

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

WWW.DURHAMAUTOCLUB.CO.UK

October 2016



Nicky Porter visited Rally Deutschland last month. A superb article by him and more pictures appear 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:

Oct 19 th	Nog and Natter	
Oct 26 th	MSA Marshal online registration and training module support	
Nov 2 nd	DAC Members Video Night	
Nov 9 th	Nicky Porter's rallying adventures	Not to be missed!
Nov 16 th	Committee Meeting	Club members can meet in the bar
Nov 23 rd	Table top Rally	Gordon Dundee
Nov 30 th	Scatter	Peter Masters
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	Cummins Auto Test	TBC

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

Editorial

At long last, an agreement has been reached between Rally4Wales , the Motor Sports Association and Natural Resources Wales with regard to the use of Welsh forestry for Rallying. The press release is as follows:

Rally4Wales is delighted to confirm that a new agreement has been reached between Rally4Wales, Motor Sports Association (MSA) and Natural Resources Wales for special stage rallying to continue in the forests of Wales for the next three years. We can confirm that our petition to the National Assembly of Wales has been formally withdrawn as of Friday last week as a result of this decision.

Rally4Wales will create a new, 'not for profit' enterprise to work directly with organising clubs to ensure that NRW forest roads used for rallying are repaired to a standard agreed with NRW. Part of this process will be extensive route surveys pre-event, post-event and post-repair using technology to demonstrate the works completed. The new company set up by Rally4Wales will directly complete the repair work needed to the road infrastructure.

This is a completely new model of working for all parties. Critically, the costs will be sustainable, working out to be near identical to the previous 2015 MSA Forest rates for first and second use of stages, plus RPI at approximately 0.8%.

This new agreement covers clubman, national and International level rallying within the NRW estate, including Britain's round of the FIA World Rally Championship, Wales Rally GB.

Now - as with most things like this - the devil will be in the detail, and also I'm not sure if this is as good news as it first appears, especially if it means that the British round of the WRC stays in Wales. How great would it have been to have the WRC in Kielder, Cumbria and North Yorkshire! It remains to be seen how all this will play out and how much of an impact it will have on rallying in general.

Congratulations to Andrew Fish who correctly identified the Unipower GT and was the first correct answer to be emailed to me. In fact, within a couple of days, I had several correct answers so congratulations to the others who identified the car correctly but just missed out on the bottle of wine! Hopefully Nicky can come up with another hum dinger of a competition for the Christmas issue of Torque Talk!

We really are starting to get towards the end of the season for a lot of disciplines. After a stunning drive on Rally Catalunya, Sebastian Ogier has been crowned World Rally Champion for the fourth season in a row. Gordon Shedden retained his BTCC crown with another superb season where consistent points scoring put him in with a shout of the title for the last round at Brands Hatch. Marc Marquez won his fifth motorcycle World Championship (at various levels not just Motor GP) and Shane Byrne won the British Superbike Championship at the final round, again at Brands Hatch.

I think the most interesting results however are the BTCC and Superbike Championships, which are extremely well run by the organisers who also ensure that there is a reasonable amount of parity between the various manufacture of cars/bikes. The amount of entries and crowds at these events are proof positive that this type of format works, and works very well. Now taking this sort of theory a bit further forward could rallying not do something similar? A single formula that any car from the present or the past could compete in for an overall championship?

I don't think that anyone – especially Lewis Hamilton – expected that having taken the pain of Spa to sort out the lack of engines, one of the new ones would let go in spectacular fashion at the Malaysian GP. I don't for one minute think that someone has a "blow the engine" button on their control panel in the pits, but you could be forgiven for thinking that considering the almost bullet proof reliability of the other Mercedes engines. Over in the red camp, the first outward signs of a team in crisis are starting to appear. Ferrari has had a dreadful season by their standards, and in true Ferrari fashion are looking for the next fall guy to take

the blame for the lack of success. Sebastian Vettel hasn't forgotten how to win races, he just doesn't have a car to do it in that suits his driving style. To then be told that he has to earn his position in the team has probably incensed him enough not to try harder but to look to pastures new.

Going back to Mercedes, Ross Brawn is just about to have his autobiography published, and at the announcement blamed a lack of trust between himself, Toto Wolf and Nicki Lauda for his departure from F1. That's the must have book for Christmas this year sorted out! Wonder if it had anything to do with a BTE button?

The car I jokingly called "the old car" mainly because it was old finally found a new owner and I am pleased to say that after seven years of ownership, my lust for a 911 is well and truly over. I always wanted to own an air cooled 911, in fact it was the car of my dreams after I drove a couple of E Type's and realised just how poor they really are. Well I have to say that the 911 – whilst a nice car – wasn't a patch on my old 944 2.5 which wasn't anywhere as near as fast as the 911 but was far more rewarding to drive. I wonder how many of us have been down this sort of route and have been disappointed by the car of our dreams!

