

# TACK

May 2019

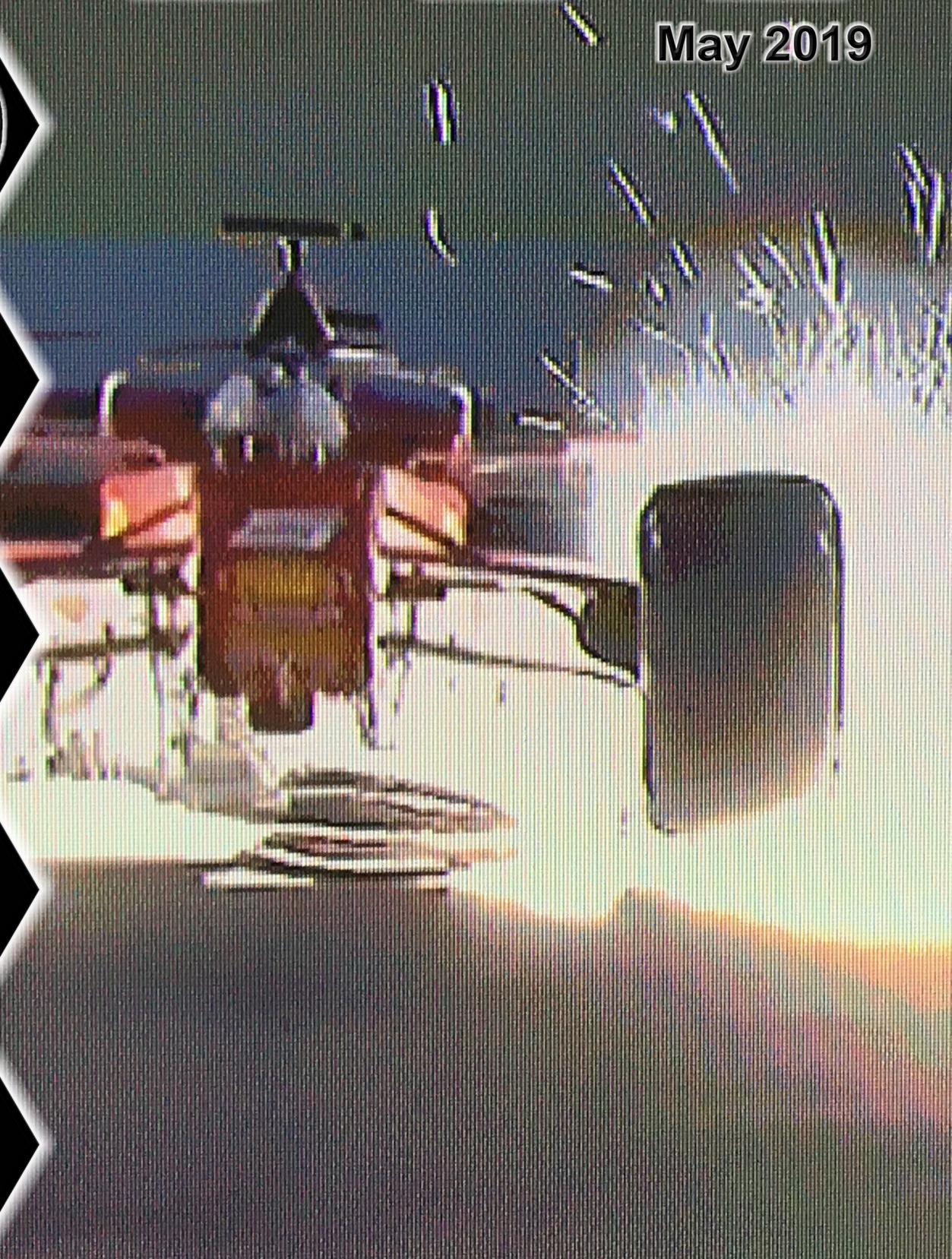


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# Durham Automobile Club

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I must apologise in letting April fly past without a magazine, the truth is the first one took so long that I am out of sync with contributors and whilst awaiting much promised input the time just slipped away, I am still endeavouring to produce a mag each month and whilst teething troubles abound I will throw one on your virtual doormats when there is enough to read.

This month has some pretty interesting stuff, but its probably best left for you to scroll through and just read it rather than me give spoilers out.

Surprising things happen all the time, but a special mention must go to Hexhams Spring Scatter, its one of those “really?” moments and for me raises hopes that the UK motorsport scene may well have someone at the top who will allow our sport in all its forms to flourish, I think its best to just quote our Chairman who along with Simon Jennings went to do a spot of Marshalling .....

*“I went up to Stamfordham to marshal with Simon Jennings on the Spring scatter 12 car organised by Hexham & DMC. DAC member John Nicholson was competing in his Suzuki and finished a very creditable 4th overall. But who else should turn up but none other than Motorsport UK top man Dave Richards.*

*He had been invited to arrive and drive on the event. So he flew in, in his private helicopter and jumped in Mick Davison’s Proton with top navigator Ali Proctor alongside him. Dave had a great night and had a big grin when he visited out check point. At the end he finished 2nd overall and said how much he had enjoyed the night.”*



I received some lovely kind words about my first ever foray into Magazine production, Maurice Ellison, who produces the excellent “Spotlight” for the SD34 MSG remarked at my smoke and mirrors effort and I thank him again for massaging my approval issues. Spotlight is jam packed with content covering a lot of info and a lot of clubs and is an inspiration.

He was however asked by Ian Dixon, the ANECCC sec, why he doesn’t cover more stuff in our region, his reply was that **“we don’t appear to be into road rallying”**, certainly not as much as Yorks/North West and Wales.

I am not going to speculate the reasoning behind that, if its true, I am certain that whilst a will to compete exists, the will to organise against various challenges may well be the prime reason.

Without getting too political, its apparent to anyone from this area that any sustained time spent away brings a different perspective on return.

I have friends and relatives scattered around the country, many of them who have been in exile for decades have a rose tinted nostalgia for the area, those on short term loans often come back with a grudging realisation that whilst most of us are proud of the region, the bags of chips most of us carry around on each shoulder has lead to us forgetting that we live in Gods country, whichever God you do or do not subscribe to.

Whilst we have been ignored by a succession of political administrations, we do have some of the best roads in the country, and we have a proven track record of sporting success in most fields.

I would argue that there are good reasons why most of the regions sporting success comes in sports that may well produce riches in its higher echelons, but not necessarily in those sports that require vast riches to actually get started in.

Its a sad fact that even in the lower reaches, motorsport needs a certain amount of capital to start up in, it also helps to have a life that time can be set aside to make up in sheer graft what cannot be bought.

When we see the pressures many of our fellow North Easterners grapple with in everyday life, its not surprising that scarce resources aren’t available for such divisive pastimes as ours.

When youngsters struggle afford to run and insure a black boxed mobile millstone, dulling the pull of independent transport, its no wonder that our sport is becoming vaguely elitist.

When much of the internet chatter concerning Targa Rallies seems to centre on “how much money can I spend to win” its not as blatant as that, but the moans about restrictive rules,

### **“why cant I put a BMW V8 Twin Turbo in an MX5”**

type chat just points towards a thinning of the talent pool. We all have recollections of Driver “A” spending their way to a National Championship, as if talent was always enough, but at grass roots level the sport needs protection.

It needs protection from Litigation, restrictive elitist rules, public and environmental challenges but mostly it needs protection from itself.

When a sport is in decline, there are those who seek to exploit that opportunity for their own gain, whether its brow beating marshals and organisers or spending national championship budgets on local events.

In the last years of the last century, a local Historic event was scuppered by the attitudes of one competitor, his singular sense of entitlement and self proclaimed celebrity apparently allowing him to repeatedly handbrake turn along the measured mile, this in direct contravention of the event regs and stipulated in the PR as a quiet zone. The event never ran again, his actions destroying the event for the region.

