

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

WWW.DURHAMAUTOCLUB.CO.UK

November 2017



No 98 Aston Martin Vantage which has just won the WEC GTam – with a little help from a family and club member! And the Old Merc with its new Spanish registration

Club nights October to December

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

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

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

Durham Auto club Website

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

Forthcoming Events

2017 Calendar

29th November - **Julian Porter talk** at the Cross Keys in Hamsterley. Arrive at 7.30pm for a 8.00pm start. Please see note below about The Cross Keys in Hamsterley.

1st December - **Interclub quiz** at Stockton Bowling club. Contact [Gordon Dundee](#) if you are interested.

6th December - **Talk by Steve and Stephen Petch** at the Cross Keys in Hamsterley. Arrive at 7.30pm for a 8.00pm start. Please see note below about The Cross Keys in Hamsterley

29th December - **DAC auto test at Ebac** - watch your emails/ website and Facebook for the Regulations and entry form.

Note.

The Cross Keys provide very good food, so if you want to have something to eat before you attend the talk nights, please arrive well before the talk night starts at 8pm, so you will not be rushed to have your food.

Editorial

As we come to the end of the year, many of the titles across motorsport have been settled.

On top of our esteemed Chairman's success, Simon from Direct Car Parts won the NESCR0 Targa rally challenge in his £300 Peugeot 106. This is a particularly noteworthy achievement as it proves that you can have a lot of fun in motorsport on a minimal budget by choosing the right series of events to compete in. I would also like to thank Simon for his continued sponsorship and support of DAC with his sponsorship of the Autotest series. Well done and thank you Simon!

The World Rally Championship was settled on the Wales Rally GB with Sebastian Ogier taking overall honours. More importantly, this was also the event that clinched the Manufacturers championship in favour of Malcolm Wilson Motorsport based just across the Pennines in Cumbria. This is the first time that a privateer team has won the Championship, and was richly deserved. Malcolm has built a superb business from quite humble beginnings which has taken on and beaten the likes of Hyundai, Citroen and Toyota Gazoo. The icing on the cake being that Elfyn Evans took overall victory on the Wales Rally GB in another one of Malcolm's cars. All in all, a fantastic achievement.

The Formula 1 Championships went the way – as expected – to Lewis Hamilton and Mercedes. It wasn't all plain sailing in Brazil as an error in first qualifying planted the Merc firmly into the barriers. Starting last on the Grid, it was interesting to see Hamilton's progress as he worked his way up to a fourth place finish, just failing to secure a podium position. Whilst he performed some incisive passing manoeuvres on his way to fourth, it was Daniel Ricciardo in the Red Bull who gave a demonstration class as to how to overtake in F1 without contact and damage. All the spotlight in that team is focussed on Max Verstappen, but Red Bull shouldn't take Ricciardo for granted. He would be a tough adversary in another team (Ferrari maybe?)

As you will no doubt have gathered, I'm a keen fan of Sportscar racing, and it gives me much personal pleasure to report that Car 98, the Aston Martin Vantage of Paul Dalla Lana, Pedro Lamy and Mathius Lauda clinched the GTam World Championship in Dubai last Saturday. As you probably know, my Son works for Aston Martin Racing in Banbury, and I have no doubt that he and the rest of the team will have partied well into the night! That marks the end of the Aston Martin Vantage's racing career, and what a way to bow out! The new car was unveiled on Tuesday, and if it goes as well as it looks, then it's going to be a fascinating new season! Well done to all at Banbury!

Away from competition, we finally got the old Merc registered in Spain and true to form, it was once again a bit of a trial! I have done a bit of a write up on "Episode Dos" later in the mag, but it was anything but straightforward.

As we come to the close of the year, I'm sure that plans are being made for the forthcoming season. It would be really interesting to hear from you and let me have some details of your future plans. Just email me at dacveterens@gmail.com. It would be interesting to see how your plans progress and change as time goes on. For myself, I'm looking into whether it will be possible to do Le Mans this year or if that's not possible, Spa. Silverstone is a given, especially as it has been moved to later in the year. I would also like to go to a hill climb event and also see about getting behind the wheel of something at a track day or "experience" type thing. Will keep you posted.

