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October 2019



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Durham Automobile Club

Est 1952

 motorsport UK

So much has happened, and so much is happening, as I type this Mercedes have just clinched their 6th Constructors title in a row, with only the identity of the Drivers Championship left to discover, but it would take a Herculean failure to go from hero to zero wouldn't it?

Well that's what you would think....I started my motorsports driving career quite late and it may never have happened at all without the generosity of one person.

I met Hugo Westhoff and we started working together in 1990. Hugo was an architect and came over from Holland in the late 60's leaving behind a series of life threatening crashes including being run over by the Borgward estate he was driving only seconds earlier, he lives a charmed life it seems.

After discovering we both had the "car" infection we became close friends. Hugo has this odd affliction, he loves old Volvos, particularly the PV544 and had two in his garage. One he had spent years restoring the shell of with the intention of having a car he could take to car shows and enjoy driving. The other shell was just there as a donor for chassis legs. He asked if I was interested in helping him and I was. On scraping the underseal off it became apparent this hulk of a spare shell was in fact in better shape than the other one, yes the bit that had been exposed to a Kent field had disappeared, but from there onwards it was sound.

After dragging Hugo out to see the Le Jog at a very snowy lunch halt at Scotch Corner, we got into a conversation with John Handley about his PV, my casual suggestion of making that other shell into a rally car ignited something in Hugo and to cut a long tale short, after many years of graft and unsupportive partners we lined up at the start of the 1996 Hambleton Classic.

Finally I was a driver, Hugo had to take passenger seat as motion and reading do not mix with me and I was quite a bit quicker behind the wheel in "testing".



Our own Nicky Porter helped Hugo unravel most of the mysteries of co-driving and the following years brought many adventures and some good results, class wins came but not an overall, we were leading the last Hambleton until being rear ended by a bloody Peugeot 205 on a road section writing the car off but like a phoenix it rose from the grave and then later again after a catastrophic engine fire! bloody SU carbs!.

Our lives changed, fortune brought me a new life and wife and the same happened a few years later with Hugo. He ended up moving back to Holland around 2011 and the PV now does the occasional tour and circuit run in the very healthy classic scene in Holland.

That left a massive void in my life, but showing the same lack of judgement as she did at the altar Lynn accepted the challenge of sitting beside me. Her map reading skills had gotten us around the UK, France, Italy, Holland and 26 of the United States.

We used her old road car, a somewhat tired, but sorely missed 1.4 Puma. The steering wheel was on the right side, it had fuel injection, air con and power steering and was amazingly agile but fragile and expensive to toughen up, but we learnt to work as a team with only a few domestics on each event!

After doing some sums I reckoned I could buy a better option, a make of car that had some rallying heritage and crucially affordable bits. A Peugeot 205 Gti seemed a good choice, all I had to do was find one, I wanted an old, pre 86 one if possible as I still miss Historic events and eventually ended up with 4, 2 being pre 86 and eventually the best bits of all were combined into the car we rally today.

Its quicker than my head (shush you lot in the cheap seats) and fun. Still learning we have realised being that we make errors after lunch halts! That explains the absolutely bizarre brain fade on the first test after lunch on the recent Wearside Classic, but not enough for us to fall that far down the pecking order that we couldn't capitalise on Tom Halls troubles

and take our first overall victory.
And on our home event as well!

The list of thanks is a long one, but I will stick to the short version!

Firstly Hugo, for without his generosity, support and friendship I wouldn't be here at all, Jackie Stewart who was the first person to see me drive (illegally) identifying the dyslexic/dyspraxic thing that makes working with me such an individual experience and of course to Lynn who carried on in the carer role after Hugo left for the continent.

A previous highlight for me and Hugo was the 1998 Yorkshire Classic, a two day event, our first night section and first time whizzing around Olivers Mount. Our inexperience saw circular herringbone reek havoc with all the competitors, but we lost half an hour and instead of cutting a section and catching up we carried the lost time all through the rest of the day, it took us from a final 8th place finish instead of a potential top 5, possibly even 3rd.

But we did get our names in Motoring News, which for me was a massive deal. I had been reading MN since the mid 70's and from the Arrows FA/1 launch I got it every week until around 2006...and much to Lynns confusion, apart from a limited few I sold to a guy in Switzerland, I still have them all!

So back to the present, our next event was the Stocktonian an event I was very much looking forward to, having never done an event on the loose I was excited. Then came the news that Lynn would be off singing at Proms in The Park in that London...bugger, so I dropped the eldest right in it, his only experience of Motorsport competing was the Christmas Autotest...what could go wrong?

He was sent piles of old test diagrams to show what was expected. Lynn took him through map reading and timecards and we arrived full of enthusiasm, even a late water leak was sorted as were a lovely set of Maxsport RB3's

One of the event photographers had a board at the start and what was on it but a pic from way back of me and Hugo in the PV!

But concentrating on the startline we flew off the line on the first test, I overshot the first cone on gravel that felt more like ice. No worries, was only a few metres, into reverse and plop, the edge of the track crumbled and we had two wheels hanging out over Bedburn Beck...beached!

We really have to thank the Marshals and lads who were around (which is unusual in itself) and after a good 30 mins they had the thing lifted out and we were back on the road. I must admit my pre event confidence had left me, and a few corners in we saw a Fiesta back end was in the air, its nose in the shrubbery... this was serious stuff!

A cautious day saw us at least finish with a few rattles and maintenance issues to fix over the winter. Bits of cars now littered the tracks including two exhausts, other cars had gone off, some seriously! After getting a first on the Wearside we finished 41st and it was a proper leveller! But our Paul did very well, it was his old man that let the side down!

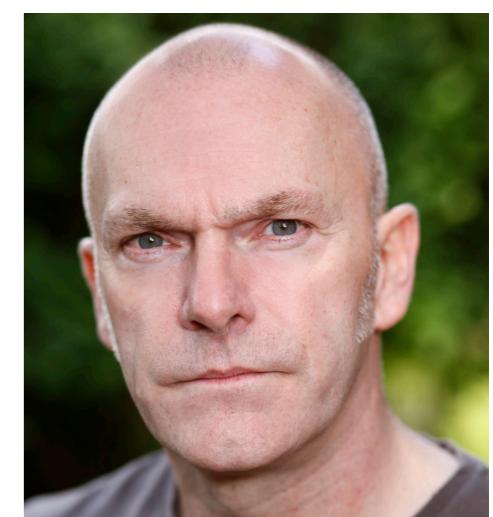
The news that both Motorsport News (as its now called) and Autosport are to cease their printed copies should be a surprise to no-one, both are a shadow of their former selves and have long ceased to be the essentials they once were.

I didn't replace my copies with an online version, I had simply moved on. But the insight and passion once present in both mags has been replaced with an indifference, its just faded away.

So if anyone wants the whole lot, then you can have them,

I would prefer an enthusiast, but they have done their job.

Alan Hawdon,
Editor



t's been a quiet few months so my report will be short-ish.