I hope Mr Richards can foster an environment that allows grass roots motorsports to flourish by stricter controls on the things we struggle with whilst encouraging the use of cheaper machinery.

By protecting the organisers from the very real legal challenges and finding a real way that the precipitation from the nimbus region of that rarefied strata of our sport actually trickles down to its roots.

Alan Hawdon  
Editor



Well, here we are in April, (May, cough) the sun is shining and there is rumours of a heat wave is on its way.

I hope you liked the new format of the magazine created by our new editor Alan Hawdon. It would always be a tough job to follow on from the great magazine created by Martin Hall, but I think Alan has certainly taken the challenge and created a great first edition. I hope you will all support him to continue to create a great magazine each month.

Engineering and Mathematics) at a local school in Chester-le-street to help promote DAC and motorsport. Thank you to everyone involved in all of the above events.



We are seeing new faces turning up to these events which is encouraging but I would like to see more club members coming along to support and take part in DAC events.

Three rounds of the club navigational table top championship have already been held, but as it is the best 5 rounds out of a total of 7 rounds, it is not too late to take part.

Peter Masters starts the outdoor navigation events in May.



The Club calendar has certainly kicked off with some vigour (more to follow with Pam's Social secretary report). Since the last magazine we have had a talk night, veteran night and table top rallies. We also attended a STEM Fayre (Science, Technology,

If the table top attendance is anything to go by, the Scatter will fill up quickly. So please let Peter know you want to enter his Navigational Scatter.

Another event which will fill quickly is the Classics at the Castle in July. At the first sub-



Club members have been out and about competing this month. Forest and Tarmac rallies, 12 Cars, Autotests, PCAs and Targas to name but a few.

Thank you to Mark Thornton and Peter Masters for the auto test reports in the last magazine. I will also have a report later in this magazine on the Rallynuts stages (also known as the Severn Valley stages). Please, please, please let us have your reports.

After the first closed event near Clacton on sea last year, the North West stages (near Blackpool) also ran this year under a closed road format and was a big success. The

committee meeting, Pam Broom informed us that the entries are flooding in fast and people should not sit back and wait. Entry Form and Regulations are available from Pam, at a club night or from the club website.

Tour of Mull has been confirmed for October this year and there are rumours that the Jim Clark Rally is looking good to run this year. I've even heard mutterings of a closed road event in the North East but was that just foolish banter? Watch this space! Have you heard any snippets on any events

Stay safe and enjoy your motorsport.

Andy Brown  
Chairman  
Durham Automobile Club





## WHICKHAM D.M.C.

### WHITTLE COLLIERY PCA APR 7TH

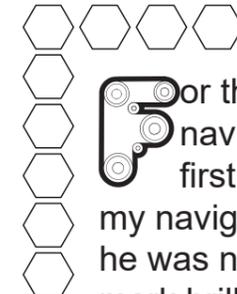
Originally planned to run in February, but the snow hit and it was postponed. Whickham MC have brought a new event and venue to the calendar. The rescheduled date being the 7th April and saw 24 competitors arrive to a damp and muddy venue.

venue, tests could not be walked prior to starting. A few days earlier a couple of tanks had been using the venue and this had pulled mud onto some of the test areas chewing up parts of the test. It made conditions interesting to say the least with the rain only adding to the mix.



The site was quite long and thin so the organising club had to plan the venue well, we unloaded cars, parked trailers and went for scrutineering. Once complete we signed on and got our packs of information to study which included the test diagrams. The site had changed since the original recce by the club in February and as a result some tests needed modifying. We marked up these changes and studied the routes to try and get some sort of idea if where we were going, due to the size of the

This was the MX5's maiden outing, so was going to be a bit of an unknown. MX5's are not uncommon to the motorsport scene now but there's not many Mk3's being used. My car is a Mk3 2.0 Sport version which comes with LSD as standard and Bilstein suspension. The day before the car had an oil change and new winter tyres fitted, knobbles or special tyres were not permitted so I was so pleased that I had these on the day!



For this event you needed a navigator, so not only was it the first time out for the car it was also my navigators first time too, granted he was nervous but stepped up to the mark brilliantly and once the first loop of tests were completed he knew what it was all about and settled in to enjoy the day.

Into the tests, there were 3 to a loop and at the end you were held till 10 cars were queued then brought back to the paddock. It was a clever well thought out event.

They did alter some test layouts as the day went on due to the ground being too churned up, it helped to save the cars and made sense to do so. There were things you could hit so had to have your wits about you and one unfortunate competitor did do some damage to the front of his Mk2, but that's motorsport for you.



We did a total of 18 tests and needless to say I enjoyed every one of them. The car performed well, the only thing causing me concern was it felt like the slave cylinder on the clutch was



maybe starting to show its age but I will change this as a precaution for the next outing. I can safely say I was very impressed with the Mk3, good power and handling and I am looking forward to using it more in the future.

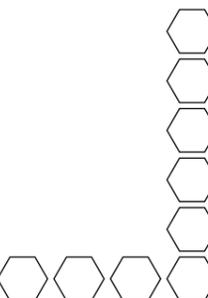


The only negative to the event were the results, there was some uncertainty and took a good while to be released. Competitors receiving emails to say their position had changed several hours after the results were declared, it was not so much of an issue to me as all I wanted to do was drive that car and see how it went, but I could imagine the more serious competitors finding it frustrating.

In all a good well organised event and a great day. Well done Whickham MC.

Photos supplied by CRS Photosport , many thanks.

Mark Thornton.



Our first closed road event together for Andrew Grimstone and myself.

Fully prepared notes covered and DVD watched we headed over to Recce the rally on the Friday, signed on and off we went to have a look at the stages. After a small detour we got to the first stage. As we travelled over the stage we found it to be dry in places, loose and slippy in others but our fingers were crossed for no rain, it was looking good for the start.

Very technical in places a few double cautions were added to the notes the verdict was CAUTION.

Onto the next set of stages. Stage arrival clearly marked by the set up team and away we set, a bit more open and much improved visibility.

One or two alterations but nothing major and we started to settle in.

It was apparent how much work the set up team had put in.

Next, Weeton Camp, I have navigated there several times before but never on pace notes only maps. Reading the notes to Andrew on the recce felt right somehow, Weeton is notorious for damage, WATCH THE KERBS.

After a full pass through our confidence was growing. Time to pull over and reflect on the days RECCE, we felt good although some caution would be needed. A bite to eat then back to Myerscough Collage to meet Sid, AKA Andy Owens, transport manager who brought the car over ready for set up.

Car on site we prepared for the next day's action. Scrutineering & noise control went through without a hitch just as the heavens opened with a few hours rain we could have done without. It was then time to head off to the ceremonial start, We were all impressed with all the razmataz, Garstang turned out in force excited to meet and greet the



crews before the competition started. The excellent evening meal was at a Chinese restaurant then back to the hotel for some well needed rest. We woke early and got back to Myerscough to ready everything for the day's competition. Off we went with flags waving to the first stage, the nerves were kicking in, sat on the start line ready, "let's have you North West Stages"

By hell it was slippy, after the extra bit of rain we had one or two moments one very nearly a TANK SLAPPER (we need to have a definitive definition of a Tank Slapper, ed) on a very slippy loose gravel section, we passed a good few crews who

it. A call into remote service to check the car was all OK then onto stage three, which was CANCELLED due to an incident. A slow convoy through gave us a little more recce time it



remote service then Weeton Camp part two.

I noticed something scraping on the road section, it felt OK just something catching, we met the crew before the start and asked to check the noise. GREMLINS had struck again, a broken rear damper! DamnBlastBlimeyCharlie and other choice words heralding GAME OVER RETIREMENT FOR US. On reflection it was a steep learning curve, a few timing issues to look over and rectify but other than that, a most enjoyable event.

