membership after only 6 weeks into the 2017 club year. Welcome to all the new DAC members and thank you to everyone who has renewed their membership this year. Please note, we still need to find a club member who would like to take on the role of club Secretary. If you are interested please contact me on durhamautomobileclub@gmail.com.

The Club Navigation series kicks off with a training night on Wednesday 29 March followed by a Treasure hunt on 5th April. But there are too many events to mention here so please check the diary in this magazine, the DAC Facebook page and the DAC website for more details. Especially for the new events we are holding this year.

Motorsport is changing and every year the competing costs increase, the safety regulations and restrictions are tightened. But we need to evolve with these changes to create more affordable activities and attract new and also younger members. There are ways you can help by inviting your friends along to the motor club, promoting our events on your Facebook page, Twitter account etc. Put a DAC sticker on your car, support events as a marshal etc. The possibilities are endless.

Have a good and safe month in whatever motorsport you follow or compete in.

Andy Brown

Chairman of Durham Automobile Club

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Did you know that we can supply the following performance brands?



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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!



Fury

EVENTS

Drive it • Shoot it • Ride it



Caption Competition!

The best caption for the above photo sent to dacveterens@gmail.com will win a bottle of wine. Editor's decision is final, DAC members only. Go on, have a go!

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

Ok, time to put everyone out of their misery with regard to the quiz I set! How well did you do?

Answers in Red.

- 1 What does the acronym MAP stand for in engine management terms?
Manifold Absolute Pressure (according to my Bosch book!)
- 2 What was the number of the original Durham Ordnance Survey map (red cover)?
Sheet 85
- 3 The Ford Cosworth V8 Engine type DFV – what does DFV stand for?
Double Four Valve
- 4 Who was the primary sponsor of the Group4 Escorts driven by Pentti Airikala and Malcolm Wilson?
Rothmans
- 5 Bagshot in Surrey was extensively used to test rally cars, what was its primary purpose?
Military Tank and vehicle testing range
- 6 What was the type number of the Tyrell six wheel racing car?
P34
- 7 What is the primary constituent of AdBlu now being used in some diesel vehicles?
Urea
- 8 Where on a car may you find a trunnion?
Suspension, usually the front
- 9 Which manufacturer produced the first mass production fuel injected petrol engine car?
Mercedes Benz with the 300 SL Gull Wing, however America claims it was the Corvette
- 10 How many cylinders did the BRM Type 30 F1 car have?
16, and they were arranged as an "H"
- 11 Which electronic manufacturer produced the first practical electronic ECU to control spark and fuelling?
Motorolla, the same company famous for car radios and mobile phones
- 12 At which British racing circuit would you find Gerrards corner?
Mallory Park in Leicestershire
- 13 Who first produced the A2 rally tyre?
Dunlop

- 14 Fred Henderson rallied a 1600 Toyota Corolla in the 70's, what was its type number?
TE37
- 15 Stig Blomquist was famous for driving which two makes of rally car?
SAAB and Audi Quatro
- 16 Hans Thorsellius was the regular co driver for which driver?
Bjorn Waldegard
- 17 Who is the 2016 World Rally Champion?
Sebastian Ogier
- 18 Who holds the record for the fastest F1 lap at Silverstone Circuit?
Keke Rosberg at just under 160MPH Average on the original circuit layout
- 19 Which type of car will the 2017 Toyota WRC car be based on?
The Avensis
- 20 Who was the 1982 World Rally Championship driver?
Walter Rohrl
- 21 How many times has Sebastian Loeb won the WRC?
Nine
- 22 Where is the Ferrari headquarters based at?
Maranello, Italy
- 23 Which multiple champion manufacturer will rejoin the BTCC in 2017
Vauxhall
- 24 How many times did Tommi Makinen win the WRC?
Four
- 25 What was the type of Mercedes that Nicki Porter rallied and who was the primary sponsor?
450 SLC with sponsorship from Doggarts department store

Well then, how did you do? The best entry I had got 19 without using the internet!

John Robson Road Rally

Hexham and District Motor Club (HDMC) run a Navigational Rally series each year and several Durham crews take part in these road rallies. After a break in 2016 Roger and I decided to enter the John Robson and a few of their club 12 car rallies.

HDMC road rallies are very technical even for novices, so there is no rest when you are competing. The current DAC members who compete on the HDMC events are Roger Broom, Andy Brown, John Nicholson, Simon Jennings and Clive White. We are gaining lots of experience as we do more of their 12 cars but it's taking some time to be competitive. Local knowledge always helps.

