

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

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November 2016



In a shock announcement, VW has pulled out of the WRC and Audi has pulled the plug on its WEC programme. The Andy Mort tour had some great vehicles competing in it. I personally can't resist the BMW 3.0 CSI – anyone remember the batmobile racing version? Full report by Pam inside this edition of Torque Talk

Club nights July/August

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

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

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

Durham Auto club Website

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

August and September club nights:

Nov 23 rd	Table top Rally	Gordon Dundee
Nov 30 th	Nog and Natter	
Dec 7 th	Nog and Natter	
Dec 14 th	Committee Meeting	Club members can meet in the bar
Dec 21 st	Quiz	John Nicholson
Dec 28 th	Nog and Natter	

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

Editorial

Well it's fair to say that I didn't see that one (two!) coming! The shock announcement that VW would be withdrawing from the WRC and Audi from WEC at the end of this season took most of the motorsport world by shock – myself included. In fact, I even mentioned in a previous editorial about the appointment of a new Motorsport boss at VW and how this looked to be a good sign for the future. I wonder what he thinks of this decision now. The Audi WEC chief designer has gone to Sauber F1, so it looks unlikely that a non-work's supported WEC programme for 2017 could happen either under maybe Joest or some other independent squad as has happened in the past. This may well be some of the fallout from the emissions scandal, and its usually motorsport that takes the hit for other issues within a company. However it's probably convenient as well. VW and Audi have nothing left to prove in either the WRC or WEC and up to now, Porsche – a VW and Audi stablemate - will be competing in the WEC next year. Sad news, for all the workers within both divisions, and the countless fans of both series and cars. The end of the season will also see the retirement from racing of Mark Webber. If you haven't read his book, Aussie Grit, grab yourself a copy and take a look see – it really is a good read!

Nicky Porter's talk was a great success by all accounts, and I am only sorry that I couldn't make it on the night. I had been my intention of being there, but with a family bereavement necessitating a change to my day off from M&S (now known affectionately as Mud and Snow – like the old rally tyres of yesteryear!) my absence was unavoidable. Thank you to everyone who turned up on the night, and to Nicky for his time and effort.

I watched the televised stage of the Wales Rally GB, and I have to say that there is something lacking from either the coverage, or the current state of WRC. The cars are fast, and are going to be faster next year, the stage looked interesting enough, but it just didn't hit the mark as far as I was concerned. It was notable how few spectators there were, and maybe that had something to do with it. Years ago, the RAC rally was a must see, and lots of people trekked all over the country to follow it, but maybe with the move to Wales for all these years, the grass roots enthusiast has lost interest. The more I think about it, the more I think that the agreement reached as described in Torque Talk last month may be to the detriment of rallying in the UK as a whole.

Like him or loathe him, you cannot deny that Lewis Hamilton has done everything he possibly could to retain the F1 World Championship. His win in Brazil demonstrated his sheer mastery of the conditions, however the best drive of the day came from the nineteen year old Max Verstappen. Most notable was his save when the car went sideways and he managed to keep it out of the wall, not by closing his eyes and hoping, but with deft control of the brake, accelerator and steering wheel. My only concern with Verstappen is that he is so confident and so skilful that he may one day cross over the line where he cannot pull off a save of saves. Talking of F1, the driver market has took a few weird turns, and you can understand a driver like Gutierrez being more than a bit cheesed off at losing his drive at Haas when Palmer has retained his drive at Renault.

Pleased to report that some progress has been made on the Spitfire. I decided that after a fairly sad and stressful few weeks to get back in the garage and attack the front suspension that had steadfastly refused to be dismantled a couple of months ago. Amazingly, within three quarters of an hour, it was off the car, and sensing that I might be on a roll, I attacked the diff pinion oil seal that had been leaking EP90 onto the garage floor. Ten minutes later, that was done and sorted! Isn't it funny how things work out at times?

Had a few spare minutes the other day, and I decided to have a go at the Marshall Training and certification that anyone who wants to Marshall on an event should go through. This is quite a well put together website, with lots of training materials as well as the tests themselves. I would think that most motorsport enthusiasts who have visited a stage would be able to answer 90% of the questions, with the training being more than adequate to fill in the missing bits. I managed to do the whole lot in under an hour and am now in possession of a certificate to the effect that I can Marshall on a stage. Could I suggest that if you haven't already done the training, you go to the website and get it done. Even if you are not intending on Marshalling, there is some valuable information for the occasional spectator or even just out of general interest.