Interestingly, I didn't get one email with regard to distribution of the mag. I still have over sixteen non delivery reports on my PC and I can only assume that either those members are just waiting

for the mag to be published on the website, or they are not in the least interested in my ramblings or the other reports and information that I put together once a month. I hope the latter isn't the case as the mag takes a whole chunk of time to put together! If you have any ideas for articles, please get in touch and I will do everything I can to help you.

At the time of writing, there was still no news of what is happening with regard to third party insurance requirements prompted by the EU. One can only hope that sense prevails with regard to this, but I have my doubts! Hopefully there will be some clarity on this before Christmas.

It will be interesting to see what happens over the engine proposals in F1 over the next few months. Already, as previously reported, Ferrari have threatened to take their bat and ball away, and Renault don't seem that happy with the proposals either. I would love a return to how things were just a few years ago. The scream of a V10 or V12 and less reliance on aero. However, F1 could never be seen to be returning to the past. That being the case, could the rule makers not limit the elements on the front and rear wings, and to save a vast amount of money, convert the current engines to twin turbo without any MGU-H or suchlike? In the late seventies, the BMW engine in the back of a Brabham gave over 1200hp with 1500hp in qualifying trim. With the advances in combustion technology, a relatively frugal 1000hp could be achieved in a car that would have the ability to slide and not be stuck to the ground by downforce developed by ever more complicated aerodynamics. I'm sure that the manufacturers would say that an engine like that wouldn't fit into their road car developments but how relevant are today's engines?

Not everyone saw out the end of the F1 season with Jolyon Palmer being relieved of his drive with Toro Rosso. Whilst some commentators were quite supportive, it was blatantly clear that he just wasn't quick enough. Proof of this was provided by Carlos Sainz jnr qualifying the same car several places higher – and nearer to his team mate – in the next race. Also not surviving the season was Danyl Kvyatt. It must have been a very bitter pill to swallow when he was demoted from Red Bull to Toro Rosso, but again it has to be said, he didn't exactly set the world on fire with his performances. It's easy to feel some sympathy for both these drivers, but as has been shown countless times before, there is no place in F1 for sympathy! If you haven't read it already, I can thoroughly recommend "The Piranha Club" book which details some of the goings on in F1 a few years ago. It's one of the few books that I have read nearly in one sitting!

This weekend's race sees another familiar F1 face leaving, that being Philippe Massa. He is another driver who should at some point have won the World Championship, but the near fatal accident in Hungary to me at least, took something of the killer instinct away from him. Additionally, he did sign up to the number two status that inevitably follows the team mate of one Michael Schumacher, whether that was a clause in the contract or not.

Another parting of the ways this weekend sees McLaren and Honda go their separate ways. Not before time some may say, however the Japanese Motor Industry doesn't do failure, and I wonder if they are keeping their powder dry for next season, where their engine will be in the back of a Toro Rosso. Wouldn't it be ironic if the car did actually produce F1 level power next year!

I'm hoping that next month's mag will be a bit of a bumper edition for Christmas, though I promise not to do another quiz – well maybe!!!!

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

Marty

Chairman's report

First I would like to congratulate Stephen Petch & Michael Wilkinson on their second overall on the Malton Stages at the beginning of November. Although it stayed dry for most of the day, well almost, the stages were very slippery. I was a few cars (ok 34 cars) behind Stephen and Michael in the Peugeot 205 of DAC member Ben Cree. We managed to bring the car home in 19th overall and second in class. An improvement of 8 places since 2016. I have included a small report later in the magazine.

In a few weeks' time we have a busy club schedule with two talk nights planned for 29 Nov (Julian Porter) and 6 Dec (Steve and Stephen Petch). Do not miss these nights if you want to learn all about the WRC from Julian and top national level rallying from Steve and Stephen. Thank you to Nicky Porter for organising these nights at the Cross keys in Hamsterley.

Gordon Dundee will be releasing the regulations and entry form for the Christmas auto test at Ebac very soon, so please keep an eye out for the email/website/facebook announcement if you wish to get an entry. It is a good way to burn off all those calories from that excessive Christmas diet.

We are still wanting to know from our club members who will be interested in attending the end of year Dinner/Dance night in Jan/Feb 2018. To date I have received 7 replies for 18 people. Even if you are not 100% sure please let us know so we can finalise the venue.