I would like to say a big thank you to Andrew grimstone for being an excellent pilot, keeping us the correct side up and safely getting us so far. A huge thank you to all the backroom staff, without you we don't go rallying, service crew, food and drink, paperwork entry's. For everyone else involved in making our rallying as good as it can possibly be.

A massive thank you to all the people concerned in the organizing such a big event, its a massive achievement and hopefully it marks a return of closed road rallying. We plan to be back next year I am sure of that.

From Andrew Grimstone and myself and all the team at AG motorsport thank you. it should be called team Andrew, theres. Andrew Grimstone pilot, Andrew Hutchinson (big h) navigator, Andrew Owens(sid) transport manager. andrew Petch on the spanners and Olga\* the lucky weasel. what a team!

Cheers BIG H



## OVERALL RESULTS

- 1 - PETER TAYLOR/ANDREW ROUGHEAD FIESTA
- 2 - ALEX LAFFEY/STUART LOUDON FIESTA
- 3 - NEIL SIMPSON/MICHAEL GIBSON SKODA

had already gone off and believe me it's not a nice sight.

Stage two. This felt a lot better but nerves were still keeping us on our toes. We were out of our comfort zone but were getting into

looked good however it looked like a few crews had been ploughing the verge in places .

Weeton camp next on notes "let's have it" By hell we enjoyed that run, the notes worked as planned and it felt very quick. So that was the first loop done and back to service. 35 minutes to check the car over, fuel up and get back out there. For the second loop the stages had dried out a bit making them a bit quicker. A safe passage through them, nerves settled and we were going well, a quick call into



## March New Car "Sales" Disappoint

UK new car sales in the vital March month again dipped against last year, but only by 2.4% which is a better result than many expected. How much this result was "helped" by the pre registration of unsold vehicles to boost the numbers is of course a matter of intense speculation.

In fact retail sales were only 2.8% down on last year and large fleets actually bought a few hundred more than in March 2018, but sales to small businesses were a whopping 45% down. All the signs are that small businesses are keeping their cheque books well under control in a time of great economic uncertainty, and our own experience suggests they are postponing car purchases but going ahead with new vans that actually help grow the business.

For the year to end March figures are similar, total 2.4% down, retail and large fleet about even, small business 41% down. In all this there were of course winners and losers.

Biggest loser was Ford who had a disastrous month falling from over 50000 sales last year to under 41000 this resulting in a market share of under 9% and almost being overtaken by both Vauxhall and

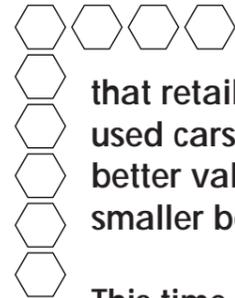
Volkswagen. Ford's No 1 position in the UK has been the case for almost 50 years now but looks like that era is coming to an end.

Looking at the quarter particularly dismal news for Alfa Romeo 30% down, Audi 13% down, Citroen's DS Division 49% down and Nissan 16% down. Volvo and their dealers must be ecstatic to be 39% up in a slightly declining market.



At the top end of the market figures are all over the place, Bentley are about static, Jaguar 16% up, Land Rover static, Maserati 37% down, McLaren 34% down, Porsche 41% down.

One survey showed dealers received around 11% less new car enquiries in the month so they did well to manage the sales reduction to only just over 2%. However there is evidence emerging



that retail customers are turning to used cars that they perceive as offering better value and involve taking on smaller borrowings.

This time last year 41% of motorists surveyed said they were considering buying a used car as their next purchase, now it's 49%. Not surprisingly those who will go for a new car next is down from 42% to 34%.

UK car production is also well down, 17% down on last year with the full year forecast now down to 1.3M cars, less than the Czech Republic makes.

## Who Marries Who?

The enormous cost of developing electric, hydrogen, and self driving cars is forcing a new era of consolidation in the industry. Many are forecasting there will be a series of mergers and acquisitions over the next few years.

Ford and VW are moving closer together, Peugeot/Citroen/Vauxhall/Opel boss Carlos Tavares has openly admitted to being open to other "opportunities" with a takeover of Fiat/Chrysler rumoured as the next target. The Peugeot family, still major shareholders, have declared themselves in favour of this idea.

There's a feeling that Tata are disenchanted with their ownership of Jaguar Land Rover now it's losing money and either M. Tavares or Kia/

Hyundai rumoured as possible new owners.

Toyota and Suzuki are beginning a joint venture with Toyota producing Suzuki badged versions of the RAV 4 and Corolla, giving Suzuki access to Toyota hybrid technology, while Toyota will use Suzuki's small car internal combustion engines. For Europe the Suzuki versions of the Rav 4 and Corolla will be produced in Toyota's UK plants.

One industry executive has pointed out that because of the enormous cost of developing new aircraft there are only two major manufacturers of large civil airliners in the World, Boeing and Airbus. Given that the motor industry now faces similarly vast investments why, he suggested, should the end result be any different?

## BREAKING SPEED LIMITS TO END?

From 2022 all new cars sold in Europe will have to be fitted with a device that means the car will know what the speed limit is on the road they are on and will not permit the driver to exceed that limit.

There will be an emergency feature that the driver can use to override the system but it's thought that a black box will be fitted that will inform the insurance company whenever this is done.

The industry is expecting a significant sales boost in 2021 as drivers seek to get the last new cars which don't feature this "improvement" and those who now make a living by altering



engine management systems to produce more power will have another profit opportunity by offering to get around the speed limiting devices.

Until all this happens the risks of being caught speeding seems to vary dramatically depending on where you break the limit. Last year Wiltshire police prosecuted 1190 motorists for speeding while the neighbouring Avon and Somerset force caught almost 200,000! Some Chief Constables seem determined to catch those who drive beyond the limit, some think it simply doesn't matter.

## Ford Shaking Up Their European Business

Ford has lost money on its European operations for most of the last 20 years. And it's rumoured that the car side of that business had posted losses almost every year with only the vans actually turning a profit.

Ford has been slow to move to SUVs rather than "conventional" cars. SUVs now represent one third of European new car sales, but only 20% of Ford's sales because they simply don't have a full range of SUVs available.

Now they are reviving the Puma name for a Fiesta based SUV to slot in between the Ecosport and the Kuga. A new Kuga's on the way and Ford will offer a top end SUV by once again importing the Explorer from the US. The slow selling and unprofitable B-Max, C-Max and Ka+ models will be dropped.

Ford are also dramatically reducing

the volume of cars they supply to the rental industry at enormous discounts, which is partly responsible for their reduced market share. Concentration on SUVs has transformed the fortunes of Peugeot and Vauxhall in particular, so Ford are pinning all their hopes on doing the same. If this doesn't work rumours continue to circulate that Ford may sell their European car business to VW and continue as a van seller only.

## CARLOS GHOSN SAGA CONTINUES.....

Having only recently been freed on bail ex Nissan/Renault/Mitsubishi boss Carlos Ghosn has now been re-arrested in Japan. Fresh charges have emerged suggested that he used company funds to pay for his divorce lawyers and the purchase or lease costs of private jets used largely for personal rather than company business.

It's also said that a Nissan internal audit has revealed that the Nissan importer in Oman received a \$15 Million "reward" for sales performance on Mr. Ghosn's instructions, and that \$5 Million of this was diverted to a company in the British Virgin Islands controlled by Mrs Ghosn. Said company then used this "windfall" to buy a luxury yacht for the use of Mr & Mrs Ghosn.

They deny all charges so the case rumbles on and the lawyers get richer.

## ELECTRIC & AMP; HYDROGEN POWER

London's Ultra Low Emission Zone (ULEZ) is now operational with drivers of all but the least polluting cars and vans facing increased charges to drive in central London.

One effect has been an increased interest in electric cars with 60% of UK motorists surveyed now saying they would consider electric power for their next car purchase.

Both my regular readers will know that my own opinion is that Hydrogen not Electric is the way forward. I was therefore pleased to see that Audi have appointed a new boss who has made

the re-starting of their hydrogen power research one of his very first actions.