So now we are just about at the end of the motorsport season (and I do appreciate that there are a few rallies over the next few months) I think quite a few of us will be deciding what we are going to be doing next year. A return to racing is just not doable at the moment for me, but if I can get the Spitfire rebuilt in time, I intend to have a go at a few Autotests and various other motorsport activities, one of which would be a hill climb. It's something that I have always fancied having a go at after helping (hindering!) a guy at the bottom of the street where I used to live showed me the intricacies of his hill climb car. John Kirkup will be more familiar to some of you as the guy who built the Googleplex autocross car, but originally he had a space frame – almost D type lookalike – hillclimb car which had a Bristol engine (can't remember the configuration) This engine let go at some point and he replaced it with an Essex (Ford Capri 3 Litre type) V6. Wonder what happened to John and the Googleplex? Rumour had it that the chassis for the Googleplex was based on a McLaren MP4 plastic model kit, which was measured, scaled up, and fabricated out of steel. Brilliant achievement if that was the case, and great folk-law if it wasn't!

It would now appear that following the precedence that has been set in F1, it is perfectly acceptable to swear at the Clerk of the Course as long as you have a letter of apology on Ferrari notepaper ready to pacify the authorities and of course the Clerk of the Course. I personally think that Sebastian Vettel's tirade at Charlie Whiting should have resulted in a fine, an endorsement on his license, and probably a ban as well, for bringing the sport into disrepute. How many kids across the world watching the Grand Prix will have heard this, and will now think that it's alright? One thing I know for sure is that if I had done something similar when I was racing, a fine, endorsement and ban would have been the least of my problems! If only I could have somehow had some Ferrari notepaper!!!!

Ron Dennis of McLaren had been ousted from the board and is now on gardening leave. I suspect that this will end his involvement in F1 and whilst no one knows the where's or whyfores of the situation, I think he has done a pretty good job. Apart from Frank Williams, he is the last of the "Old Guard" I just hope that they haven't thrown the baby out with the bath water.

Paul Rosche will not be a name many people are familiar with, however he was the designer of many of BMW's best engines, including the 2002 Turbo, BMW Turbo F1 and his tour de force, the S70/2 which was fitted in the McLaren F1 sportscar. For those of us who like how engines look and sound this must be one of the most beautiful designs ever. More importantly thought, without Paul Rosche, there wouldn't have been BMW M Sport.

That's it for this time. Next month there will be a Christmas Special edition with a couple of competitions to idle the time away between Christmas and New Year!

All the best, and good luck if competing

Marty



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Chairman's Report

First I would like to thank Nicky Porter for his talk at the club on Wednesday 9 November. I know there will be a full report later in the magazine, so I won't say too much, but if you didn't attend you missed a good night. We are planning another with Peter Masters so watch this space.

As Christmas approaches you would think that events and activities would dry up in the run up to the festive period. But far from it, we have two navigational events and an auto test. There are many rallies, auto tests, PCTs to whet your appetite. Keep looking at our club website and Facebook page as we will advertise events when we know about them. Also other local motor clubs advertise their events on our Facebook page.

A new event organised by Hexham Motor Club (HMC) was held at the old cement works at Eastgate. HMC had secured this venue for the Northern Dales Classic Trophy. Like the Wearside Classic, this event consisted of tests but this was held on concrete and some gravel roads. It was a well-run event and at only £49 to enter it is well worth a try next year. Like auto tests you can use your daily commuter.

The end of the club year is nearly upon us and we are now planning for the Annual General Meeting. The AGM will take place at the Honest Lawyer Hotel on 18 January 2017. The AGM invitation and documentation will be sent out to all 2016 DAC members soon. 2017 Club membership renewal has also opened. We have some posts that need to be filled so if you would like to get involved with the running of your club, let us know.

Andy Brown

Chairman of Durham Automobile Club

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!





Malton stages 2016

For the penultimate round of the SG Petch Forest Rally Championship, The Malton Forest Rally consisted of six stages through the Dalby and Langdale complex.

The weather was very wet and we had snow and hail thrown at us for good measures. The stages were very slippery with deep standing water in many places. Each stage was repeated twice and surprisingly they did not cut up too much.

I was sat alongside Ben Cree again in his Peugeot 205 for our push to see if we could get Ben into 1st overall in the SG Petch Stage Rally championship. Steve Bannister was currently leading and there was a slim chance if Steve Bannister didn't finish.