Ed Todd organised a night at a new venue called Teamsport on Wednesday 15 November. Over 36 people from 4 North East Clubs turned out for a night of Karting. This comprised of 3 teams of 12 people having 3 x 15 minutes sessions on the long kart track. The track is located in a warehouse and has many corners on two levels which made for some interesting driving. Rather than a race, the sessions were geared towards a time attack and your position at the end of the session was down to your fastest lap. As I got stuck at a hairpin for nearly 2 minutes this type of format helped to ensure it didn't destroy your session. I still came 12th and last on my first session haa haa. I had a good second session sat on Mick Stead's rear bumper for nearly 16 laps. I think he beat me into 11th because I pushed him around the lap a few times. Well that's my excuse. Not sure what happened on the last session but I finished 7th overall. We've received some great reviews from a lot of the clubs who attended so thanks to Ed Todd for organising this event. Hopefully we can, as a group of clubs, arrange some more interclub karting nights in the future.

Good luck to everyone who is competing this month. Let us know how you got on.

Andy Brown

Chairman of Durham Automobile Club

Future event

CLASSICS at the CASTLE 2018

Sunday 15th July

**In 2018 we will be supporting the
GREAT NORTH AIR AMBULANCE**

More details to follow in coming months but if anyone wants to be involved as a sponsor, on the sub-committee or as a marshal please let me know. We will hope to have 250-300 cars next time so will need additional help

Malton Forest Stage Rally

For the penultimate round of the SG Petch Forest Rally Championship, The Malton Forest Rally consisted of six stages through Cropton, Gale Rigg and Langdale. Each stage was repeated twice and they did cut up in places.

I was sat alongside Ben Cree in his Peugeot 205 for our second outing this year after the Border Counties way back in March, seeded at car 36.

Although it was slippery we pushed from the green light, as we wanted to keep up with Barry Lindsay in his rapid Peugeot 106.

We had a trouble free run all day apart from a big yeeehhhaaa moment on stage 3. We slide wide on a SQ Right and we were very lucky to escape with no damage. The car went onto 2 wheels and I thought we would roll but it fell back onto 4 wheels and we pushed on. With no damage or flat tyres and a decent time we were happy to survive that close shave.

We finished 19th overall and took the 2nd in Class 2 just behind Barry Lindsay who finished 11 seconds in front of us in 18th and 1st in Class. We were very pleased to only drop a few seconds here and there to Barry and even beat him on stage 6.

The next rally is the Grizedale stages in December but we are not sure if we will be out on this round. Time and money will tell. Thanks to Ben for asking me to sit alongside him you again. Also thanks to Terry and Richard who helped service after a cam follower broke on their BMW on stage 2 ending their rally.

Andy.

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Tel: 0191 3847803 or 0191 3849913

Monday – Friday 9.00am to 5.30pm / Saturday 9.00am to 5.00pm

Direct Car Parts
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Framwellgate Moor
Durham
DH1 5AU.

Merc to Spain Episodo Dos

Having had a thoroughly enjoyable Friday Evening with our Friends at the Jools Holland concert in York, we flew out to Spain on the Saturday morning from Leeds Bradford Airport. It's the first time I have flown from that airport, and I have to say, it's an experience that doesn't need to be repeated! I expected a larger, more up to date airport something like Newcastle, but Newcastle is streets ahead of it!

As per the arrangements, we were picked up from the airport by Umbrella parking and were taken to the car park where the old Merc was sitting waiting for us. One of the things that they do while the car is there is take the battery off (I had changed the earth lead for a larger one with quick release to make this easy) however it means that certain items on the car need to be reset before they will work properly. This includes the sunroof and power windows. This wouldn't be so much a problem if the passenger didn't have to pay for the road tolls! Note to self, reset everything before setting off! Driving down to Torrevieja, we spotted Adam who had the new plates and out documentation. Finally with the document scans we had sent over, we had successfully exported the car to Spain!

However, before we could attach the plates, we needed to get the car insured. That would have to wait until Monday and we had been told that it would be a straight forward thing to do. Not a bit of it!!!! Calls to brokers, and three visits on consecutive days to the Bank eventually resulted in an Insurance certificate. The main problem being that our UK insurers wouldn't play ball with the Bank which we insured the car through. Anyway, with a certificate in our hands, the car is now insured for any driver over 25. Interestingly, in Spain, you insure the car not the person. So after all the work, trials and tribulations, we now have a car in Spain. Was it worthwhile? Well possibly as used cars (and for that matter new cars) over there are a fortune!