As I am now Semi retired (although M&S would disagree with this I'm sure!) Tracy and I decided that it was time to get a little bit sensible with the choice of a car to replace the 911. Low running costs headed the priority list, along with reliability and the ability to fit in a baby seat via Isofix. We eventually plumped for a new Polo 1.2 TSI. It's fairly clear that car technology has come on in leaps in bounds in the last few years. The engine belies its puny size with enough power to allow you to act like a hooligan in a similar fashion to an old Mini Cooper S. Loads of toys, especially the connectivity options and cruise control and fuel consumption since delivery of 46 to the gallon. For tooling about, these latest generation cars do make a lot of sense.

Had a really good chat the other month with Chris Thirling, who is in the process of restoring a couple of Clan Crusaders. The Clan was the first car that I really wanted to own, and I look forward to popping down to his workshop to have a look see at how he is getting on with them, as well as chatting to him over a cup of tea and a Blue Riband. Hope he lets me have a drive of one when they are finished as that was something I never got the chance to do way back in 1974!

With work commitments (and apologies to my fellow committee members for my lack of attendance) progress on the Spitfire has almost ground to a halt. Days off are fairly few and between and they are being used for a bit of R&R rather than getting on with things. Something I really could do with some help on however is a company who can supply a bag full of Imperial fasteners (nuts, bolts and washers etc.) I used to have a couple of contacts in the past but they have gone by the wayside and the classic car suppliers all want a fortune for single bolts. Any help with this would be greatly appreciated.

Nicky seems to have had a great time at Rally Deutschland and from what he is saying, I bet you could go and spectate on this event almost as cheap if not cheaper than trekking down to Wales to be ripped off by the Welsh Rally GB. I find the prices being charged for this event to be absolutely over the top, just like Silverstone for the Grand Prix. I suppose it's a captive audience, but I could fly to Spain, get some sunshine and take in a Grand Prix or Moto GP for almost the same money!

Fred's CCC Chevette once again surfaced on Facebook of all places and its new owner is intent on returning it to its original specification. I contacted the new owner and offered my help and assistance with this, as after a few years of servicing for Fred on this car and various developments that we installed, I think – apart from Fred – I know as much about this car as anyone. Up to now I haven't heard anything further, but here's hoping. I will keep you posted!

That's it for this month, thanks to everyone for the articles. No 924 anecdote for this edition, but hopefully my brain cells will remember some trivia for next month!

All the best, and good luck if competing

Marty



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Chairman's Report

With the uncertainty of forest rallying in recent months it was good to hear that Rally4Wales announced a new agreement between the MSA and Natural Resources Wales to ensure rallying can continue in Wales for the next 3 years. This will hopefully stop the ripples of uncertainty hitting forest rallying in Scotland and England but let's keep our fingers crossed. The full announcement from Rally4Wales is included in this magazine.

It has been a very busy month for me with two rallies in two weeks. One in the Yorkshire forests and one over the military roads of Otterburn. I'll not say much more as I have included a report later in the magazine. But one thing that surprised me (in a good way) is the SG Petch Stage Rally championship. I joined the championship in January but didn't do many forest events as Colin my driver stepped down from Rallying for a while. I was drafted in by the championship Coordinator to sit in with Ben Cree in the 1600 class who is currently lying 2nd overall in the Drivers' Championship behind Steve Bannister. The SG Petch Stage Rally Championship awards points depending where you finish in class not where you finish overall. So someone in a small engine rally car can finish high in the championship alongside the guys with full blown WRC cars. So if you finish high in your class you can finish high in the championship. I think this is a good way to help crews on a shoe string budget compete against those with a bigger budget and a flame spitting beast of a rally car. What are your thoughts? Should we keep championships with overall and class awards or create a level playing field like the SG Petch format? Why not email your thoughts to Martin Hall our Torque Talk editor.

After hearing that some club members had completed the MSA Marshal training module, I also took the plunge and completed the training module myself. It is free to complete the online module and you will get an accredited marshals license and Tabard. This is only the first step on the ladder but it allows you to gain signatures at events you support and then gain further experience and accreditation to upgrade your license. Although you don't need this license to marshal, without it you can only attend as a buddy for an accredited marshal. So it is a good idea to take the training module and gain the accreditation. After all having marshals with a minimum standards of training can only be good for the sport. If there is interest amongst the members, we can hold a club night to help people complete the course and advise if there are any questions. Let us know if you are interested.

We have some exciting events coming up in the near future so please watch out for information in emails, Facebook and on the Website. Don't miss out, get the dates in your dairy or if you are technical, plugged into your smart phone.

To finish off I would like to thank Joan Wood for her support to the Club over many years, more than I can remember. Joan announced she would retire from the Committee role of Secretary at the end of the year. Joan tried to stand down last year but I convinced her to come back to support the committee for another year. I am so pleased she did as she has been a great support to me and to the club for many years. But we will only allow Joan to retire in December if she promises to keep coming along to the club on a Wednesday when she can.