Although it was slippery we pushed where we could but due to the amount of water we developed a misfire between 4,000 and 5,000 rpm. We changed the ignition amplifier pack in service which made a slight improvement but we still had a mis-fire.

After some poor seeding on previous rallies we were pleased to be seeded 29th and finished 27th overall and 1st in class, bagging us some good championship points. Unfortunately so did Steve Bannister and he won the SG Petch championship with 1 round still to go. Sadly Ben has had to withdraw from the final round of the championship due to lack of funds so I am hoping he can keep his 2nd overall after the Grizedale stages on 26 November.

Although the objective of co-driving for Ben was to help him finish well in the Championship, it has also helped me to move into second place overall in the co-drivers' championship.

With the final round in Grizedale forest I have managed to secure a seat so let's see where I finish in the championship after the Grizedale.

Andy.

Andy Mort Tour Saturday 22nd October 2016

Roger and I first met Andy Mort on the Isle of Mull, I can't remember the year but it would have been late 80's I think. For some 20 plus years we ran MTC2 /MTC8 and co-ordinated the regroups on both nights of the Rally. Which was always busy, almost always fun and enjoyable but always meant we had to think on our feet. Because of the unique format of THE BEST RALLY IN THE WORLD, these controls before service meant sometimes having to re schedule start times in order to comply with road closures, a Saturday night also meant keeping the 'fast boys' in the Trophy Rally separate from the 'back end' of the main rally...

On a few occasions after serious incidents when there were too many cars needing times and schedules were being re thought Andy Mort, a larger than life figure and member of the organising 2300 Club, was almost always first on hand to come and give us a hand and take off the pressure. And 99% of the time with a big smile and ready laugh...

The only time we did not see this was the 12th October 2003, the night Susan Cameron was killed on the event....Andy brought us the news to our Control and helped us quickly re locate to a location before, rather than after a junction, thus enabling us to ask all competitors arriving at the control to make their way 'home' and await further instructions...the rally was finished for the night...The rest of the event was subsequently cancelled. Andy helped us immensely that night largely keeping the press and public away from us while we had the sad task of asking competitors to go home....for operational reasons we could not confirm there had been a fatality...but everyone knew they would not be sent home otherwise... it was an awful night...

I was away in Kenya in October 2015 when I got the call that Andy had died in an accident competing in the event he loved and had been involved with for so many years...I have to say I was relieved I had not been there otherwise that same task might have fallen to me again!..

The 2003 Club of Blackburn has chosen to honour Andy's memory with a get together of friends and like-minded people and 'non-competitive' event around the roads of Lancashire and North Yorkshire. WHAT A LOVELY DAY.

9am Saturday morning and a collection of around 45 'competing' cars were inspected before being handed a road book, breakfast & dinner vouchers and time cards. (Start – Mitton Fold Hotel, Whaley near Blackburn) From classic cars to the most modern and everything in between... Our old Trooper and a couple of Landrover's. Frogeyes, Porsches, a sunbeam, Skoda, BMW, Escorts MK 1 & 2, Scooby, Mini...even a Noble..

Most TC's were manned but a few had just code bards but of course you did not know which they were! Timing was relaxed (unless like me you managed to completely mis read a tulip... durghhhh! – in which case it was frantic!)

The road book contained tulips with distances and timings...NICKY PORTER...THANK YOU, regularity training came in SO useful (found it very similar to a regularity!)

Never having been to this part of the world much at all I was totally taken in with the open and wild countryside. Single track roads, open farmland, wild moorland, soaring crags...I must go back.

Lunch halt was at HAWES Creamery – somewhere I did know (here believe it or not we ran into a face from the past..one KEVIN STONES (who I am hoping will come along to the club soon) Kevin

was associated with Imps and Sunbeams and something of a hero to Roger and many more.... Kevin just happened to be there and did not know of the event so it was very much a coincidence and a very nice one at that!

After lunch we went through Kettlewell again which I knew but were soon back onto roads and areas I did not know existed but still impressed by the roads and scenery. (I did get a bit flustered in the afternoon when there was someone manning a control that I have not seen for a number of years! CONCENTRATE WOMAN!!)

I can't go into too much detail on the route .. I would spend all day pouring over a map but MY GOD! The roads..Pen y Ghent, Trough of Boland..BRILLIANT route report in the SD34 News letter..a good read..

Roger and I were in the Trooper and the trip is not very accurate so we did have a couple of hic ups so we would not have won but by the same token we would not have been last! When we all returned back to Mitton Fold there were some 'optional tests' which were very gymkhana like..So I have pinched some ideas for our next events ... be warned..