However there was one fly in the ointment after all this. We went for a ride out to Denier to take a look see, and at the toll point, I pulled away and the car wouldn't change gear. I moved the shift lever to the right into fourth, and then back into drive and everything worked properly. It's possible that the shift lever had been knocked while sorting out the toll fee, and hopefully it will be a one off. However, you know when you have that little seed of doubt in your mind.....

Marty

Fury

EVENTS

Drive it • Shoot it • Ride it



Karting at Teamsport

Ed Todd kindly organised a club night at a new venue called Teamsport located next to the old Vickers factory on the banks of the Tyne. Originally the event was only open for DAC members with 20 places offered. But the interest from other clubs was so good we had to book another 16 places.

On the night we had 2 members from Stockton, 12 members from Whickham and 22 members and friends from DAC.

Teamsport is a new venue with two tracks, one short and one long track. The track we used had a section upstairs (where the pits are located) and a section downstairs. The overalls/helmets and Karts are all new and clean.

As we had the maximum group of 36, we were separated into 3 groups of 12. Each group had three 15 minute sessions which were timed against the clock. So you were racing against the clock to get your fastest lap rather than each other. After each 15 minute session you had 30 minutes to rest while the other groups had their session.

The track was wooden with some very tight and twisty sections. The up and down ramp were also interesting as you had a 90 left at the bottom of the down ramp and a hairpin left at the bottom of the up ramp. So your approach on these ramps was very important. Even though you were racing against the clock for the quickest lap, there was some racing going on. Some of the corners were polished which caused some very sideways moments if you took them too fast.

Everyone had a great time and our group of 36 had the top 11 fastest times recorded at the track since it opened. The staff were very impressed with our group and our driving skills. We had to tell them most of us are into motorsport like Autotests, circuit racing and rallying. Big thanks to Edward Todd for organising a successful interclub night. Whickham have already expressed their thanks and look forward to another inter club karting night in the future, so watch this space.

Andy

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!



A blast from the past – how many names do you recognise?

Durham Dales Rally Entry List 1979

No.	Driver	Co. Driver	Club	Class	Car	Finished
1	D. Lewis	J. Sylph	Whickham	2	Ford Escort RS	R
2	J. Robinson	P. Watts	Stockton	2	Ford Escort RS	16
3	M. Austin	P. Christie	Whickham	2	Vauxhall Chevette	3
4	J. Pye	R. Simpkins	Durham	2	Opel Kadett	14
5	R. Close	A. Thompson	Durham	2	Triumph TR7	N/S
6	B. Turnbull	A. Turnbull	Durham	2	Ford Escort RS	1
7	L. Hobson	M. Millane	Hartlepool	2	Ford Escort RS	15
8	J. Gray	A. Armstrong	Blyth Valley	2	Hillman Avenger	R
9	K. Allenby	B. Place	Northallerton	2	Ford Escort RS	6
10	G. Stephenson	P. Sewell	Durham	1	Morris Marina 1300	7
11	A. Eaton	T. Walker	Stockton	2	Ford Escort RS	2
12	D. Garth	N. Parkin	Greencroft	2	Ford Escort RS	R
13						
14	T. Graham	E. Soulsby	Hexam	2	Ford Escort RS	R
15	K. Knox	M. Collier	Whickham	2	Vauxhall Viva	R
16	J. Hodgson	B. Oswald	Wear Valley	1	Magenta	5
17						
18	R. Wilkinson	P. Turnbull	Greencroft	2	Ford Escort RS	N/S
19	J. Corner	S. Reilly	Whitby	1	Magenta	N/S
20	L. Popperwell	E. Popperwell	Stockton	2	Hillman Avenger	4
21	S. Bentley	G. Jones	Ripon	2	Ford Escort RS	17