Audi expect to offer customers hydrogen powered cars as early as 2021 and are using Hyundai technology to

speed the process up.

Audi's reasons are that they are concerned about the availability of the natural resources required for building a massive number of batteries every year, lack of recharging infrastructure, and that they fear pure electric cars simply won't satisfy customers' expectations in real world use.

They expect their hydrogen cars to have a range of almost 400 miles and a refuelling time of 4 minutes.

Meanwhile Toyota have offered all other manufacturers access to their hybrid technology by freeing up almost 24000 patents they hold, some of which are so new they are still pending. Almost 2400 of these cover hydrogen fuel cells. Other technology will be made available by Toyota on a fee based system so they're not being entirely charitable!

## Tesla Updates

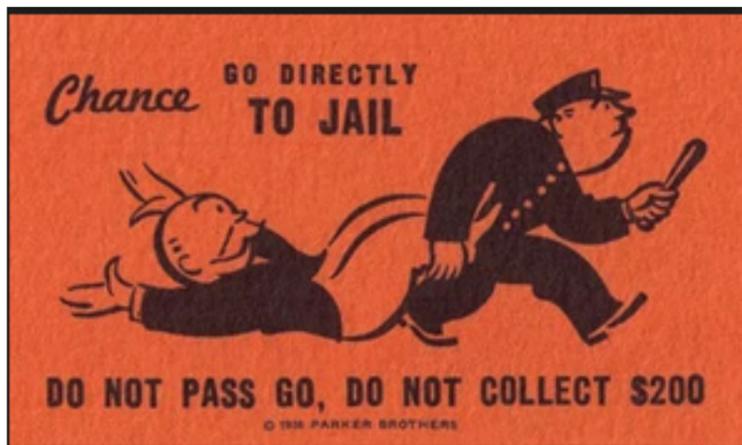
One thing Tesla always does is produce news regularly, in fact I don't seem able to get through a month without talking about them. And one thing their boss Elon Musk isn't, is consistent.

Last month's decision to close all US dealerships and sell only over the internet has been reversed. And the long promised start price of \$35000 for the smaller Model 3 has been dramatically increased.

Having hit its sales targets and made a tiny profit in the last quarter of 2018 Tesla delivered 31% less new cars in the first quarter of this year.

Most worrying was that the sales of the more expensive and much more profitable Model S and Model X were about a third below forecasts. Facing declining sales Tesla announced they have suspended plans to expand their battery production factory in Nevada. Result was the shares plunged.

Tesla have however found another way of making money. All manufacturers



are facing heavy fines by 2021 if they don't meet stringent EU average emissions targets. However the rules allow pooling of emissions even by separate brands.

So Tesla have reached an agreement with Fiat Chrysler to do just that which means that Tesla registrations will count alongside Alfa Romeo, Fiat, Jeep and Maserati before the average is calculated. Although details are confidential it's believed that Tesla will be charging Fiat Chrysler many millions of Euros.

Similar regulations apply in the US and Tesla have sold emissions credits to other manufacturers there for over £765M in the last 3 years.

## Keyless Car Thefts Cost Insurers £1M A Day

Car theft decimated the value and sales of hot hatches in the 1980s. Now they are growing again as thieves use electronic devices to trick cars equipped with keyless entry into unlocking.

One criminal holds one of these devices against the car to capture the signal it sends to the key and boosts that signal to another device which an accomplice holds against the front wall of the owner's house, which relays the signal to the key kept inside the house.

This fools the car into unlocking itself and it can then be started using the very convenient start button provided on the dashboard.

The required electronic devices are openly advertised with prices starting as low as £10. On average a car theft claim is now made every 6 minutes with insurers paying out £376M last year, 28% up on 2017. Over the last 5 years vehicle thefts have risen by over



50%,  
The true situation is actually even worse with some car owners complaining their insurers refused to pay out because of there being no sign of forced entry to the vehicle.

The insurance industry is now pressing manufacturers to fit security devices to prevent these thefts. 60% of cars featuring keyless entry have no such devices with the Ford Mondeo, Hyundai Nexo, Kia Proceed, Lexus UX, Porsche Macan and Toyota Corolla being regarded as particularly vulnerable.



## Coventry Offers Motorists £3000 To Ditch Their Cars

£20M of public money is being used to launch a scheme in Coventry designed to persuade motorists to leave their cars at home.

The aim is to drive polluting cars off crowded city streets. Those car owners who agree to give up using their cars for a period of time still to be decided will receive up to £3000 in cash credits which can be spent on public transport, electric car hire and bike sharing. The scheme will later be extended across the West Midlands and perhaps further afield. Eventually Government money will be replaced with funding provided by private companies including electric car companies and bus and train operators.

Green campaigners have already criticised the scheme for being limited to the West Midlands only and demanded the amount of money available be dramatically increased to enable a national rollout of the offers.

### **DRIVERLESS TAXIS ON BRITIS ROADS WITHIN TWO YEARS**

Because Britain was early in allowing trials of self driving cars it is now expected that within little more than 2 years driverless taxis will operate on limited routes within city centres and perhaps beyond.

Delays in extending 4G mobile networks will limit the areas these cars can use however. 90% of motorways are covered by 4G but only

58% of A and B roads, and driverless cars need this to communicate with each other and roadside infrastructure.

Extensive tests have been carried out in Bristol, Coventry, Milton Keynes and Greenwich but so far with a human driver always on board. Tests without that driver will begin late next year, forecasting the growth of driverless is very difficult.

It's one thing to predict when the technology will be ready, but much harder to estimate how quickly customers will be keen to embrace the new technology.

However the industry is planning on the basis that 17% of all cars on our roads will be capable of operating without a driver on certain of our roads by 2030.

### **IS CAR OWNERSHIP AN OUTDATED CONCEPT?**

American ride-hailing app company Lyft recently floated on the New York stock exchange for a valuation of over \$23 Billion.

Not operating in the UK it's less well known than the similar (but much larger) Uber. Lyft didn't exist 8 years ago. They estimate that in the US over 300,000 people have already given up owning a car to use Lyft services.

So how many have sold their cars to use Uber?

Many more I'd suggest. Certainly I have two friends in London (and I don't have that many London based friends) who've done just that in the past year

and as Uber and Lyft expand this trend can only speed up. Each new driver recruited, each new city added to their networks will give more people the confidence to abandon car ownership.

Of course that will be largely confined to cities, but that's where 35% of people live in the UK, and that's where an awful lot of cars are (currently) sold. One US journalist recently wrote:

*"Soon owning a car will be like owning a horse – a quaint hobby pursued by a few people who regard it as a cool thing to take for a spin at the weekend."*

This change has HUGE implications for Motor manufacturers and dealers, but also for insurers and component suppliers plus many others. It also has potential effects on the wider economy. If lots of people move away from car ownership that will release enormous amounts of money to be spent elsewhere?

### BENTLEY HAVE A PLAN

As the only loss maker in the VW Group Bentley boss Adrian Hallmark has been under enormous pressure since being appointed early last year to put things right. Plans to build a genuine sports car have been abandoned. Bentley will concentrate on Grand Tourers and SUVs and seek to develop new products in these categories that will appeal to buyers who don't currently own a Bentley.

For those who regard current Bentleys as quite large cars it may come as surprise that larger cars not smaller are on the agenda. Bentley are particularly keen on an SUV larger than the Bentayga which they believe is required for the US and Chinese markets.

There will be a big move towards electric power with a plug in hybrid version of every model by 2025 but Bentley acknowledge that battery-electric isn't necessarily the right way to go, at least until battery technology has developed further. So they're looking at fuel cells and synthetic fuels produced using wind and solar power.

Bentley celebrates 100 years of car manufacturing this summer and promises big news on future products at the celebrations due in July. Watch this space.....