A drive by shooting! Splat The Rat! How well do you know your car!..Driving blind!..

As a non-competitive event there could be no winners on time so the names of all 'finishers' were put in a hat and three were pulled out at random and got an engraved trophy... everyone got a commemorative key ring...In addition each 'winner' from the 'tests' got a bottle of wine..

The food was excellent.

Awards were presented by Andy's son and daughter.

I can't think of a better tribute to a great guy who loved his cars, the sport of rallying, the 2300 club and the Isle of Mull. HE WOULD HAVE LOVED TO BE A PART OF THIS DAY.

Rest in Peace Andy, we will all remember your smile, your laugh and zest for life.

Roger & I will always be grateful for the help and friendship you gave us.

It has been hard for me to write this, as many reading the report that did not know Andy they will want to know about the EVENT, the route, the cars, but to be honest, for me, it was all about THE MAN...for me while I/we enjoyed the event and we loved the new roads it was much more about a tribute to THE MAN. Meeting with his friends, family & colleagues, getting together with 'the old' organising team, sharing in memories of events and experiences...

Andy's family & friends , Alan, Simon, Cliff, Clive, Nigel... a time for thanksgiving, for remembering and for time yet to come, WE are pleased and proud to have been part of this event.

PLEASE NOTE: 2003 Club plan to make this a regular event. Not sure of the name yet but we will certainly do it and I would urge other DAC members to consider it...DIARY DATE the Saturday after Tour of Mull 2017!





DAC Veterans Register

Sadly no new members to report again this month, though I have been in touch with one time Imp and Sunbeam pilot Kevin Stones. Kevin was indecently fast in the Imp and had a great couple of seasons rallying a Skip Brown prepared Sunbeam with support from CCC magazine.

As stated last month (and the month before), the Veterans Register is starting to fill up, but I still haven't had any contact from those members who attended the new venue event we had all those months ago. Strange that the person who suggested it hasn't been in touch though! As before, if anyone can send me details, I will pester them and add them to the register.

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

Northern Dales Classic Rally 2016

Hexham Motor club have secured the use of a dis-used cement works at Eastgate near Stanhope.

The buildings have been demolished so all that is left are the internal roads and some concrete pads. There were 4 tests repeated 4 times to give 16 tests in four loops.

The weather gods had left some ice in places but apart from the cold, the weather remained sunny and dry. As this was a new venue, nobody had any idea what the surface would be like, so tyre choice was difficult.

All the tests were forward with some 360 degree turns around cones.

The schedule was loose but ran with very little delay. The only delay was waiting to start the first test in every loop. Once the cars had started the run through the 2, 3 & 4 test in every loop went well with only 1 or 2 cars waiting to start.

With ice and mud in places some caution had to be taken at first, but as these patches cleared the speed of many of the cars increased.

Roger and I had a few overshoots which required us to reverse to correct our route but we ended the day 15th overall with no penalties. New gloves with LEFT and RIGHT printed on are required for Christmas for both of us.



There were a lot of Durham members taking part and the finish positions are listed below.

Well done to Mark Thornton for winning the first ever running of this event and to Tom and Simon for top 5 placings. Just to explain, Tom was entered twice with Archie Simmonds. Archie drove the MG Midget with Tom co driving and then they swapped over in Tom's Riley Elf.

Some good results by DAC members.

1. Mark Thornton Chevette
2. Tom Hall MG Midget
4. Simon Jennings Peugeot 106
5. Tom.Hall Riley Elf
10. Steven Brown MX5
11. Peter.Masters / Gordon.Dundee Proton
15. Roger.Broom / Andy Brown Ford Puma
19. Anthony.Coates Nissan Micra

Andy.

On Wednesday 9th November around 40 club members and guests met at The Honest Lawyer to enjoy an entertaining evening of motoring nostalgia and up to the minute WRC insight.

Nicky Porter has such a wealth of experience in motorsport we are very lucky to have him as club President. And the great thing is Nicky is not just a figurehead and the 'name' at the head of our list of members and officials...he regularly comes along to meetings, is more than happy to help at events and organise club events to share his knowledge with the rest of us. THANK YOU NICKY!

The evening kicked off with a welcome from Chairman Andy and then everyone settled down with a drink and were immediately captivated..