Firstly I would like to thank a few people this month. As the dust settles on another Wearside Classic and Targa held at the Nissan plant, I would like to thank Gordon Dundee, his organising team and the Marshals for another successful event. I'd also like to thank Nissan, Nissan Sport & Social

and our sponsors for their continued support.

This year we've had nearly 40 cars taking part and no vehicle legality issues - PHEW. A glut of Mazda MX5s took part and seems to be the desired car for these type of events, as 8 of the top ten were MX5s. But we had the usual special vehicles taking part, like Mick Steads Buckler, blasting



around the tests. Watching Mick and Ben hanging out of the Buckler on the tight corners is great to watch.

t has been quiet over the holiday period, with only Nog and Natter nights each week. But it's been great to see a few club members frequently coming along.

Now that normal service is resumed and the dark nights are rolling in, we will start to hold a few club events on a Wednesday night. Watch out for information and announcements.

We have a few club members doing the Hexham & DMC 12 cars series which started again after the summer break. I sat alongside our NESCRO champion Simon Jennings on their latest 12 car, the September Sortie.

A packed entry left the Boat Inn, Warden, tackling roads around Hayden Bridge finally finishing in the Carts Bog Inn, Langley.

First section was a regularity and we thought we had only dropped 6 secs on that test. The final results showed us over 2 mins late, Mmmmmm wonder if all the clocks are synchronised.

On the next section everyone struggled as most of the field were whizzing around Hayden Bridge looking for a "hidden" lane. We got stuck behind a van doing 20 mph down this "hidden" narrow country lane and dropped a lot of time.

The rest of the night wasn't as bad,

but with a couple of overshoots and some very high speed bumpy lanes, I started to turn a wee bit green. At times the road conditions made it difficult for me to read the map and plot.

Luckily we got to the finish before I saw my lunch again. Even the navigator in the winning car said he felt a wee bit sick on some of the roads.

In the end we expected to be 11th as only one crew returned after us. But when the results were announced we were happy when Ed Graham announced "Simon Jennings and Andy "I nearly saw my tea again" Brown finished 5th. With these type of events, even if you think you are having a bad night, other crews could be having an even worse one.

I now have a bit of a quiet time where rallying is concerned. After my last rally, the Pendragon stages on Warcop ranges (report included), I am now preparing for my Mull outing with Shona Hale.

Stay safe and let us know what you are doing.

Andy Brown

Chairman
of Durham
Automobile
Club





There are now only two important car shows in Europe, Geneva in the spring and Frankfurt in early autumn.

This year Frankfurt seems to have hosted the most important new model launches.

First VW pulled the covers of their ID 3 pure electric car.

The 3 by the way denotes that this is one of the 3 most important cars ever launched by VW, the other two being the Beetle and the original Golf. So a couple of hard acts to follow!

The cheapest version will have 148 bhp and a range of 205 miles, then 201 bhp with a choice of 260 or 341 miles range. Prices are said to start at £27500 before the current £3500 Government Grant is deducted. Batteries are guaranteed for 8 years.

If all these figures are borne out in reality VW have a very powerful proposition for private and business users alike. 35000 have been ordered already with deliveries due to start in the middle of next year.

To coincide with the launch of this new car VW have updated their famous "V over W" logo. Which means that 10000 dealer worldwide have to pay for new signage before they get to make a penny from selling an ID 3.

Next must be the long awaited Land Rover Defender. It's been nearly 3 years since it was no longer possible to buy a new Defender.

The old model was selling in tiny numbers, only 5000 a year to retail customers with another 10000 going to armed forces, police and so on.

To be sustainable the new model must sell at least 5 times that number, so has to appeal to a much broader audience.

It's been engineered to be legal for sale all over the world whereas the old one didn't meet the laws in many markets, China and the US being most important.

Replacing an automotive icon like the old Defender was never going to be easy and I think it's fair to say opinions are divided. No surprise that the dyed in the wool Defender enthusiasts seem least impressed and unless the new one was simply a rehashed old one I think that was always going to be the case.

However it seems to have hit the spot with owners of old model Discoverys who don't regard the new Discovery as robust enough for their requirements. And there's no doubt that as the latest 4x4 fashion accessory the new Defender will for a while at least be in demand for shopping and school run duties in the demanding terrains of Knightsbridge and Hampstead.

That sort of demand will be useful given the pricing stance LR have adopted. This was no surprise to me but quite a shock to those who expected it to cost about the same as the old model.

First to launch is the long wheelbase five door where prices will start at around £45000 with deliveries beginning early next year. Then a shorter 3 door version will follow quickly at around £40000 upwards, with Commercial models in both lengths from £35000 + VAT.

There will be endless opportunities to spend more money by buying options and packs – you can spend £100,000 if you want to! So whether LR can achieve the volume they want at the price they want is the big question.



Of course to achieve real success they need to do this by selling to new customers, if they simply sell to existing LR owners who choose a Defender rather than another model in the range that's a net gain of zero.

I can't help thinking Land Rover are crowding the same area of the market with lots of different models. If you want to spend between £40000 and £100000 on a 4x4 SUV you can choose between Evoque, Defender, Discovery Sport, Discovery, Velar, Range Rover Sport and "proper" Range Rover. That's seven models plus two similar cars that wear Jaguar badges?

Frankfurt saw the reveal of what is currently the World's fastest and best handling electric car.

No surprise it comes from Porsche, it's been christened Taycan.

Key performance and handling benefits come from the decision to use a different type of electric motor, lighter and higher performing than the ones used by competitors like Tesla. Although like every other electric car the Taycan is heavier (2.2 tonnes) than a petrol equivalent

Careful positioning of the batteries results in a lower centre of gravity than any Porsche available today and near ideal weight distribution.

The car is already faster around the Nurburgring than any other 4 door electric car. It charges faster than anything else as well with a 5% to 80% charge in 20 minutes and range is around 250 miles.

All very impressive, only snag is £120,000 for the "base" version and £140,000 for the Turbo S, all before any options are added!

Aston Martin Calls For Bond, but not James this time.

I mentioned last month that Aston were running short of that vital lubricant, not oil but money.

Now they are planning to issue bonds to raise the cash they need until sales of the new DBX SUV start to bring some money into the kitty.

Problem is previous bond issues have been secured on AM assets.

In simple terms all the family silver has been hocked, there's nothing left in the cupboard, and now the new bonds will be unsecured so a far higher interest rate will be payable. Not ideal but they have no choice. Aston Martin have gone bankrupt seven times in their history. Let's hope they can raise the necessary cash and get the SUVs rolling out to avoid No 8.

Spot The 69 Plate Car....Have you? It's more than half way through September as I write and deliveries of the new plate (69) started more than two weeks ago.

I've seen two, one on the 1st in Cockermouth and one on the hard shoulder of the M6 a few days ago (it seems Kias aren't all as reliable as they say). Anyone else seen lots? Certainly the dealers I talk to are hardly awash with new car business.