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Seen on the recent Mintex Run on a soggy Harewood Hillclimb



Nicky & Wendy Porter



John Pye & John Coxon



Stuart Anderson & Chris Thirling

Photos by Sam Simpkins



## We have moved!

After years of planning and a hectic week of unloading office supplies, Great North Air Ambulance Service's new HQ is open for business!



The move to Progress House in Urray Nook, Eaglescliffe, has brought fundraising, lottery and admin teams together under the same roof for the first time. Office staff are excited to welcome the operational team based at Durham Tees Valley Airport to the new headquarters later in the year, while our Cumbrian base in Langwathby will continue to operate in the West.



**£120,000**

each year

is how much we will save on rent and other expenses by moving to our very own headquarters



**395**

cubic metres of concrete

has been poured to make the base of the hangar as we get ready for the helicopters to join us

### Our new address:

Progress House  
Urray Nook Road  
Eaglescliffe  
Stockton-on-Tees  
TS16 0QB

# HONEST LAWYER HOTEL

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.



WELCOME TO  
HONEST  
LAWYER

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.

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**W**ell as I write this I am having a bout of Sinusitis and a throat infection, courtesy I am sure of our very changeable weather.

**L**ast weekend it was summer and today it is very Autumnal!..Off up to Oban tomorrow for a few days regardless, I will gladly share my bugs with anyone that wants them!

Since the last report we had a superb night at the Golf Club ( 20th March) when Nicky gave his talk and raised lots of questions and points for discussion, once again any one who did not make it missed an excellent entertaining evening. THANK YOU NICKY!

On 10th April we had another Social night, our annual get together of both current and past members, hosted by Fred Henderson. While not as many faces appeared as last year it was still a very enjoyable social evening and plenty of time to chat and renew acquaintances.

We raised almost £100 in the raffle which included a few more WRC clothing items. I am very happy to report that Simon Jennings finally got his jacket!! Having been outbid on several occasions at the Auction back in February! Thanks Fred for the buffet and to those who supplied raffle prizes.

**W**e have now had round 3 of the Table top Challenge and I hope to have a date to announce for the next round very soon, look out for emails.

DAC Navigational Scatter  
Wed 15th May.  
Start Wolsingham Railway Station Car Park.  
ENTRY £5 per car

Route info given out at 7.pm - 7.30pm  
All on Map 92  
Soft pencil/rubber and torch would be useful too.  
Route plotting uses map references ( put your recent training to the test!)  
2 hours to visit 15 out of 20 checkpoints, less than 30 road miles.  
Restricted to 12 entries - Get Your NAME DOWN ASAP or you will miss out  
Finish venue, Cross Keys Pub, Hamsterley Village.

For entries, just let PETER know you are coming.  
peter.masters@live.com  
07754046543

NEXT SCATTER OR TREASURE HUNT WILL BE 12th JUNE - more info to follow soon! Any suggestions for navigational events or social evenings please get in touch with me or any of the committee members and we will see what we can do.

ALSO if there is anyone out there that would like to organise a Treasure Hunt themselves or would like to work with one of to organise something please again get in touch.

## RED MIST

*no longer young but still angry!*

**C**roft circuit is the same length as 284 Double Decker Buses, the FIA headquarters in Paris is the same height as 4002 Double decker buses.

When someone asks you round to theirs to have a look at their "holiday" snaps, most of us would normally engender the "illness" protocol or at least take copious amounts of liquer to be comfortable in our numbness.

**N**icky Porter has recently turned this on its head, his recent talk at Bishop Auckland Golf Club about his less than boring holiday kept many a cynical mind entertained, even those in the cheap seats mumbled approvingly.

Nicky also introduced us to a far more accurate form of measurement.

A double decker height can be more accurately defined, as indeed its length, by units of Wendy.

An average UK Double Decker is around 3.1 Wendy's and is around 7.5 Wendy's long.

**I**am one of the lucky ones in that my carer also shares some interest in my interests.

There are those amongst our ranks who's significant other has no interest in our passions at all, but for all our sakes we must make our sport more inclusive.

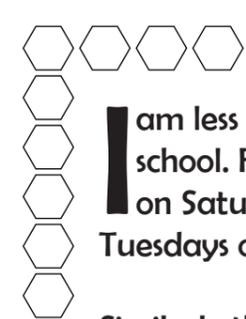
**I**would fully encourage the participation of anyone who identifies as a minority in society in our area of motorsports, but in the main we are talking about our personal accountants, many of which are of the opposite gender, and whilst I have seen enough ugly men to last a lifetime (some still have the power to shock even on regular acquaintance) I find the erosion of barriers to inclusion as one of the greatest things in modern life. Surely the only discrimination we should be excercising is whether you like cars or not?

Nicky's use of his life partners stature of course blurs this issue, and whilst the talk was most interesting, there were more than a few of us wondering on the exact height of Mrs Porter whilst also ruminating on the foolhardiness of actually asking, we know throughout Nicky's many adventures non would be more risky than him attempting to measure more things in his new system, he probably needs to take a course in body language.

**T**hats been one of the more interesting aspects of the Formula One series for me, the disconnect between words and vision.

Late last year I called Virgins bluff, threatening to leave and go back to Sky, I expected a bribe and indeed it was what I was expecting, subsequently I now have free Sky sports and a reduction in my monthly fee.

Channel 4 losing their live races had forced my hand. My eldest son has long waxed about Sky's coverage, the depth of analysis etc etc, like me he is also a football fan and he enjoys their equally justifying interminable analysis. of the minutia.



I am less enamoured. I am pretty old school. Football should be played on Saturdays and kick off at 3pm, Tuesdays or Wednesdays at 7.45pm.

Similarly the Champions League should be abolished along with League play offs, the premier league is still Division one to me.

Sky has ruined things with their dedicated channels, much like 24 hour news has to justify its existence by finding content, this it does in banal droves, finding content where there is none, speculating and sensationalising things that are inherently dull non stories.

Entertainment....what is it? Is it something to fill our lives just for the sake of filling it? (I was going to suggest by way of example "Tales from Topographic Oceans by Yes", but I don't want to lose the crowd)

But this rolling in glitter only reinforces the general consensus that F1 is boring... nevermind that, but the WRC is boring too.

That takes a peculiar skill to make such sports boring.

When some fool in the FIA declared that rallying doesn't necessarily have to have an endurance element, I started to wonder what was going on.....

So whilst avoiding ever playing TFTO by Yes I ventured onto Facebook and Youtube where there are plenty of old nostalgic videos from what some may think of as the recent past, but 30 year olds refer to as the "olden days"

All these cars, zipping around tracks, crashing, zooming through forests... crashing.....its tempting to think that the attraction was the crashes, but I think its something far subtler, it was the perception of danger and even more succinctly that of movement.

Not speed, the modern game has that in spades, F1 and WRC machines are phenomenally fast, frighteningly so...yet so efficient. But the thing that attracts so many to Moto GP is missing, movement, yaw, pitch, understeer, oversteer, that element of jeopardy, that even the casual observer can go whoooooa at.

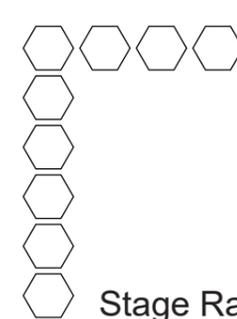
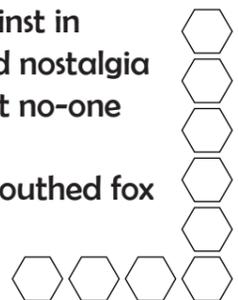
Engineers will sneer at it, manufacturers will listen to their focus groups "Stockholm Syndrome" without questioning their motivation.

We all want entertaining, which is why I have started watching the live qualifying and races, but then watching the build up and post race stuff later on on Channel 4.

Channel 4, like Match of the Day is mainstream, they don't take their audiences for granted, they know they have to entertain, they have to make stuff interesting, they have personalities, not dry dull talking heads given too much time and space.