22	C. Dickinson	D. Wilson	Tynmouth	2	Vauxhall Firenza	8
23	J. Stevenson	D. Eaton	Stockton	2	Ford Escort RS	N/S
24	J. Garrod	N. Garrod	Tynmouth	2	Ford Escort RS	10
25	I. Hudson	J. Wood	Northumbria	1	Magenta	R
26	C. Irvine	D. Irvine	Stockton	2	Fiat	20
27	N. Brown	D. Brown	Normanby	2	Ford Escort RS	19
28	S. Brabazon	L. Brabzon	Newcastle	1	Ford Escort RS	11
29	A. Dockray	R. Dockray	Wear Valley	2	Ford Cortina	22
30	I. Stocker	A. Wearmouth	Durham	1	Ford Escort RS	R
31	J. Waghorn	D. Purdy	Northumbria	2	Citroen	N/S
32	M. Dobinson	D. Wake	Sunderland	2	Ford Escort RS	R
33	D. Stavers	A. Hetherington	Durham	2	Ford Anglia	R
34	P. Snowden	P. Lee	Wear Valley	2	Ford Cortina	R
35	B. Richardson	K. Davison	Peterlee	2	Ford Escort RS	25
36	R. Broom	K. W. Elders	TC76	1	Mini	9



37	J. Simpson	J. Johnson	Durham	2	Opel Manta	32
38	D. Punshon	E. Brooke	Stockton	1	Mini	26
39	A. Benison	S. Jackson	TC76	1	Ford Escort RS	29
40	D. Webster	A. Rand	Wear Valley	1	Ford Escort RS	28
41	T. Leighton	R. Whitehead	Stockton	1	Mini	24
42	R. Elcoate	D. Cooke	Stockton	2	Ford Escort RS	23
43	A. Brown	M. Oyston	Greencroft	2	Saab 99	21
44	K. Burke	A. Paley	Durham	2	Ford Escort RS	27
45	R. Ward	K. Jackson	Wear Valley	1	Fiat X19	30
46	A. Hughes	P. Farren	Hadrian	2	Ford Escort RS	31
47	B. Walker	L. Brook	TC76	1	Alfasud	18
48	M. Leonard	I. Middlemas	Durham	1	Toyota Corolla	12
49	J. Cooper	R. Botcherby	Durham	1	Mini	R
50	P. Barras	J. Robson	Peterlee	1	Hillman Avenger	13
51	P. Martyn	S. Davis	Durham	1	Ford Escort RS	33

Class 1 - 1300cc

Class 2 - over 1300cc

Started at Wilsons Motors West Auckland

Thanks to Simon for supplying these cuttings. I remember the start of this rally and I think it may have been the event which Fred Henderson tried to get the near standard 1300 class going (sorry if I'm wrong – fading brain cells!) Don't think the guy with the Escort fitted with a limited slip diff expected us to have a jack and wall to test for any cheating!

MOTOR SPORTS



Anthony Eaton and Tony Walker, SDMC.

Stockton DMC clinch ANECCC club trophy

FOR THE THIRD consecutive year, Stockton and District Motor Club has won the inter-club trophy in the ANECCC road rally championship. Right up to the final event, nothing was certain but members taking second and fourth places clinched the matter in the Rally of the Dales, run by Durham Automobile Club on Saturday night. Stockton finally took the award with 573 points from DAC with 550.

The inter-club contest within the main championship has only been running for three years so Stockton really has something to celebrate.

The event itself, postponed from October because of route clash problems, bore the hallmarks of the 1979 championship: wet, muddy and slippery. Disappointingly for the organisers there were only 44 cars at the start and of these 33 finished the route which included 90 miles of selectives, the longest being nearly 18 miles.

No problems

WINNERS WERE Bruce and Andy Turnbull, DAC in an RS2000, a good home event, which gave them their first win. Second place went to Anthony Eaton, Low Worsall and Tony Walker, Stockton, SDMC members, in an Escort TC. They prefer to vary types of event and among a handful of ANECCC rounds have taken part in such rallies this year as a York National and the Tour of Cumbria. Saturday's run was without problems and they are now rebuilding the motor and generally tidying the car up ready for next season.

Mike Austin, Whickham was third and fourth place went to Lionel and Liz Popperwell of Stockton in their first run in a new Avenger group one 1600GT. The extra power gave them

their best result of the season for although they won one event and the Teesside novice championship itself earlier this year, the competition on Saturday was stiffer. They also won class two.

Lionel says he is very pleased with the car, sponsored by Barry Carter Motor Factors, Harrogate. The couple are now working on plans for the ANECCC championship next year.

John Hodgson, Wear Valley, was fifth and sixth place went to Ken Allenby, Dishforth and Bailey Place, Ainderby Steeple in their Dalton Motors (Thirsk), Ltd., Escort. They were lying third at half way but had misfiring troubles later and considered themselves lucky to complete the event. They were second in class.