Nicky had brought along a great range of pictures to show on the big screen, and while there was a rally car or competitive car in almost every shot, from classics to modern and everything in between for me it was literally every picture told a story....

It might have been a close up shot of a classic car in a city square, a car in the distance going up a series of hairpin terraces along a mountain valley, dust being kicked up on an endless plain..

The pictures themselves were informative and evocative but the night was brought alive with the knowledge and information Nicky was able to share with us. With information about the cars and drivers, to the countries, towns and cities. Problems at check points and borders, mishaps, fun and enjoyment, Nicky had a story for every picture and I am in no doubt that he could keep us entertained for YEARS!

It must have been very hard for him to narrow down his choice of events to cover this evening, ***(adventures in South America, last years Mille Miglia rally to celebrate the 60th anniversary of Sir Stirling Moss's win in 1955 for Mercedes-Benz. And a report from last years and this years Rally Deutschland.)*** after all I think over the years he has competed in almost every corner of the world and in a wide range of types of events. It was great to have a recent WRC event covered but for me the 'older' events from years gone by and the newer but 'classic' style events are more enjoyable...

After about an hour Nicky's voice was ready for a short rest and Andy reminded everyone about the great fundraising run around the UK...The Num Bum Tour..undertaken by Pam and Owen in their old MG. Their goal at the outset was to raise £2000 for the Muscular Dystrophy Charity they were supporting, and while their adventure did not go exactly according to plan, it was an adventure, they met some lovely people and went through some stunning parts of the country (Maybe we need to get them to give us a talk and share some pictures and experiences!!)

Anyway, earlier in the year the Club raised a small amount of money at our Autojumble event just before they set off for the Big Drive and this £40+ pounds was handed over but it was also agreed by the Committee that the Club would also support Pam & Owens fundraising to the tune of £100..

So Nicky presented a cheque to our intrepid members and we were all delighted to hear that Pam & Owen had exceeded the target they had set themselves and have raised over the £2000 and there is still money dripping in to their JUST GIVING PAGE...so if you have not given yet there is still time!

BUFFET TIME....the Honest Lawyer had provided a good spread and after we had all filled our plates and replenished our glasses Nicky was happy to answer questions, go back through some of the pictures and expand on some of the stories he had hinted at earlier...

What an enjoyable evening.

We hope Nicky will do this again for us as and when his busy schedule allows. It is so entertaining and informative and ideal for a club night in winter when it is difficult to 'get out to play' on a Wednesday night...

Thank you again Mr President!

From Pam Broom



Forthcoming Events

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

Rallies

No details were available at the time of publication of this edition of Torque Talk. This section will be updated as soon as 2017 event schedules become available

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Marshals</u>	<u>Radio</u>

Autotests

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

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

Hartlepool & District Motor Club - Dates for 2016

Season Completed!

AFW = all forward

(Events marked * are possible Association Autotest championship dates)

DAC DIARY

All events are either confirmed or are in an advanced state of organisation. However events may be subject to cancellation/re-arrangement at short notice.

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

Officers and Committee Members 2016

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

This list will be updated as and when necessary

Nicky Porter	nickyporter@btinternet.com	01388 772976	President
Steve Petch.			Vice President
Andy Brown.	aslscrat@gmail.com		Chairman
Chris Thirling.	Chris.thirling@gmail.com		Vice Chairman
Joan Wood	Joan.wood7@btopenworld.com		Secretary
Lindsay Burnip.	Poshbirdincontrol@btinternet.com		Treasurer
Peter Masters	Peter.masters@live.com	07754 046543	Membership Secretary
Peter Sewell	ssewell15@hotmail.com		Chief Marshal
Pam Broom.	Pam.broom@btinternet.com		Social Secretary
Marty Hall.	martinhall49@gmail.com		Magazine Editor
Stuart Anderson.	stuart@wilkinsonmaintenance.co.uk	07799335711	Press Officer
Steve Perry	steve.perry1979@hotmail.co.uk		Competition Secretary
Edward Todd.	eddietodd70@hotmail.com		General
Fred Henderson.	Fred@fredhenderson.com	07831279356	General
Gordon Dundee	Gordon@dundee.fsworld.co.uk ;		General
John Nicolson.	john@johnnicholsonfineart.co.uk		General
Michael Farmer.	mlp_farmer@yahoo.co.uk	07973569388	General
Michael Stead.	mgstead@live.co.uk	07947012550	General
Tom Hall.	group2fps@btconnect.com		General
Roger Broom.	Roggybroom@gmail.com		General

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