The specialists start to believe their own hype, but as their audiences decline so does their influence and soon they become irrelevant, a niche. We risk becoming Yes, a fantastic product fighting against in fighting, ego, self indulgence and nostalgia until ultimately they turn up but no-one else does..FFS!

Alan the fowl mouthed fox



## DURHAM AUTOMOBILE CLUB Ltd CHAMPIONSHIPS 2019

Stage Rally Results from 1st January to 6th May 2019

If you have results that are missed please contact Gordon Dundee [gandjdundee@gmail.com](mailto:gandjdundee@gmail.com)

### Jack Frost Stages

Andy Drake – 10 th class 3 – 1 pt  
Jeff Bedford – 10 th class 3 – 1 pt  
John Nicholson – 11 th class 3 – 1 pt

### Riponian Rally

Colin Tombs – 5 th class C – 6 pts

### Border Counties Rally

Stephen Petch – 3 rd class 11 – 8 pts  
Michael Wilkinson – 3 rd class 11 – 8 pts

### Warcop Stages

Joe Hutchinson – 4 th class 3 – 7 pts  
Colin Tombs – 7 th class 3 – 4 pts

### Malcolm Wilson Rally

Steve Petch – 4 th class B14 – 7 pts

### Rallynuts Stages

Stephen Petch – 5 th class B14 – 6 pts  
Michael Wilkinson – 5 th class B14 – 6 pts  
Andy Brown – 5 th class 3 – 6 pts

### Pirelli National

Stephen Petch – 1 st class NRC6 – 10 pts  
Michael Wilkinson – 1 st class NRC6 – 10 pts

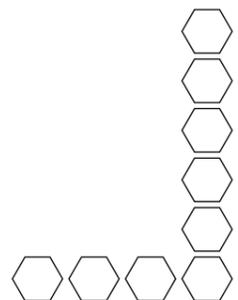
### Points Standings

#### Drivers

Stephen Petch – 26 pts  
Steve Petch – 7 pts  
Andy Drake - 1 pt  
John Nicholson –1 pt

#### Co-Drivers

Michael Wilkinson – 26 pts  
Colin Tombs - 10 pts  
Joe Hutchinson – 7 pts  
Andy Brown - 6 pts  
Jeff Bedford - 1 pt



**DURHAM AUTOMOBILE CLUB Ltd**  
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**ENTRIES CLOSE MONDAY 24th JUNE NO LATE ENTRIES WILL BE ACCEPTED**

[www.durhamautoclub.co.uk](http://www.durhamautoclub.co.uk)



Back in the good  
 Old days of road  
 rallying and  
 12 car rallying map  
 reading was a real skill

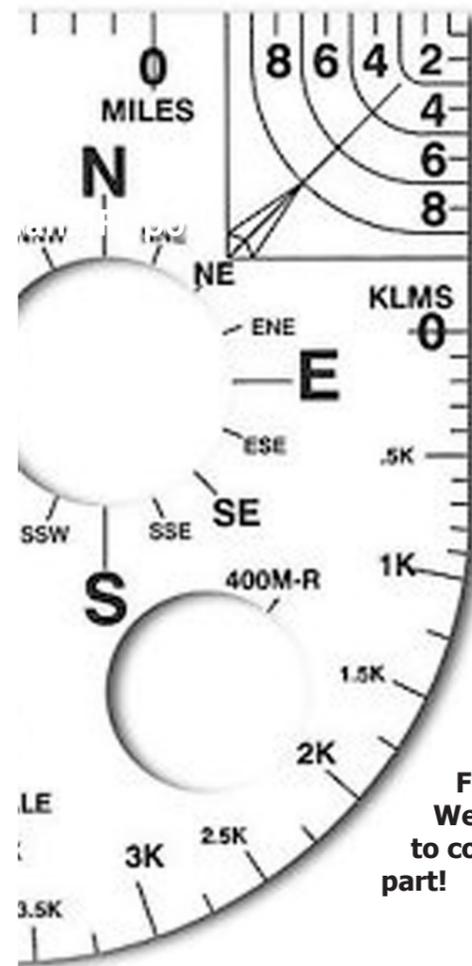
It was only possible to win events if you knew  
 your way around an Ordnance Survey map.

Well this year we plan to take you back to the  
 grass roots of motor sport with our DAC Table Top  
 Challenge!

You're not going to need the fastest car! (or any  
 car for that matter)

You're not going to need a bulging wallet!

All that you're going to need is:



**A pencil (and  
 sharpener)**

**A rubber (you  
 will make  
 mistakes)**

**Map 87  
 (available for  
 around £8.00)**

**Enthusiasm!**

**Five spare  
 Wednesday nights  
 to come along to take  
 part!**

**Some sort of illuminated magnifying  
 device**

**THE 2019  
 DURHAM AUTO CLUB  
 TABLE TOP  
 CHALLENGE**

**So what's involved?**

We've devised seven rounds of the DAC Table  
 Top Challenge and it's been designed to walk you  
 through the process of how to read and navigate  
 your way around a map from the basics in round  
 one to more advanced techniques in the later  
 rounds.



If you're interested in taking part in a 12 car rally  
 or road rally then this is the best way to learn the  
 necessary skills.

The challenge is open to any Durham club  
 member and you don't need any previous  
 experience of map reading to take part. We're  
 going to teach you the skills that you'll need along  
 the way from basic map references through to  
 herring bones and some other funky stuff that you  
 may not have seen before!

The challenge is suitable for beginners and  
 experts alike so don't be afraid to have a go!  
 There will also be help and advice on the night to  
 guide you along the way. It's a challenge so if you  
 like puzzles and logic you're going to enjoy the  
 events.

There will be seven rounds, between February and  
 December on a Wednesday evening at the motor  
 club venue. You'll have to complete five of the  
 seven rounds to have a chance of becoming the  
 2019 DAC Table Top Champion! (And there'll also  
 be a Novice award too)

Well where do I start?

It's not very often I get the chance to experience gravel stages away from the North of England. But for the Rally Nuts stages, I had the chance to sit in the ex SG Petch EVO that I sat in for my prize drive back in Jan 2017 and also experience some welsh stages such as Hafren and Sweet lamb.

Alun Pearson is now the owner of the ex SG Petch EVO and it would be my first rally with him. The event was based in Builth Wells but the stages were 30 miles north.

For gravel rallies, I like to do a lot of preparation to ensure there are no problems on the day. This includes preparing the notes, watching the DVD, marking out the road sections on the maps etc etc. I've actually turned down two seats already this year because I couldn't prepare before the event.

Once I have completed the notes I always pass the notes and DVD to the driver so they can check the notes and familiarise themselves with the stages. Alun said this was not necessary. Hmmmmmm?

The Rally HQ was based in the Royal Show ground in Builth Wells and offers a very spacious service area.

The first loop before service would consist of four stages, Hafren South, Sweet Lamb, and two stages I couldn't pronounce (Cwmysgawen, and Cwmcynydd). After service we headed back to Hafren and Sweet Lamb for the final two stages.

Everything looked set for a good day until three corners into the first stage. It was suddenly apparent that Alun wanted a lot more information up front.

Providing the notes a lot early was not a problem but this could have been picked up before the first stage. The rest of the stage went OK but the atmosphere in the car was a bit tense now.

The next three stages went ok apart from the odd missed gear and a stall on the final hairpin in SS2. Then a few miles from the end of SS4, we came around a medium left a tad too quickly and clipped the rear wheel on the bank of the next corner, which flipped the car onto 2 wheels.

**Alun got the car back onto 4 wheels but it spun 180' and we were travelling at 80 mph backwards down the track.**

Luckily he caught the car and quickly turned us around to continue to the end of the stage.