Selling brand new cars isn't made any easier by the big volumes of pre registered delivery miles vehicles about. This has been caused partly by dealers and manufacturers registering unsold cars to meet previous sales targets.

Then there were a lot of cars around that didn't meet the latest emissions targets which became law on September 1st so had to be registered in august... or be scrapped!

Pre registration has been around for a long time now but I've never seen it to the current extent. Not just the volumes, but the resulting discounts. We put together a list for our business customers today of 19 plate zero miles cars and vans. We had almost 10000 to choose from. Discounts range up to 40% on a £77000 Audi Q8 down by £30600, even 30% off a £12200 Fiat 500. And percentage discounts are even higher on 19 plate vans.

No wonder we see so few 69 plates around?

Pendragon bites the bullet. I've reported before on the problems of this dealer group, until recently the largest such organisation in the UK measured by annual turnover.

Their long term CEO retired as planned early this year and it seem he may have left a can of worms behind. A new boss



was appointed but he disagreed with the board on future strategy and therefore left quickly!

It seems many of the problems come from the last boss's decision to establish a chain of used car supermarkets branded "Car Stores". A total 34 were opened making a vast investment in property before you get into the vehicle stocks. 22 of the 34 are now to be closed, and one wonders about the future of the remaining 12?

Insiders say 1300 job losses already, perhaps more to come? Pendragon are seeking to refine their new car operations and have reduced their exposure to Jaguar Land Rover where they judge the property investments required unsustainable. Rumour has it they feel the same about BMW/Mini?

The result is that Pendragon have just announced a loss for the first half of this year of £32.2M, not a small sum! First half last year was a profit of almost as much! Bad news indeed.

Be careful where you drive! Last month I reported on the deaths on UK roads caused by not wearing seat belts.

Now it seems best to consider where you drive. 75 of all the A roads in the country covering only 900 miles are considered "dangerous". These were responsible for 60% of fatal accidents. I don't have space to detail the findings, and I have no prejudice against those who enjoy their motoring on two wheels, but most of the routes mentioned are well known as "biker roads".

It's impossible to get through a month without touching the subject of electric cars!

The fact the progress of these cars seem currently unstoppable was underlined in August.

OK August is a low month for new car sales but nevertheless it's worth noting that in that month 3.4% of the new cars registered were pure electric. August 2018 the score was 0.7%.

Equally it has to be admitted this is largely at the expense of plug in hybrids which have lost popularity since the Government Grant for them was dramatically reduced.

Most amazing piece of news was that in August the 3rd best selling car was the Tesla Model 3, their new "small" (BMW 3 Series size) car.

With prices from just over £40,000 up this is hardly a volume car, and of course this was the first month of long awaited volume deliveries. Say what you want but for Tesla to come in just behind the Ford Fiesta and VW Golf and ahead of Ford Focus etc is nothing short of remarkable.

This trend can only continue as a survey from Leaseplan, Europe's largest vehicle leasing company, has shown that the price differences between electric and petrol/diesel cars is narrowing rapidly. Currently electric cars suffer higher depreciation due to their greater new cost not yet being reflected in higher residual values. However lower maintenance and (obviously) fuel costs are starting to chip away at these differences and there are strong signs of rising demand for used electrics and hybrids which will reduce the depreciation in time. It is expected that pretty soon the total costs of operating an electric car in the UK will be the same, or less, than a petrol or diesel.

As ever I have to add my strictly personal opinion that cars powered by hydrogen fuel cells are a better answer, but putting that aside it's clear that the move away from petrol and diesel is gathering pace.

Considering all this the recent announcement that out Lords and Masters have plans to DOUBLE the number of electric car rapid-charging points by 2024 shows how out of touch they are.

Currently there are probably less than 50000 pure electric cars on the roads of the UK. This year that number will increase by 50%. I'd conservatively suggest that by 2024 there will be more than 500,000 pure electric cars on our roads and it could easily be double that. That will be between 10 and 20 times the current number. And the Government thinks doubling the number of rapid-charge point will suffice? Time for them to get some new (electric) batteries for their calculators I think.

Meanwhile in the US Amazon and Ford have both invested in a start up company called Rivian who intend to start producing electric vans, SUVs and pick ups. Amazon has announced it intends to be using 80% renewable energy in all areas by 2024 and 100% by 2030. Putting its not inconsiderable money where its mouth is Amazon have ordered 100,000 electric vans from Rivian at a total cost of \$5 Billion to be delivered in 2021.

When previous Nissan boss Carlos Ghosn was dismissed over alleged financial irregularities (he awaits trial still) he was replaced by lifetime Nissan employee Hiroto Saikawa. Nissan have now released details of the charges against Mr Ghosn. These include the concealment of a total of 11.4 Billion Yen (that's about £85 million) in pay and share options, and also the use of company jets and properties for personal purposes.

No doubt Nissan hoped that by appointing a long serving Japanese employee they could put all this behind them. Sadly it has now transpired the Mr. Saikawa has had his jaws in the same trough and has been forced to admit to being overpaid by £360,000 by rigging an executive bonus plan.

Nissan now begin to search again for new boss who lacks "sticky fingers".

After long discussions UK insurers have agreed that provide they reach certain criteria driverless cars will be allowed on UK motorways sometime in 2021.

This won't be allowed on any other roads for the moment, and the car must be equipped with devices to check the driver is awake.

You can count on very few fingers the people who justify the "Giant Of The Industry" tag.

Henry Ford 1, Henry Royce, Gottlieb Daimler, Ettore Bugatti, Andre Citroen, Enzo Ferrari, Sir Williams Lyons, Gianni Agnelli come to mind, no doubt you'll have your own candidates.

In late August we said farewell to a man who without argument made that list,

Ferdinand Piech,

Until 2015 head of the VW Group. Born Ferry Porsche's grandson (not a bad start) Herr Piesch was first an engineer who developed into an outstanding industry boss.

As an engineer he was responsible for the wonderful Porsche 917. Only family connections allowed him to spend so much company money on this project, anyone else would have been fired. Yet there is I think no doubt the 917 pushed Porsche into the top league and a genuine Ferrari rival, and as such a very profitable company.

The redoubtable Ferdinand (unlike his grandfather, NEVER Ferry!) moved to Audi where he transformed the company from a seller of rebadged VWs into a genuine rival for BMW and Mercedes.

Quattro had something to do with it of course! There's a pattern here, first he brings Porsche level with Ferrari, then Audi with BMW and Mercedes?

Next step was the true masterstroke, a wonderful mix of engineering and marketing now called "platform sharing". This meant you could spend a LOT of money developing a quality car platform then spread that costs by building Audis, Seats, Skodas and VWs on that same platform. Of course you had to buy things like Skoda and Seat first which he did.

Then you had money to spare to build quality into all those. And this concept wasn't confined to the volume sector. the Bentley GT was built on the VW Phaeton platform, Now it and the Audi Q7, Porsche Cayenne and Bentley Bentayga all share the same underpinnings.