Scrutineering for the John Robson took place at the Derwent Boating club and the start was just north of Dr Syntax in New Ridley. We had one hour to pre-plot some basic information, like quiet zones and some controls. The location of some controls allows totally lost crews to cut sections to get back on track. There is a time penalty for doing this but it stops you going over the time limit (OTL). The John Robson would be a selection of Tarmac sections, with tests across whites, around reservoir gravel car parks and also through Slaley forest to mix up the route and provide a variety for all. The route would take us from the Corbridge area down to the Middleton in Teesdale area and then back up to Derwent reservoir via Alston.

We had a blown bulb in our passenger side head light and when we had to dip the spot lights it was impossible to see down the country roads. We missed a left turn and 2 code boards on the first section 1 mile from the start. I had to direct Roger to the next control to reduce the time we were losing trying to find the code boards. You have to weigh up getting 10 minutes penalties or losing 15 minutes trying to retrace your steps to find the missing code boards. As I had already pre-plotted the next control it was easy to get back on track. Sometimes you just have to accept the mistake and get on with event as you don't know how other crews are faring either.

We had been told the tests across the Whites were not too bad and normal cars with road tyres would be OK. OMG what had they used on these sections? A tractor or monster truck. They were very badly pot holed and very rough. Every competitor complained about the conditions of these tracks and you had to decide whether to go for it or preserve your car. Roger didn't fancy ripping out his suspension so a little caution was taken across these whites.

We did enjoy the route when it passed through our "neck of the woods" in Weardale and Roger knows these roads in his sleep.

To break up the rally which starts at 9pm and finishes around 2am there was a half way halt in Alston. This allows you to take a break, chat with other competitors and fill up with fuel if required.

After the half way halt we headed back up towards the finish at the Derwent boating club, over several competitive tarmac sections. The final test was a blast through Slaley forest, stopping to note code boards enroute.

We arrived back at the finish for around 2.30 am and after a small bite to eat the results were made final. Two years ago we finished 23rd overall and bemused that we had been told we missed 5 code boards. This year we knew we missed 2 code boards and we finished 2 places higher in 21st overall. Still bemused by our lowly placing. All we can think is the white selectives we took it easy on, cost us dearly. But do you push and risk damaging your road car or take it easy to protect

your car and secure a finish. For me the John Robson this year was more like a stage rally than a navigation rally for standard cars.

Oh I forgot to mention Simon, Clive and John all finished in front of us in the teens. Well done guys.

Hexham March Melee Road Rally

Two weeks after the John Robson Road Rally we took part in the Hexham closed to club 12 car rally – The March Melee.

The usual DAC crews were out to play Roger Broom, Andy Brown, John Nicholson, Simon Jennings and Clive White.

The start was located in the train station at Prudhoe and after leaving the car park most competitors were stopped by the level crossing on the busy Newcastle to Carlisle train line. Some crews e.g. Simon and Clive had to sit for 6 minutes waiting for the barrier to rise. Bear in mind this was a regularity section as well. Some many crews dropped sheds of time and later the organisers decided to scrub the penalties on this section.

The route headed north into Northumberland before heading back down to the finish at HDMC HQ at Dr Syntax in New Ridley. There was no pre-plot, just receive your paperwork and then head off on your minute.

The organiser sometimes throws in a little error into the route sheet or the code board record sheet. Is this deliberate or an error. Mmmmmm we'll never know. Route check (RC) RC16 was a code board in a layby and RC17 was the mileages on a sign post at the next T junction. We stopped in the layby full of lorries but never found the code board. We headed to the next junction to look for the code board and found there was a 3 way traffic lights controlled roadworks at the junction. This held us up for about 1 minute. When we got passed the road works I realised the error on the RC sheet and decided to pop back to the layby to have another good look for the code board. Still could not find the code board and held up by the traffic lights for what felt like hours we reached the next control after dropping a huge amount of time. Luckily for us this section was also scrubbed as nobody could find the code board and the traffic lights held up some and not others.

As we headed South back to the finish, I told Roger to take the second road off the roundabout and head to Wylam. It turns out the second road off the roundabout was a slip road onto the A69. Once on the A69 we were committed to an 8 mile blast along the duel carriage way to get back on track.

I was fuming with myself and we both felt like heading back to the pub and retirement as we were running 5 minutes away from OTL. But we agreed to continue and I'm glad we did.

We were amazed to have finished 5th overall and 1 second off 4th overall. Simon and Clive finished just behind us in 6th and John Nicholson finished 9th. One car retired leaving 11 finishers. The car that finished 11th has some many penalties that only NASA could work out their score.

It only goes to show the rally isn't over until the wheels stop turning.

Andy Brown

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DURHAM AUTOMOBILE CLUB Ltd

2017 Championships

Duration - From 1st Jan 2017 to 31st Dec 2017.