#### Results

- |                                  |            |
|----------------------------------|------------|
| 1. Euan Thorburn/ Paul Beaton    | Focus WRC  |
| 2. Mark Donnelly/ Dai Roberts    | Fiesta R5  |
| 3. Steve Petch/Michael Wilkinson | Fiesta WRC |

After a short service of 30 mins and a regroup of 25 mins, we headed back to SS5 - Hafren and SS6 - Sweetlamb. Stage 6 was our best stage and best time of the day but Alun still felt off the pace by some way. We finished our first rally together as 21st overall and 5th in class. I personally thought it was a good finish considering the quality of the entry in front of us.

Special thanks to Anth and Shaun for kicking the tyres and putting go go juice in the tank.

Stephen Petch and Michael Wilkinson were also out on the Rally Nuts stages in the Ford Fiesta WRC. They finished 3rd overall after lying second for most of the day



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## FLAT OUT MOTORING OR JUST FLAT?

Following on from an item in a recent magazine on the swing to electric cars, a good summary, and I am certainly not looking to find problems, because some of the current electric cars and hybrids are amazing.

The Nissan Leaf, for example, is well developed and is a fine commuter vehicle but, and there has to be a but, as far as I am concerned, why are we over-promoting, especially the all-electric cars, when in the bad weather there is no surplus electricity about.

It is not so bad at the moment because there aren't so many, probably less than 40,000 all-electric cars and maybe 40/50,000 hybrids but when the Government call to dispense with fossil fuel vehicles by 2040 I can see nothing but full-scale disaster. Firstly, what a stupid statement for the Government to make with regard to 22 years ahead.

Most of the current bunch would be dead or in sheltered accommodation by then.

Hybrids apart, can somebody please tell me how we can recharge 20-odd million cars on 13-amp sockets overnight. I am told, as a guestimate, we would need another eight Sizewell B Power Stations, at least. Which is probably true when we think that a Nissan Leaf needs about 3kw overnight to recharge; granted it is within an intelligent recharging system.

Maybe we would get away with it in the summer when normal electricity consumption is low. Remember it took ten years to start on Sizewell C and it will take a further eight years to build it, and that's just one. Of course, I am no expert, but it sounds to me as if the Government have opened their mouth without engaging the brain – so what's new!.

I would have to guess that hybrid cars are a slightly different proposition. But even some of these, like the Mitsubishi Outlander, are quite dependent on static recharging points to function efficiently. A good example of an efficient hybrid is the Toyota Prius which has its own engine and doesn't need a charging point to recharge its energy batteries.

If the idea is about clean air, what is the point overall of having to use the petrol engine to then charge the energy cells before the electric system can progress. But there is one fantastic use and opportunity for hybrid vehicles which is under-exploited.

Why not have city centres that can only be accessed by electric or hybrid vehicles and if you have a diesel or petrol car you can use the 'park and ride'.

Rather than having wholesale rules and regulations about emissions, just allowing hybrids or all electric cars into city centres would be a cheaper and easier solution. Of course, we also have to be reminded that city centres are becoming domestic deserts as all the shops move out to the out-of-town Retail Centres where cars can smoke their heads off.

It is difficult sometimes to understand why there is such a push to electric vehicles, ok, they may get a much increased range one day, they are

nice to drive and in a city centre they are clean, but they are not very cost efficient compared to a modern petrol or diesel which, believe it or not, is now pretty clean, far flung from the days of the Mk 4 Cortina with its VV carburettor which, even when finely tuned, could choke a sparrow at 20 paces.

When I last costed a comparison between buying and running a Ford Focus against an electric car, you needed to do 80,000 miles before it became cheaper to be electric, remembering electric is not free!! "But" that word again, there are a lot more things to think about – maintenance, depreciation and the practicality of both types of car.

I would put my money on a small petrol car anytime; it's just more simple and pollution-wise is amazing. What I am really saying is that somebody needs to provide some answers for what the Government are planning after they are dead.

I understand air pollution but what I don't understand is why the motorist is being targeted as the easy option. (Even beef cattle are blamed). If you want a good example of pollution, have a look at the amount that is put into the atmosphere by aeroplanes; there are hundreds of thousands in the air every day.

In fact they are actively contributing to a condition called 'global dimming' which is depriving the earth of natural sunlight. Another easy target is the coal -fired power stations which have kept the lights on for a hundred years. They might be a bit smoky but the question for the experts is ' how many aeroplanes give the same pollution as from the Drax coal-fired station'? I wouldn't be surprised if it is no more than two or even just one!

We are going to need every power station we can lay our hands on if the only cars on the road are going to be electric.

Fred Henderson  
Confused dot. 'con'

FRED HENDERSON



## THE 2019 DURHAM AUTO CLUB TABLE TOP CHALLENGE AFTER ROUND 2

Competitor	TTR1	TTR2	TTR3	Total
1st Andy Brown	20	14	20	54
2nd Michael Benn	16	20	16	52
3rd Gordon Dundee	14	12	12	38
4th Simon Jennings	0	10	14	24
5th Pam Frankland	4	8	8	20
6th Chris Thirling	6	3	5	14
7th Stuart Anderson	6	3	5	14
8th Owen Frankland	8	4	1	13
9th Alan Hawdon	1	8	0	9
10th Lynn Hawdon	1	8	0	9
11th Steve Wilkinson	0	1	6	7
12th Lindsay Burnip	6	0	0	6
13th Paul Patterson	5	1	0	6
14th Hannah Powell	5	1	0	6
15th Mick Stead	0	2	2	4
16th Pam Broom	1	1	2	4
17th Roger Broom	1	1	2	4
18th Ben Marsh	1	0	0	1
19th Julia Little	1	0	0	1
20th Chris Clement	0	1	0	1

## STOP PRESS

**ROUND 4  
WEDNESDAY  
22<sup>ND</sup> MAY**

# Colin Wilson

The funeral was held for Colin Wilson at Lichfield Crematorium on the 9th April.

Colin came into motorsport after becoming a reporter for the Durham Advertiser. Sent to cover a story about the soot being emitted from the Ansa Motors Diamond T breakdown truck, he met Fred Henderson who was working for Ansa Motors at the time. During that meeting, a call came in for the recovery of a car involved in an accident. Colin asked if he could accompany Fred and the rest is history.



His first rally was in the back of a Vauxhall Viva as a passenger during a Dales Rally. The back seat would need some cleaning following the event, but Colin was hooked.

During his time at the Durham Advertiser he started to partake in rallies and wrote reports for Motoring News, signing himself as W.C. so his bosses at the Durham Advertiser didn't know about his writing exploits.

He also became the Magazine Editor for Durham Automobile Club, producing what must be the best magazine produced by any motor club in the Country.

He then went on to work in Scotland and following this was offered the Assistant Editor post at Cars and Cars Conversions. During his time there, he coordinated the CCC Rally Championship which grew to be one of the premier series in the UK. As well as this, he regularly was found in the Co-Drivers seat and was Co-Driver for Fred in their fantastic season in the Oates Garage Willington Toyota Corolla.