After the 917 the wildest car developed under Piesch was without doubt the Bugatti Veyron.

Having bought the name he set out to have the ultimate road car designed and built to carry the badge.

Did it make money for Bugatti in the short term? No chance. Did it rebuild the name for the future? No doubt. Did the engineering lessons learnt in achieving his "impossible" targets of 1000 bhp and 250 mph benefit other parts of the VW Group especially Bentley, Audi and Lamborghini? Undoubtedly.

Piesch stood down in 2015, just before VW became the world's largest car maker. Some epitaph, some car guy.



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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 Urlay 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.



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



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Brinkmanship is a curious affliction. We all flirt with it, we're a species that has its whole existence based on and is ransomed to...Brinkmanship.

Whatever side of the present political divide you stand on, you cannot have failed to notice that we're on the edge of something...that brink. We're always on the brink of something.

Lets call it what it is... its gambling isn't it? We have some sort of basic instinct kicking in that makes us push to deadlines, we all have time pieces and timetables that we use not to plan and be on time, but to see how close we can get to the brink without failure.

It causes us a worldwide anxiety.

But we all do it! The buzz of being the perpetrator is nothing compared to those who watch our jeopardy unfold. Its tempting to think that its a 50/50 split, that the world has 52% push the envelope and 48% who don't, or maybe its the other way around?

But thats rubbish isn't it? Rather like lieing, its all about perspective, sometimes a lie can help, sometimes the deceit it hides is the bigger truth that no one actually wants to hear.

Electricity is a wonderful thing, hardly ever visible yet we can see its benefits, its clean, its cheap and its a killer.

Yet we ourselves run on it, we don't need batteries, or to be plugged in, or an auxiliary power supply to generate the electricity we need to function. Its a brilliant concept that has scalability, from the tiniest living thing up the largest living thing.

I was once involved in the moulding of the UK's future transport and vehicular future and back in the 90's when we had a period of stability in Europe, the future looked really encouraging.

Initiatives and organisations were pushing towards a greener solution, like Transport 2000, Sustrans etc. All part of a wider grouping which of course the biggest player being Greenpeace.

Greenpeace was founded in 1971, which even by my maths is nearly 50 years ago, it formalised a growing realisation that we were approaching a brink.

Regardless of politics, the ever growing population mixed with the economic concept that we seem incapable of changing means that we control the supply of certain resources to those that can afford to buy them off us. This means we have something called Economies of Scale. This isn't new, its always been there and has never been better explained to me than Robert Tressells "Money Trick" from his 100 year old novel, The Ragged Trousered Philanthropists.

That book isn't an easy read, it bludgeons you with its message, and fails to provide any of those comfortable lies that Hollywood popularised and in its wider use as Propaganda.

The concept of the happy ending.

But is the happy ending really what we want? I fear the whole concept of ending anything is alien to how we view our paths through life...if the length of this journey of life is so valuable, how come we start it so late? why do we wait until the last minute?

You may be sat there espousing to yourself that that doesn't apply to you....Nooooo, those late night pre-rally all nighters are down to fate, the rush into scrutineering was because of the traffic, that missed slot was because of your late braking being too late ..wasn't it?

Go on, admit it, you have a gambling problem, that's why you were, just recently, banging your data into Confuse the Meerkat.com as your inshooorance deadline ticked ever closer, you may well have been chomping on some perilously close to best before fuel as you were doing it.

Never mind the effects it had on you at work the next day as you drove in, half asleep, fuel gauge in the dead zone, 5 miles range on an 8 mile journey, so you could breeze in bang on 9 ...5 minutes late for a meeting everyone else would be late for as well!

But that's just life innit? I hear you say as you shuffle defensively on your under excercised brain.

Well is it? I think life can be more adequately described as...

a fuel cell.

Back in those days in Transport Policy, I was underwhelmed at the visions put forward, all these big brains with their big ideas trying to find ways to make you, the people, see that you were destroying your home.

Away from the listened to speeches, private conversations mentioned things like how all the good that the UK was doing and planning to do being wiped out by just one town in another part of the world, this town being built to feed our need to consume, yet even they advocated more, more production, more energy being used, more more more.

New cars, not a way to find a solution, but to consume more energy building new shiny things in their image, forgetting the waste it replaced and the waste it consumed in its birth. My report to my employers was to ignore the electric battery cars then available, ignore the hybrids, my view was to buy the cleanest diesels then available and make them last, maintain them well until the much promised fuel cells came on stream. Of course that didn't happen.

By the time the second Iraq war was in its mid term we had already spent enough money on it to have paid for the whole of the UK to have a proper Hydrogen infrastructure and converted the UK vehicle fleet to use it, yes, older cars with a new power plant....

Maybe they understood that people just don't want that, they want to be the survivor at the end of the game, they want to be the Brinkman..FFS!

Alan the fowl mouthed fox



So after last months adventure, I decided the best way forward would be to try and meet people in the daylight hours whilst they were generally conscious, so I found myself sat on a teeny tiny small chair surrounded by Log tables and chalk dust, sensing that chlorophorm might attract attention.

Posing as Offcom inspector doing a spot check and taking advantage of the confusion I jabbed the next candidate with sodium pentathol that I bought from a well known auction site and waited for the truth to unfold.

Your Name please?

Steven Wilkinson

What do you do in the real world?

Teacher

Aah that explains the school bit

And how long have you been a DAC club member?

Since 1977

We're all aficionados, so in the Hall of Fame, what's the best vehicle you have owned? Nissan Pulsar GTiR

And we all have our regrets, Hall of Shame, your worst?

A diesel Golf

So what's your favourite thing to do in Motorsport, drive, marshal, navigate, organise?

All the above.

This was indeed a renaissance man, but with the short answers mirroring the furniture I toyed with another jab....

If you have had one what was your first motorsport vehicle or which do want to be your first?

MK2 Escort - in the passenger seat, or in the future, a big-power, Dakar-style pick-up for the BCCC.

hmm maybe he has had enough....

And what has been the favourite of your whole fleet?

Escort van. It was seen on every event in the North of England.

yes definitely enough

What's your iconic motorsport vehicle, the one you would have had a poster of? Quattro Sport SWB in tarmac trim.

In the world of merchandise, who's colours do you wear?

McLaren

Who is/was your favourite driver in motorsport, tell me why?

Senna - Driven to perfection

Which period do you consider the "Golden Years" of motorsport? -

1980's, the same as music.

Not very often you hear that said..

What do you feel is your "greatest moment" in Motorsport?

Sitting in with John Pye on the Everyhope Stages. Servicing for Derrick Hardy on the BRC in 1983 (?)

Worst moment?

Tour of Hamsterley, towards 5-lane ends, calling it flat, driver saying 'No. It's OK. I am going fast enough already.'

Most embarrassing moment?

Missing the split at Croft and only doing one lap of a Christmas Stage.

So, how would you fix F1?

More power than grip

Interesting, so how would you fix the WRC?

Bring back endurance element. No cloverleaf. Let manufacturers make cars to suit WRC events, not restrict events to match their cars.