Points will be published in the club magazine, if you have results that are missed please contact Gordon Dundee, gordon@dundee.fsworld.co.uk

Stage Rally

Eligibility

Open to all paid up members of Durham Automobile Club Ltd, points will not be awarded retrospectively.

Scoring

Points are awarded for the driver or co-drivers position in class on any event they compete on: - 1st in class = 10 pts, 2nd in class = 9 pts, 3rd in class = 8 pts, down to 1 point for 10th, and all other finishers. Best 6 results to count.

Awards

Stage Rally – Driver.

Stage Rally – Co-Driver.

Clubman Rally

Eligibility

Open to all paid up members of Durham Automobile Club Ltd, points will not be awarded retrospectively.

Scoring

Counting events are those listed in the NESCO calendar, and the points calculation is those used in the NESCO Challenge

Awards

Clubman Rally – Driver.

Clubman Rally – Navigator

Navigational Rally

Eligibility

Open to all paid up members of Durham Automobile Club Ltd, points will not be awarded retrospectively.

Scoring

Points will be awarded 1st = 10 pts, 2nd = 9 pts, 3rd = 8 pts, down to 1 point for 10th, and all other finishers, for all navigational events run on club nights, Treasure Hunts, Scatters and 12 Car Rallies etc.

If 5 or less rounds are run all rounds will count, if 6 or 7 rounds are run worst score will be dropped, if more than 7 rounds are run worst 2 rounds will be dropped.

10 points will be awarded for organizing or marshaling on one or more rounds (max of 10 points available for organizing/marshaling)

In the event of a tie the result of the first event both people competed in will decide the winner.

Awards

Navigational Rally – Driver.
Navigational Rally – Co-Driver

Autotest

Eligibility

Open to all paid up members of Durham Automobile Club Ltd, points will not be awarded retrospectively.

When a list of events are confirmed details of classes, points structure and awards will be published in the club magazine.

Awards

Overall Autotest.

Class Autotest.

Marshals Award

Eligibility

Open to all paid up members of Durham Automobile Club Ltd, points will not be awarded retrospectively.

Scoring

5 Points per day for signing on as an Official on each of the following events.

Wearside Classic/Targa rallies. Club Autotests

3 Points per day for signing on as an Official (or organize) in any of the following events.

12 Car Rally, Scatter, Treasure Hunt, Gymkhana, PCT Etc,

1 Point per day for signing on as an Official in any of the following events.

Any other event not organized by Durham Automobile Club

Club Secretary to be notified within 1 month of any days marshaled, points will not be awarded retrospectively.

Awards

Marshals Award.

DURHAM AUTOMOBILE CLUB Ltd

2017 Championships

Results to 28st February 2017

If you have results that are missed please contact Gordon Dundee gordon@dundee.fsworld.co.uk

Stage Rally

Jack Frost Stages

Ben Cree – 7th class 5 – 4 pts

Andy Brown – 7th class 5 – 4 pts

John Nicolson – 1st class 6 – 10 pts

Brands Hatch Winter Stages

Paul Swift – 1st class D1 – 10 pts

Riponian Rally

Stephen Petch – 1st class E – 10 pts

Michael Wilkinson – 1st class E – 10 pts

Steve Petch – 7th class E – 4 pts

Andrew Hutchinson – 10th class H2 – 1 pt

Snetterton Stages Rally

Paul Swift – 3rd class D – 8 pts

Points Standings

Drivers

Paul Swift – 18 pts

Stephen Petch – 10 pts

John Nicholson – 10 pts

Steve Petch – 4 pts

Ben Cree – 4 pts

Co-Drivers

Michael Wilkinson – 10 pts

Andy Brown - 4 pts

Andrew Hutchinson – 1 pt

Marshals

Marshals Training York

Stuart Anderson, Chris Thirling

Points Standings

Stuart Anderson – 1 pt.

Chris Thirling – 1 pt.

North of England & Scottish Classic Rally Organisers

NESCRO is an MSA recognised group comprising numerous MSA registered motor clubs in Scotland and the North of England. The focus remains the same as always, the promotion of "affordable targa and historic rallying" for the novice and expert alike

Targa and Historic rallying remains popular and we work hard to provide a variety of events that will attract the novice and provide a fun and safe introduction to motor sport, yet provide a challenge for the expert. The events vary in nature but all are friendly and suitable for most targa, classic and historic cars.



All our events feature a strong social aspect amid the competition. The entry fees often include the crew's food for the day and there is always plenty of time to socialise with other competitors during the events.

Low cost is the key to the success of our events and the entry fee for a typical one day event will be around £120. You may have to top up your insurance for the road sections (about £25) but other than petrol that will be your only extra cost for a day's fun.