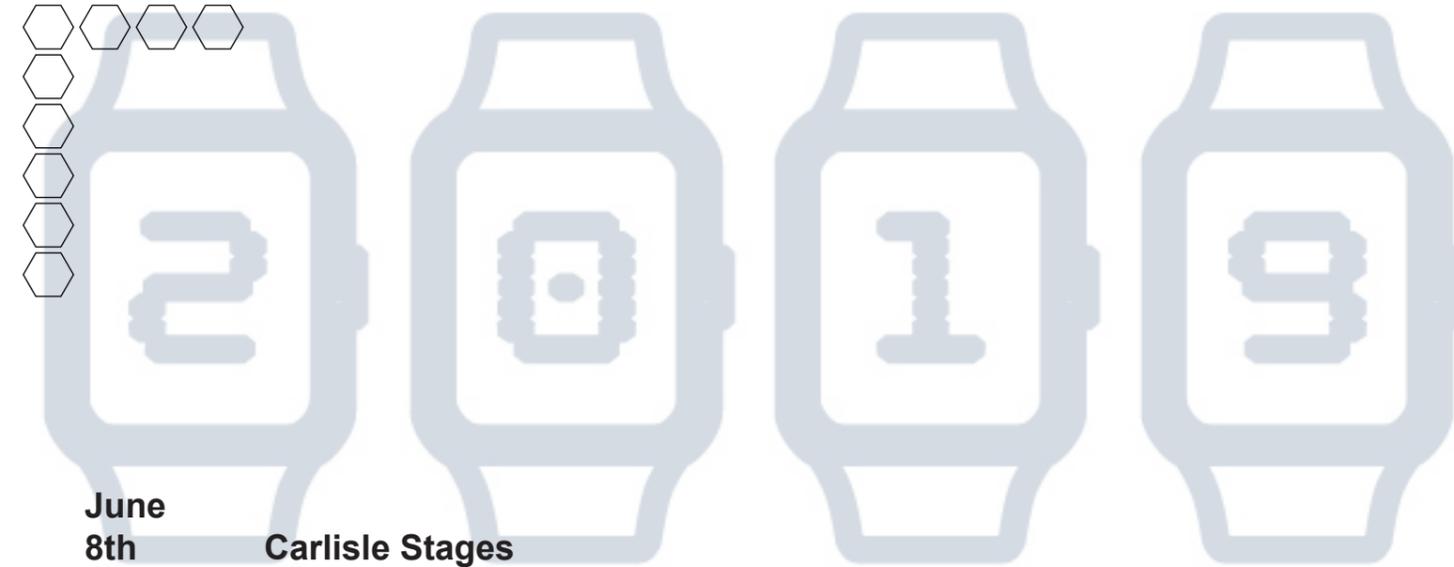
Following the appointment of Peter Newton as Editor of CCC, Colin took a sabbatical from motorsport before re appearing as Editor of the great Rally Sport magazine. He stayed at Rally Sport until taking up the position of Press Officer for the Motorsports Association, dovetailing this as Press Officer for the WRC under Max Mosley.

Following his retirement he started the online Racedates service, a great resource across all spectrums of motorsport.

As in the past, Colin continued to have strong unwavering views on a lot of motorsport issues, not least that road tyres should be used across motorsport including the WRC and BTCC

Colin succumbed to another stroke on the 22nd February. It is a credit to Durham Automobile Club that a floral tribute to Colin was sent to his funeral. Rest in Peace Colin, we and Motorsport in general will miss you.

Marty



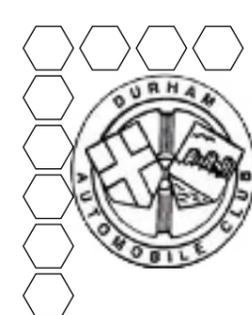
## June

- 8th **Carlisle Stages**
- 9th **Shaw Trophy** **NESCRO**
- 13 - 16th **Rally Sardinia** **WRC**
- 12 **Scatter/Treasure hunt** **DAC**
- 15th **Rally van Wervik** **NTRC**
- 15th **Summer Stages** **ASP, STRC**
- 21 - 23rd **Donegal Rally** **ITRC**
- 22nd **Argyll Rally** **SRC, SGP**
- 23rd **Lake District Classic** **NESCRO**
- 28 - 29th **Ypres Rally** **BRC**
- Durham County Show**

## July

- 7th **Greystoke Stages** **SGP**
- 13th **Nicky Grist Stages** **BTRDA**
- 13 - 14th **Mach 1 Stages** **STRC**
- 14th **Classics at the Castle**
- 14th **Northern Dales Classic Trophy** **NESCRO**
- 20th **Down Rally** **NTRC**

- DAC - Durham Club event
- WRC - World Rally Championship
- BRC - British Rally Championship
- ITRC - Irish Tarmac Rally Championship
- BTRDA - BTRDA Rally Championship
- SRC - Scottish Rally Championship
- NTRC - National Tarmac Rally Championship
- ASP - AS Performance North of England Tarmac Rally Championship
- SGP - SGP ANECCC Stage Rally Championship
- STRC - Scottish Tarmac Rally Championship
- NESCRO - NESCRO Classic and Targa Rallies



# DURHAM AUTOMOBILE CLUB Ltd

## 2019 Championships



Duration - From 1 st Jan 2019 to 31 st Dec 2019.

Points will be published in the club magazine, if you have results that are missed please contact Gordon Dundee at gandjdundee@gmail.com

### 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: - 1 st in class = 10 pts, 2 nd in class = 9 pts, 3 rd in class = 8 pts, down to 1 point for 10 th , 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, who are members before 1 st August 2019, points will not be awarded retrospectively.

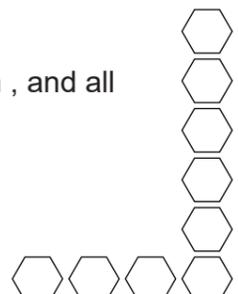
**Scoring**  
Counting events are those listed in the NESCR0 calendar, and the points calculation is those used in the NESCR0 Challenge

**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 1 st = 10 pts, 2 nd = 9 pts, 3 rd = 8 pts, down to 1 point for 10 th , 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.

**Classes are**  
A – Mini and Mini variants (Produced pre 2001) and Autotest Specials  
B – Rear Wheel Drive Saloons and Sports Cars (MX5, Midgets etc.)  
C – Front Wheel Drive

**Scoring**  
Points are awarded for overall and class positions: - 1st = 10 pts, 2nd = 9 pts, 3rd = 8 pts, down to 1 point for 10th, and all other finishers

**Events**  
Dates of counting rounds will be published in the club magazine, website and Facebook at least 4 weeks before the event. All rounds count in the final result

**Awards**  
Overall Autotest.  
Class Autotest.

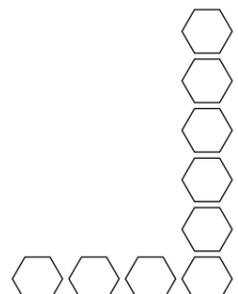
### Marshals Award

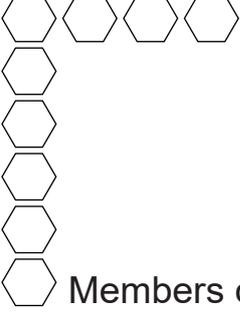
**Eligibility**  
Open to all paid up members of Durham Automobile Club Ltd, points will not be awarded retrospectively.

**Scoring**  
3 Points per day for signing on as an Official on any of the following events. Classic at the Castle, Wearside Classic/Targa rallies. Club Autotests, or any other weekend event organized by DAC

1 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. Quiz, Table Top Rally or any other club night event.

**Awards**  
Marshals Award.





# FINAL INSTRUCTIONS

Members of your motor club are cordially invited to an inter-club quiz night hosted by Hadrian MC on the evening of Wednesday 15th May.

We will be gathering from 7:30 for an 8pm start at:

Gosforth Rugby Football club  
83, Broadway West  
Newcastle upon Tyne  
NE3 2NH

Your club and several others in the area are invited to what promises to be a fun and friendly social event where we will once again have a sumptuous feast provided by Kobassa's Katering.

There will be a charity raffle held on the night with proceeds going to a charity that will be chosen by those attending on the night. If you would like to donate a prize that would be most welcome - simply bring it on the night.

I'd be grateful if you could let me know if your club will be attending and how many members will likely be in the team (or teams J ).

Look forward to hearing from you and seeing you on the night.

Kind regards.

Steve Nesworthy  
Secretary  
Hadrian MC

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Thank you to the following contributors to this months Torque Talk

**Andy Brown**  
**Mark Thornton**  
**Pam Broom**  
**Cath Hutchinson**  
**Andy Hutchinson**  
**Paul Gilligan**  
**Fred Henderson**  
**Marty Hall**  
**Gordon Dundee**  
**Colin Fish**  
**Sam Simpkins**

Next issue will be with you sometime in June, content dependant.