Ninth place was taken by TC76 members, Roger Broom of Walworth, and Kevin Elders of Darlington, in their 1300 Mini. This was only their second event together but they are now hoping to compete in the ANECCC championship next year and are debating whether to continue in the Mini or use an Imp on which they are working. They had also considered entering next year's novice championship but must see what effect Saturday's position has on this plan.

An error by John Robinson Stockton cost him penalty points which dropped him from fourth to 16th and gave him fourth position in the championship for drivers.

DURHAM AUTOMOBILE CLUB Ltd

2017 Championships

Stage Rally Results from 1st May to 31st July 2017

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

Plains Rally

Stephen Petch – 1st class B14 – 10 pts Michael Wilkinson – 1st class B14 – 10 pts

DMack Carlise Stages

Stephen Petch – 2nd class B14 – 9 pts Michael Wilkinson – 2nd class B14 – 9 pts

Steve Petch – 6th class B14 – 5 pts

Warcop Stages Rally

John Nicholson – 1st class H2 – 10 pts Michael Wilkinson – 2nd class 4 – 9 pts

Andy Brown – 3rd class 4 – 8 pts

Nicky Grist Stages

Stephen Petch – 1st class B14 – 10 pts Michael Wilkinson – 1st class B14 – 10 pts

Nicky Grist Acropolis Rally

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

Greystoke Stages

Ben Cree – 5th class 2 – 6 pts Andy Brown – 5th class 2 – 6 pts

Points Standings

Drivers

Stephen Petch – 59 (67) pts

Paul Swift – 27 pts

John Nicholson – 20 pts

Steve Petch – 19 pts

Ben Cree – 19 pts

Ed Todd – 4 pts

Co-Drivers

Michael Wilkinson – 59 (76) pts

Andy Brown - 31 pts

Andrew Hutchinson – 10 pts

Clubman Rally Results up to 31st July 2017

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

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

Events run to date

1 – Saltire Classic

2 – Berwick Classic

3 – South of Scotland Targa Rally

4 – Ilkley Classic rally

5 – Shaw Trophy Targa Rally

6 – Lake District Classic

7 – Northern Dales Classic

Points Standings (numbers in bracket's are events competitor has scored points in)

Drivers

Simon Jennings (1, 3, 5, 7) – 230.0 pts

Ian Bell (7) – 95.7 pts

Tom Hall (7) – 93.3 pts

Mark Thornton (7) – 92.9 pts

Peter Masters (7) – 72.9 pts

Gordon Dundee (3, 7) – 53.9 pts

Tom Coverdale (7) – 30.09 pts

Roger Broom (7) – 10.0 pts

Stuart Layton (7) – 5.0 pts

Navigators

Andrew Fish (1, 2, 4, 5, 6, 7) – 504.4 pts

Clive White (1, 3, 5, 7) – 230.0 pts

Tom Hall (7) – 101.7 pts

Steve Brown (7) – 95.7 pts

Tony Coates (6, 7) – 85.8 pts

Mick Stead (7) – 72.9 pts

Alistair Dundee (3, 7) – 53.9 pts

Pam Broom (7) – 10.0 pts

Future Events

13th August – Blue Streak Targa Rally

3rd September – Wearside Classic

17th September – Doonhamer Classic Rally

7th October – Devils Own Clubman rally

15th October – Solway Classic

21st October – Stocktonian Targa Rally

Navigational Rally results

May Navigational Scatter (organized by Gordon Dundee)

1st – Kimberly Richmond – Peter Gardiner – 17 pts

2nd – Mick Stead – Ben Wilkinson – 15 pts

3rd – Roger Broom – Andy Brown – 14 pts

4th – Joan Wood – Lindsay Burnip – 12 pts

5th – Mike Hudson – Tom Burrows – 8 pts

6th – Lewis Thirling – Chris Thirling – 5 pts

July Treasure Hunt (organized by Andy Brown)