No !..... it's not just about ageing folk with old cars. NESCRO has an enviable reputation for bringing forward some very fine young Drivers and Co-drivers. They have learnt their trade on NESCRO events, some Co Drivers from the age of 14 and they now compete at National & International level, but still return to NESCRO events for their club motor sport.

Don't be shy.....give it a try it.....www.nescro.co.uk

Event Type - Test and Regularity Historic and Targa

Location - Blair Atholl, Perthshire

Contact - Colin Wallace 07443 573155

saltireclassicrally@btopenworld.com

Web Site - www.saltireclassicrally.co.uk

Berwick Classic

Berwick & District MC Ltd

29th/30th

April

Event Type - Test and Regularity Historic and Targa

Location - Berwick upon Tweed

Contact - Stuart Bankier 01289 382025 stuart@bankier.wanadoo.co.uk

Web Site - www.berwickmotorclub.co.uk

SOCC Targa Rally

South of Scotland Car Club

14th May

Event Type - Test with Simple Navigation Targa only

Location - Dumfries

Contact - Ian Crosbie 07740 949240 iancrosbie@hotmail.com

Web Site - www.soscc.co.uk

Ilkley Targa Rally

Ilkley & DMC

4th June

Event Type - Test with Simple Navigation Targa only

Location - Ilkley, Yorkshire

Contact - Joe Mallinson 07468 497306

joemallinson@ilkleymotorclub.org.uk

Web Site - www.ilkleymotorclub.org.uk

Shaw Trophy Classic Rally

Whickham & DMC

11th June

Event Type - Test with Simple Navigation Historic and Targa

Location - Morpeth, Northumbria

Contact - Guy Wickham 07989 322186 guy.wickham@btinternet.com

Web Site - www.wdmc.org.uk

Lake District Classic Rally Wigton Motor Club Ltd

25th June

Event Type - Test with Simple Navigation Historic and Targa

Location - Penrith and North Cumbria

Contact - David Agnew 01946 841455 davidagnew@aol.com

Web Site - www.wigtonmc.co.uk

Northern Dales Rally Hexham & District MC 23rd July

Event Type - Test with Simple Navigation Historic and Targa

Location - Hexham, Northumbria

Contact - Ed Graham 01661 833167 edgraham01@sky.com

Web Site - www.hexhammotorclub.co.uk

Blue Streak Rally Spadeadam MC Ltd 13th August

Event Type - Test with Simple Navigation Historic and Targa

Location - Brampton

Contact - Barry Lindsay 07745 450714 barry.lindsay@tiscli.co.uk

Web Site - www.spaseadammotorclub.co.uk

Wearside Classic Durham AC Ltd 3rd September

Event Type - Test Only Historic and Targa

Location - Nissan, Sunderland

Contact - Gordon Dundee 07799 140427 gordon@dundee.fsworld.co.uk

Web Site - www.durhamautoclub.co.uk

Doonhamer Classic Rally South of Scotland Car Club 17th September

Event Type - Test with Simple Navigation Historic and Targa

Location - Dumfries

Contact - Ian Crosbie 07740 949240 iancrosbie@hotmail.com

Web Site - www.soscc.co.uk

Stocktonian Targa Rally Stockton & DMC 21st October

Event Type - Test Only Historic and Targa

Location - Catterick, N Yorkshire

Contact - Steve Waggett 07725 201705 stevewag@hotmail.co.uk

Web Site - www.stocktondmc.co.uk

Solway Classic Wigton Motor Club Ltd 22nd October

Event Type - Test with Simple Navigation Historic and Targa

Location - Cockermouth

Contact - Graeme Forrester 01900 825642

graeme@gtforrester.freeseve.co.uk

Web Site - www.wigtonmc.co.uk

DAC Veterans Register

Still no new members so I think that it's time to decide if there is any mileage in a Veterans Register. The ex-members who have been in touch will remain on the email distribution list, but the thought of having a section devoted to ex members and events aimed at them may be something that isn't going to fly. I'll leave the registration open in case we get any interest this month, but as good an idea as this is, I have to say I'm very disappointed by the result.

Many thanks

Marty

Urgent Appeal:

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

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

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

Many thanks

Marty

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 Event 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	TBC
28 th	Nog & Natter	Honest Lawyer	8pm

JULY

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

AUGUST

2 nd	Nog & Natter	Honest Lawyer	8pm
9 th	Committee Meeting	Honest Lawyer	8pm

16th	Nog & Natter	Honest Lawyer	8pm
23rd	Nog & Natter	Honest Lawyer	8pm
30th	Nog & Natter	Honest Lawyer	8pm

SEPTEMBER

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

OCTOBER

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

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Torque Talk will be distributed the third week of each month

Disclaimer:

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