Ah yes, some hard hitting truths there, I am warming to this guy

As a poor person, (name an easier way to spend all your money?) what's your blueprint for grass roots motorsport. Reduce event costs and technical specs of entry level cars.

You win the lottery and are allowed by moral law to have 7 vehicles, one for each day of the week, what are they? 6 Lamborghini's and a pick-up

Have I given him too much?, maybe check the instructions...all the doses are based on cattle sizes, I am sure I have worked the ratio right!

Which stretch of road is your fave and why?

Alston to Melmerby in the dark - no explanation needed, surely.

None at all

Do you have any hobbies outside of Motorsport?

Canal boating

Starting to worry now, its not so much what he says, more the way he says it!

School, hated it or loved it?

Love it and hate it on a regular basis.

I'm not keen other peoples kids either...

Who's your favourite musical act?

Today? Pink. Yesterday? Jess Glynn. Last week?

U2.

Eclectic

What music album should I hear before I die?

The Joshua Tree, but skip 'Bullet the Blue Sky'.

What film should I watch before that awful date?

I don't watch films.

Pardon?

Do I have time to read a book.... If so which one?

I don't read books

Does that say kilograms or grams on that label?

Who makes you laugh?

People with poor lane discipline.

Convicted of nerdery (come on, you're in a motor club, embrace it) what's your last meal consist of?

Steak and chips

Oooh heck he has started drooling now

What is your favourite colour..only kidding, what are you? 12 (apologies to our junior member...if we have one yet)
Harecastle Orange (bonus points if you understand that!)

I will google it just after I work out what to do for this overdose...he will start babbling soon!

Where is your favourite place, anywhere?
Santa Eulalia, Ibiza

Why is he glowing?

Anything else you want to get off your chest? Any wisdom? Regrets? A joke perhaps?

Wisdom - Give it a go. You won't know if you don't try.

Regrets - not buying a Nova Sport when I had the chance.

Joke - A man walks in to a bar. Ouch!

Shopping cars are boring to watch, but quite entertaining to sit in. Headlights on modern cars are totally rubbish. I hate midgies.

Radio 1 is a good listen - apart from the times when Nick Grimshaw is on. I don't really need a phone, and neither does anyone under 16. Shorts are an acceptable trouser every day

Brakes are more important than power.

Spiders get a bad press, A Liverpool accent is an abomination, Electric cars are the future - but they don't need to look like spaceships.

The Beatles are over-rated, Early mornings are the best part of the day. Witton Castle sausages, Canon's are far better than Nikkon's.

Blimey...I legged it, hope he was OK!

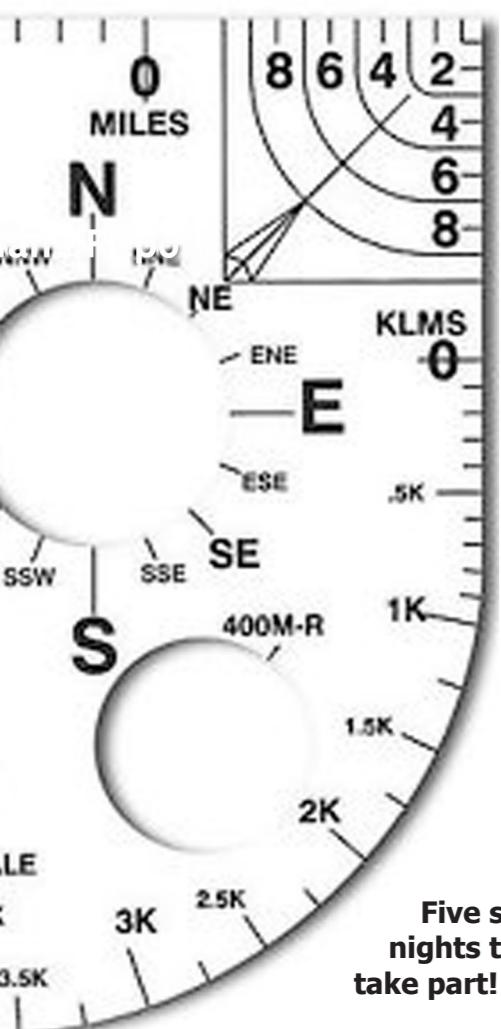
Back in the good old days of road rallying and 12 car rallying map reading was a real skill

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)

THE 2019 DURHAM AUTO CLUB TABLE TOP CHALLENGE AFTER ROUND 6

	Competitor	Class	TTR1	TTR2	TTR3	TTR4	TTR5	TTR6	Total
1st	Andy Brown	Expert	20	14	20	20	20	20	114
2nd	Pam Frankland	Novice	4	8	8	16	14	16	66
3rd	Gordon Dundee	Expert	14	12	12		12	10	60
4th	Michael Benn	Expert	16	20	16				52
5th	Simon Jennings	Expert		10	14	1	10	14	49
6th	Pam Broom	Novice	1	1	2	7	8	8	27
7th	Owen Frankland	Novice	8	4	1	6	1	6	26
7th	Alan Hawdon	Novice	1	8		7	8		24
=	Lynn Hawdon	Novice	1	8		7	8		24
10th	Paul Patterson	Novice	5	1		5		6	17
=	Hannah Powell	Novice	5	1		5		6	17
12th	Chris Thirling	Novice	6	3	5	1			15
=	Stuart Anderson	Novice	6	3	5	1			15
=	Steve Wilkinson	Expert		1	6	8			15
15th	Roger Broom	Novice	1	1	2	7			11
17th	Lindsay Burnip	Novice	6						6
16th	Peter Master	Expert				4			8
18th	Mick Stead	Novice		2	2				4
19th	Julia Little	Novice	1				1		1
=	Chris Clement	Novice					1		1
=	Ben Marsh	Novice	1						1



www.directcarparts.co.uk

Proud sponsors of DAC Autotests, Car Displays and Auto Jumble

Discounts available for DAC members
contact ; simon@directcarparts.co.uk
0191 3847803 or 0191 3849913