1st – Janelle Dundee – Gordon Dundee – 18 pts

2nd – Peter Masters – Amy Brown – 15 pts

3rd – Owen Frankland – Pam Frankland – 12 pts

=4th – Roger Broom – Pam Broom – 9 pts

=4th – Mick Stead – Ben Wilkinson – 9 pts

=4th – Ian Burrows – Tom Burrows – 9 pts

7th – Sue Sewell – Peter Sewell – 8 pts

Position	Driver	Organisors Points	April Treasure Hunt	May Scatter	July Treasure Hunt	September Treasure Hunt	October Scatter	TBC	Total
=1st	Gordon Dundee	10	10						20
=1st	Roger Broom		6	8	6				20
3rd	Andy Brown	10	9						19
4th	Mick Stead		2	9	6				17
=5th	Kim Richmond			10					10
=5th	Janelle Dundee				10				10
=7th	Ian Burrows		3		6				9
=7th	Peter Masters				9				9
=9th	Chris Thirling		8						8
=9th	Owen Frankland				8				8
=11th	Simon Jennings		7						7
=11th	Joan Wood			7					7
13th	Mike Hudson			6					6
=14th	Nicky Porter		5						5
=14th	Lewis Thirling			5					5
=16th	Peter Sewell		4						4
=16th	Sue Sewell				4				4

Position	Navigator	Organisers Points	April Treasure Hunt	May Scatter	July Treasure Hunt	September Treasure Hunt	October Scatter	TBC	Total
1st	Gordon Dundee	10			10				20
2nd	Andy Brown	10		8					18
3rd	Ben Wilkinson		2	9	6				17
4th	Pam Broom	10			6				16
5th	Lindsay Burnip		6	7					13
6th	Tom Burrows			6	6				12
=7th	Janelle Dundee		10						10
=7th	Peter Gardiner			10					10
=9th	Steve Stockell		9						9
=9th	Amy Brown				9				9
=11th	Stuart Anderson		8						8
=11th	Pam Frankland				8				8
13th	Clive White		7						7
=14th	Wendy Porter		5						5
=14th	Kim Richmond		5						5
=14th	Chris Thirling			5					5
=17th	Sue Sewell		4						4
=17th	Peter Sewell				4				4
19th	Nicky Halliwell		3						3

From 1st May to 31st July 2017

Points awarded here are those that Gordon Dundee is aware of, if anyone has not been credited days when they marshalled please contact Gordon Dundee asap.

gandjdundee@gmail.com (note new e-mail address)

5 Points for each marshalling on the Wearside Classic, Classic Show, DAC Autotest etc

3 Points for organizing or marshaling on a club night Treasure Hunt, Scatter etc.

1 Point for each day marshalling on any other event

Speyside Stages

Lindsay Burnip

Manx National

Chis Thirling, Tristan Pye

Scottish Rally

Lindsay Burnip

Shaw Targa Rally

Gordon Dundee

Northern Dales Classic

Ian Burrows, Nikki Halliwell, Chis Thirling, Owen Frankland, Pam Frankland

May Scatter

Gordon Dundee

July Treasure Hunt

Andy Brown

Classic Car Show

Pam Broom, Ian Burrows, Tom Burrows, Nikki Halliwell, Sammie Halliwell, Mick Stead, Wendy Porter, Nicky Porter, Andy Brown, Peter Sewell, Sue Sewell, Stuart Anderson, Chris Thirling, Peter Masters, Gordon Dundee, Andy Egner, Ian Salkeld, Malcolm Sinclair, Mark Whittaker Smith

Points Standings

Gordon Dundee – 13 pts

Pam Broom – 8 pts

Andy Brown – 8 pts

Chris Thirling – 7 pts

Peter Masters – 7 pts

Lindsay Burnip – 6 pts

Stuart Anderson – 6 pts

Nikki Halliwell – 6 pts

Ian Burrows – 6 pts

Officers and Committee Members 2017

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

This list will be updated as and when necessary

Nicky Porter	nickyporter@btinternet.com	President
Steve Petch.	Stevepetch@sgpetch.com ;	Vice President
Andy Brown.	aslscrat@gmail.com	Chairman
Chris Thirling.	Chris.thirling@gmail.com	Vice Chairman
Vacant		Secretary
Lindsay Burnip.	Poshbirdincontrol@btinternet.com	Treasurer
Peter Masters	Peter.masters@live.com	Membership Secretary
Peter Sewell	ssewell15@hotmail.com	Chief Marshal
Pam Broom.	Pam.broom@btinternet.com	Social Secretary
Marty Hall.	martinhall49@gmail.com	Magazine Editor
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Roger Broom.	Roggybroom@gmail.com	General

Torque Talk will be distributed the third week of each month

Disclaimer:

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