Front Street
Framwellgate Moor
Durham
DH1 5AU

Mon - Fri 9am - 5.30pm, Sat 9am - 5pm



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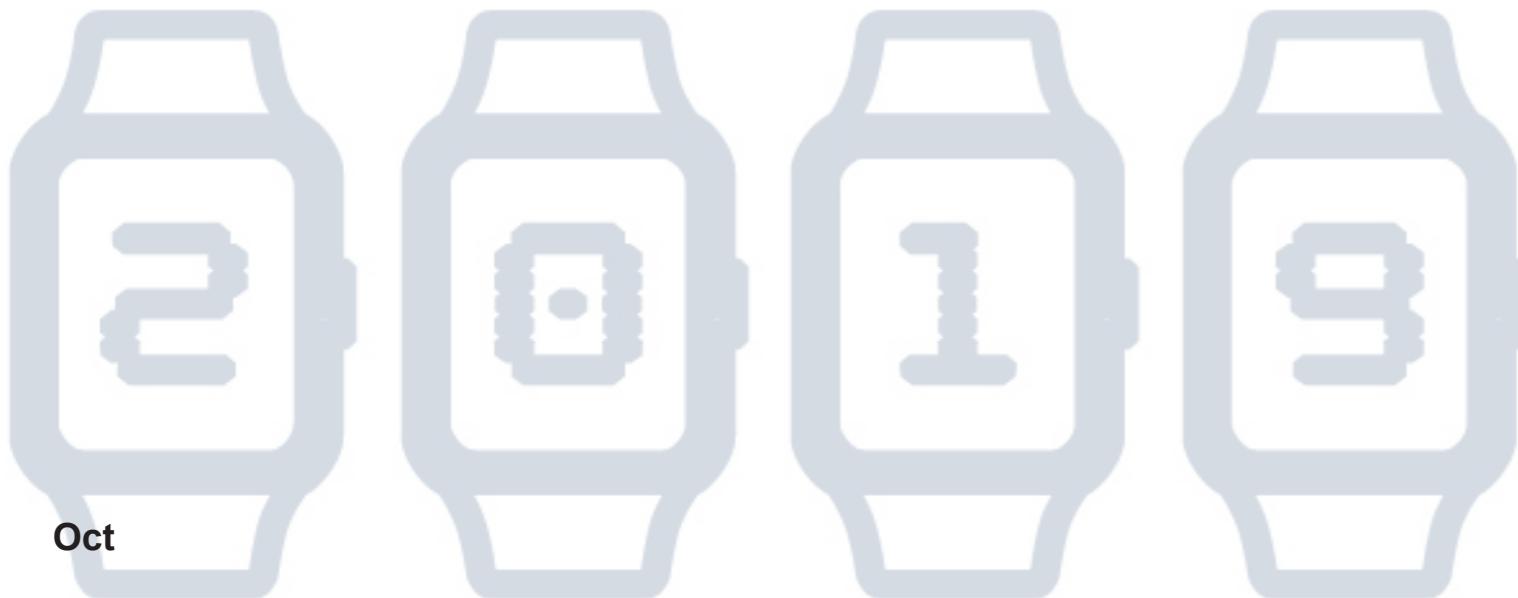
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Oct

24-27th Rally Catalunya

WRC

Nov

6th Navigational Scatter
7-10th Rally of the Tests
21-25th Roger Albert Clark Rally

DAC
HERO
RACMC

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 NESCRO calendar, and the points calculation is those used in the NESCRO 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

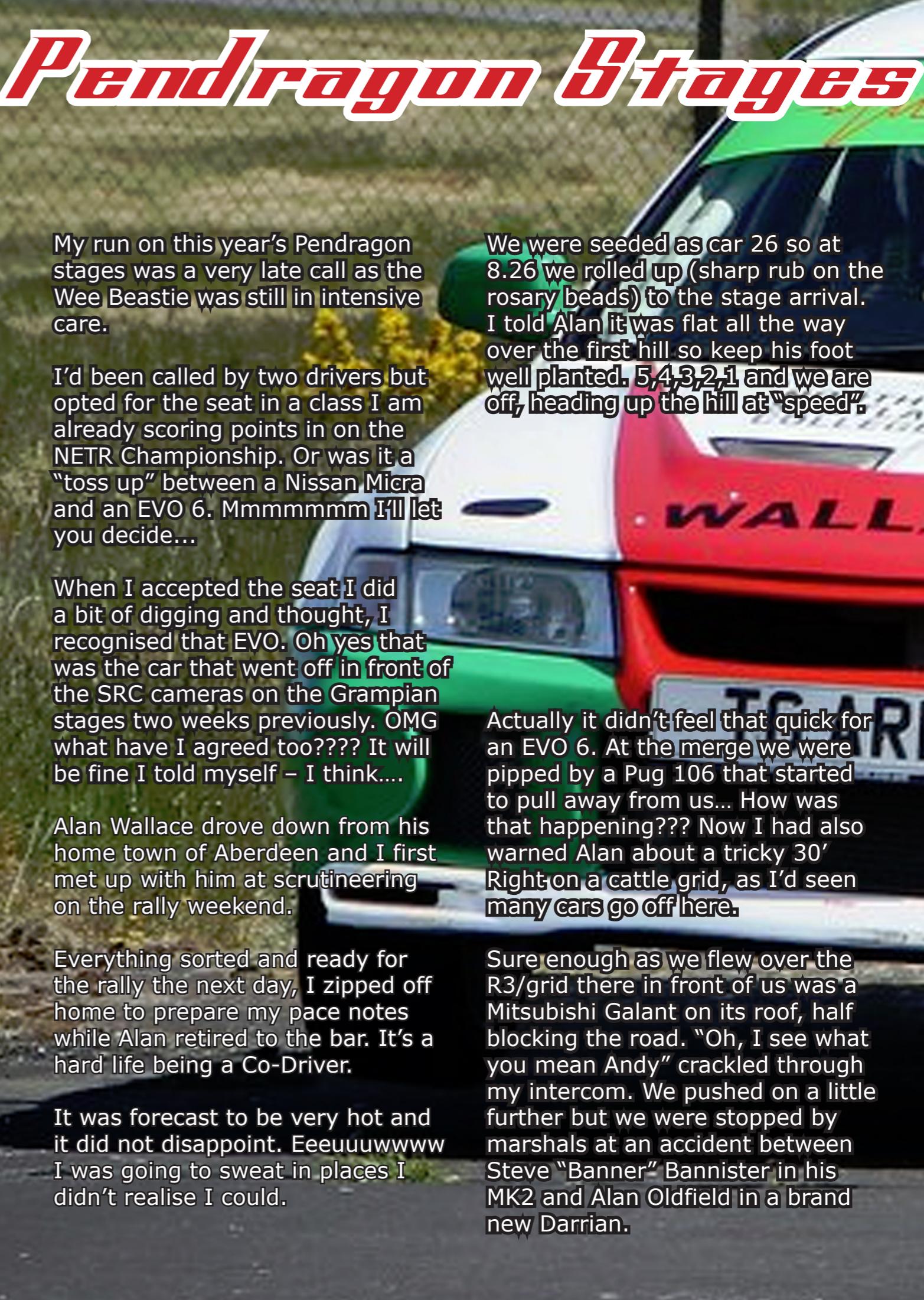
1 Points per day for signing on as an Official (or organize) in any of the following events.

12 Car Rally, Scatter, Treasure Hunt, Gymkhana, PCT. Quiz, Table Top Rally or any other club night event.

Awards

Marshals Award.

Pendragon Stages



My run on this year's Pendragon stages was a very late call as the Wee Beastie was still in intensive care.

I'd been called by two drivers but opted for the seat in a class I am already scoring points in on the NETR Championship. Or was it a "toss up" between a Nissan Micra and an EVO 6. Mmmmmmm I'll let you decide...

When I accepted the seat I did a bit of digging and thought, I recognised that EVO. Oh yes that was the car that went off in front of the SRC cameras on the Grampian stages two weeks previously. OMG what have I agreed too???? It will be fine I told myself – I think....

Alan Wallace drove down from his home town of Aberdeen and I first met up with him at scrutineering on the rally weekend.

Everything sorted and ready for the rally the next day, I zipped off home to prepare my pace notes while Alan retired to the bar. It's a hard life being a Co-Driver.

It was forecast to be very hot and it did not disappoint. Eeeuuuwwww I was going to sweat in places I didn't realise I could.

We were seeded as car 26 so at 8.26 we rolled up (sharp rub on the rosary beads) to the stage arrival. I told Alan it was flat all the way over the first hill so keep his foot well planted. 5,4,3,2,1 and we are off, heading up the hill at "speed".

Actually it didn't feel that quick for an EVO 6. At the merge we were pipped by a Pug 106 that started to pull away from us... How was that happening??? Now I had also warned Alan about a tricky 30' Right on a cattle grid, as I'd seen many cars go off here.

Sure enough as we flew over the R3/grid there in front of us was a Mitsubishi Galant on its roof, half blocking the road. "Oh, I see what you mean Andy" crackled through my intercom. We pushed on a little further but we were stopped by marshals at an accident between Steve "Banner" Bannister in his MK2 and Alan Oldfield in a brand new Darrian.

Banner had gone for a left hander not noticing the Darrian was overtaking him, Banner just tagged the Darrian making it shoot off into the undergrowth and into a small wood. The stage had been red flagged as they recovered the car and crew.

SS2 – 4 went ok but it was obvious the EVO was well down on power, which Alan thought was attributed to the extreme heat we were experiencing.

At the stop line of each stage each crew was given a bottle of water to prevent dehydration. Poor Alan was suffering, his face was beetroot and he was dripping with sweat. In the service area he was putting his balaclava on the cam cover to try and dry it out.

For the last 4 stages the route was reversed. Coming to the final split on SS5 I called three times that we were splitting right, finally told Alan to turn right and he turned left. I tapped him on the leg and said we should have turned right.

So off we went for another lap and a huge stage time. Alan was furious when we got back to service and stormed off. Luckily he returned just before we headed back out for SS6.

Looking back I called the right notes but I should have ensured he turned right, so I do feel responsible in some way as you compete as a team.

So in SS6 I pointed to ensure he turned the correct way at the split. This appeared to be the countermeasure as everything clicked and we had a good stage.



SS7 was cancelled due to the time lost on SS1 so SS8 was our last stage.

We had a good run through SS8 and crossed the line 44th overall. Not what we were expecting but a good finish considering the car was well down on power.

Alan later found the intercooler he had tested and changed before the rally had split open which had caused the lack of power. Also apart from a cracked bumper due to straw bale rash the car was still in very good condition. 92 cars started and 29 cars retired which shows this is a very demanding rally on the cars and crew.



On Sunday 4th August, Alnwick & District Motor Club held the Tyneside stages on the Otterburn ranges, offering 12 stages and 60 competitive miles.

The Wee beastie GTM was still in bits after the Jack Frost stages in February when the engine nipped. Diagnosis points to a new crank but Ed is pondering whether to replace with another standard crank or upgrade to a competition crank. OMG that thing kicks out 230 BHP with a standard crank.

As this side-lined Ed and Team Fury (or did it?) I arranged to do the Tyneside rally in a Citroen C2 nick named "The Kettle" with the "Driver" I am doing the Mull Rally with. I highlighted "Driver" as Shona Hale is 98% of the time a co-driver.

So what could go wrong with two co drivers in a rally car on Otterburn?

Lots of firsts for Shona,

1. First time on pace notes
2. First time driving competitively on Otterburn ranges
3. First time with me sitting in the silly seat.

I decided that to help this Scottish lassie with my North East twang she should learn the Geordie Haka "A kna yee", "I kna yee kna mee" "Wheez keyz are these keyz" and many more.

I don't think she knew what most of it meant but it brought some fun on the recce and in the service area.

The car flew through Scrutineering, ably helped by tupperware boxes full of cakes/biscuits for the Scrutineers. Now there's something we haven't tried Ed.

Now earlier I said Ed and Team Fury were side lined or so we thought. Graeme Malthouse had an entry with Jamie Hope in his Evo 6. But who should turn up to scrutineering with Graeme's car? Yes Ed had just bought the Evo 6 and was using Graeme's entry and co-driver.

The Evo 6 is very tidy and although it's standard in many ways it has the potential to be a quick car in Ed's hands.

There were a few other DAC members out on the Tyneside stages..

- Stephen Petch and Michael Wilkinson had the Hyundai Accent out of mothballs
- John Nicholson with Kari Bates in his Ford Escort MKII

The route consisted of 12 stages with 4 loops. SS1 to SS3 was the first loop which we took our time to settle in and get used to the notes and each other.

The road sections can be very long on Otterburn and as the kettle has a CD player I took along an iPod and played our favourite tunes.

The faces of the music festival goers in Rochester was a hoot, when a silver kettle passed by blasting out Bohemian Rhapsody and the occupants were head banging to the tune.

The second loop was a re-run of SS1 to SS3 and we were now taking heaps of time out of our previous stage times.

There was lots of screaming as Shona was now taking the flat crests as fast as "The Kettle" would allow.

SS7 and SS8 ran from Toft house farm to Dudlees farm via Watty bells. We set a good time on SS7 but were surprised on SS8 to be caught by our 30 seconds man, letting him pass and dropping nearly 25 seconds as well.

Strange and to this day we are still not sure where the time was lost as we appeared to be quicker?

The final two loops were SS9 and SS10 repeated for SS11 and SS12. SS11 started at Toft House Farm and finished at Yardhope just after the dry ford.

Then SS10 was a run back to the service area over Daveyshiel.

SS9 and 10 went without any hitches and we were happy with our pace and "The Kettle" was behaving itself.

Shona was enjoying herself and stated she had seen parts of Otterburn ranges that she had never seen before when she was co driving.

Sitting on the start line of SS11 it started to rain which was a new experience for Shona on the narrow range roads. SS11 wasn't too bad but the heavens opened for SS12.

There was no grip, "The Kettle" was squirming all over the road with deep puddles, standing water and rivers running down and across the road. But we held on to cross the finish line in 49th overall.

Absolutely ecstatic to finish the rally, with no issues or damage and buckets full of experience and information for our future Mull rally.

It was reported that even the Scrutineers and Marshals cheered as they saw "The Kettle" come over the hill and head down to the finish.

Now how did the other DAC crews fair? Well not too good as only two DAC members finished!

Stephen and Michael parked the Accent in a very deep ditch on SS12 after sliding off during the down pour.

John Nicholson retired on SS8 with a broken throttle cable.

Ed Todd finished well in 21st overall after taking a 1 min penalty for early arrival at a stage control.

Ed was very impressed with the Evo 6, even testing its limits in places. He said it was so easy to drive and very forgiving, unlike the wee beastie he is used too.

I have to say an enormous thank you to Drew Barker who loaned us his Kettle and also serviced for us as well. Top man!!!

Andy



Clubman Rally Results up to 1st September 2019

Durham Automobile Club Ltd Championships 2019

Navigational Rally results

Round One - March Scatter

(organized by Pete Masters)

- =1st - Amy Brown - Ben Day-Preston
- =1st - Janelle Dundee - Gordon Dundee
- 3rd - Roger Broom - Andy Brown
- 4th - Stuart Anderson - Chris Thirling
- 5th - Alan Hawdon - Lynn Hawdon
- 6th - Mick Stead - Ben Wilkinson

Round Two - June Scatter

(organized by Gordon and Janelle Dundee)

- 1st - Roger Broom - Andy Brown
- 2nd - Mick Stead - Ben Wilkinson
- 3rd - Alan Hawdon - Lynn Hawdon
- 4th - Stuart Anderson - Chris Thirling
- 5th - Simon Jennings - Pam Broom

DURHAM AUTOMOBILE CLUB NAVIGATIONAL CHAMPIONSHIP 2019

Position	Driver	Org Points	May Scatter	June Scatter	Rnd 3	Rnd 4	Rnd 5	Total
1st	Janelle Dundee	10		9.5				19.5
2nd	Roger Broom			8	10			18
=3rd	Mick Stead			6	9			15
=3rd	Alan Hawdon			7	8			15
5th	Stuart Anderson			7	7			14
6th	Peter Masters	10						10
7th	Amy Brown		9.5					9.5
8th	Simon Jennings			6				6
Navigator								
1st	Gordon Dundee	10		9.5				19.5
2nd	Andy Brown			8	10			18
=3rd	Ben Wilkinson			6	9			15
=3rd	Lynn Hawdon			7	8			15
5th	Chris Thirling			7	7			14
6th	Ben Day-Preston		9.5					9.5
7th	Pam Broom			6				6

Counting events are those listed in the NESCO calendar, and the points calculation is those used in the NESCRO 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 - Berwick Classic
- 2 - South of Scotland Targa Rally
- 3 - Shaw Trophy Targa Rally
- 4 - Lake District Classic
- 5 - Northern Dales Classic
- 6 - Blue Streak Targa Rally
- 7 - Wearside Classic Rally

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

Drivers

- Simon Jennings (6) - 580.7 pts
- Alan Hawdon (3) - 125.0 pts
- Mick Stead (2) - 118.1 pts
- Joe Hutchinson (3) - 93.3 pts
- Gordon Dundee (2) - 91.9 pts
- Bob Cook (3) - 79.2 pts
- Steve Brown (1) - 58.5 pts
- Mark Thornton (1) - 55.5 pts
- Richard Young (2) - 38.5 pts
- Kim Gardiner (1) - 37.5 pts
- Nicky Porter (1) - 19.1 pts
- Ian Peake (1) - 10.0 pts
- Bob Dennis (1) - 10.0 pts

Navigators

- Clive White (3) - 247.5 pts
- Lynn Hawdon (3) - 125.0 pts
- Ben Wilkinson (2) - 118.1 pts
- Alistair Dundee (2) - 91.9 pts
- Geoff Morson (3) - 79.2 pts
- Amy Brown (1) - 58.5 pts
- Peter Gardiner (1) - 37.5 pts
- Wendy Porter (1) - 19.1 pts
- Chris Thirling (1) - 10.0 pts

Future Events

- 8 - Stocktonian Rally
- 9 - Doonhamer Classic Rally
- 10 - Solway Classic
- 11 - Saltire Classic

Stage Rally Results from 6th May to 31st August 2019

If you have results that are missed please contact Gordon Dundee
gandjdundee@gmail.com

AGBO Historic Stages

Colin Tombs - 11th class A - 1 pt

Dixies Historic Stages

Colin Tombs - 4th class 9 -7 pts

Tyneside Stages

Ed Todd - 14th class 5 - 1 pt

Rally van Wervick

Tristan Pye - 11th class 3I - 1 pt

Plains Rally

Stephen Petch - 2nd class B14 - 9 pts

Nicky Grist Stages

Stephen Petch - 2nd class B14 - 9 pts

Woodpecker Stages

Stephen Petch - 2nd class B14 - 9 pts

Mach 1 Stages

Bob Dennis - 6th class 5 - 5 pts

Pendragon Stages

Andy Brown - 11th class 5 -1 pt

Points Standings

Drivers

Stephen Petch - 53 pts

Steve Petch - 7 pts

Bob Dennis - 5 pts

Andy Drake - 1 pt

Ed Todd - 1 pt

John Nicholson - 1 pt

Tristan Pye - 1 pt

Joe Hutchinson - 10th class 2 - 1 pt

Andy Brown - 12th class 2 - 1 pt

Michael Wilkinson - 2nd class B14 - 9 pts

Michael Wilkinson - 2nd class B14 - 9 pts

Michael Wilkinson - 2nd class B14 - 9 pts

Co-Drivers

Michael Wilkinson - 53 pts

Colin Tombs - 18 pts

Andy Brown - 8 pts

Joe Hutchinson - 8 pts

Jeff Bedford - 1 pt

For Sale

Roger Broom has the following for sale call 07733 243842 and speak to him or Pam

MIG WELDER - NEW still in box SWP MIG-150 Turbo never used £50

GENERATOR 240/110 volt. 6.5hp engine not had much use £50

4 x Car Rollers easy moving car sideways in confined spaces!

assorted 15" FORD RIMS and Tyres

Pair Avenger/Sunbeam Rostyle steel rims

Assorted VOLVO headlights, front grill, wheel trims

Pair New in box VOLVO 749/760 front Brake Discs

PUMA SPARES: (some also fit KA Fiesta etc)

NEW

Petrol Tank, Still Boxed £50

Pair KYB Springs (K-Flex) Boxed £30

Pair Kilen Springs Boxed £30

4 KYB Front shock absorbers (Gas) Excel-G £80

Pair Front Discs £15

Rear Brake Shoes new boxed £10

Front left hand engine mounting new & Boxed £10

New Bottom Arm boxed £10

USED

Puma Bonnet - Black £40

Black leather back seats, base and back from 'Thunder' £10

Pair Door Card £10

One piece carpet complete £10

Pair Standard headlights £20

Who wants almost 30 years of Motoring/Motorsport News?

From around Jan 78 up to around 2006 ish? not complete, I sold a handful and maybe some others have gone astray, not mint condition very much as read.

Free to a good home, someone who will appreciate them.

mail me at dactorquettalk@gmail.com

cheers Alan

I am organising a Navigation Scatter on 20th November 2019

Map 92

Start - High Grange - 92/174317

Finish - Cross Keys, Hamsterley - 92/118311

Start - 7.00pm

Entry Fee - £5.00

Entries to Gordon Dundee - gandjdundee@gmail.com