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

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!





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Rally Deutschland. August 2016.

Rally Deutschland is the best organised European WRC rally.

So, we loaded up the car and set off for Dover and the cross channel ferry to Dunkirk. Us northerners could take the Newcastle ferry to Amsterdam or the Hull ferry to Europort. The prices for the overnight ferries are similar but expensive. The Dover ferries or Tunnel are much cheaper but you do have a 300 mile drive and the dreaded M25 to negotiate. The best way to Trier (Rally HQ) in Germany is via Belgium, Luxemburg and into Germany. You should allow about six hours driving time. Most Sat Navs will take you east via Brussels. Its much better to keep south via Lille and Namur. It is Toll Free motorway all the way to Germany.

Fuel and booze is much cheaper in Luxemburg. (90p for unleaded and 99p for Super unleaded. Not sure how much diesel is) So, make sure you top up with fuel before you enter Germany and before you return home.

Wednesday: Arrive at the Service area in Trier. Entrance is free on this day. There is plenty going on with all the rally cars getting prepared and a few drivers about.

Thursday: Shakedown: This stage is about 10 miles from Trier. It may cost you just one euro to park your car. But we managed to blag our way in for nowt this year!! You can buy a three day ticket for around 70 euros. It's NOT worth it, as most of the local farmers charge you around a euro to park up. The viewing is excellent on the Shakedown stage as you can see the cars for about a mile. The action starts around 9.30hrs and most of the WRC cars do 4/5 runs. After Shakedown it's a must to pop in to the Service area. This costs 6 euros and as the cars are being prepared for battle the next day, there is plenty of opportunity to chat with drivers and team personnel. Being Germany there is plenty of Beer and Bratwurst available. During the evening all rally crews are on call in the town for autograph sessions and a chat before the Ceremonial Start at 20.00 hrs.

Friday: Moselland Stages: These have to be some of the most spectacular stages in the world. There are three stages ran twice on the banks of the beautiful River Mosel. There are no admission charges at all on this day. You can park within 2/300 yards from the action. The spectator areas are all marked out and excellent discipline is the order of the day by the well drilled marshals. These areas are very very close to the action on the terraces of the huge vineyards. As you can see by the photographs these stages have the most amazing backdrop. Three stages are run in the morning with a two hour break. This gives you plenty of time to walk down to any of the local villages for a light lunch and a glass of the local Riesling wine at about two euro's a glass and very good it is too. Then back into the vineyards for the afternoons action. We have watched this stage four times now and each year in a different place. Its rallying at its best!!

Saturday: Arena Panzerplatte: Old Military Base: These Saturday stages are all in the Military area which is huge and about the same size as County Durham!! When you arrive here, you are parked up with German precision and then bussed in to the stage area. It only takes ten minutes from parking your car until you are at the side of the stage!! Normally there is a short stage in the arena followed by a 40 kilometre tough stage. There is a cost of around 10 euros at this stage but you are there all day. The exit again was well organised and you are out on the roads with in ten minutes. I have to say that we have not viewed the rally here for the last two years. We find that the stage is a touch boring and you are some way from the action. We prefer to do a little sight seeing or go back to the service area to watch the rally cars being repaired during lunch hour or at the end of the day in Trier.

Sunday: More River Mosel stages: These stages are mostly on the south side of the River Mosel. Although they are still in the vineyards, the terrain is somewhat flatter. Again, you can drive and park within a couple of hundred yards of the action. Unfortunately this year the stage we chose to watch at was quite near to a couple of villages. The first runs at 7.00hrs went off really well with just a few spectators. We then popped back to the hotel for breakfast and then headed back out again for the second

run through at 10.00hrs. This time the stage was heaving with locals and after repeated warnings from the official helicopter the stage was cancelled after only one car.

The last stage is the Power Stage, this year it was some distance away, so we did not go as it was very busy but some of our party went back to see the cars at the finish.

Monday: We left the River Mosel area around 9.00hrs, caught the 15.00hrs, Dunkirk ferry to the UK. And arrived back in Co Durham around 23.00hrs. So, as you can see from above this is a great way to see a WRC Rally. The rally is really well organised, the stages are very accessible with easy parking. The service area is very well laid out. The local beers and wines are good value and the food portions are Big!! I guess the cost to access to the stages and the service area for the duration of the rally is around €20. Somewhat cheaper than Rally GB!!!!

One tip regarding hotels. Most of the hotels in Trier are expensive because the rally is in town. Travel downstream on the river Mosel to one of many small villages that are perched on the banks and you will find plenty of small hotels and B&B's available. Our B&B cost us just €70.00 per night for a super room and breakfast for two. A full house dinner in the evening costs around €15/20 with the local super Riesling at around €6/10. Also, there are plenty of riverside camping, caravan or motorhome sites in the area. There are plenty of activities in the area. Take a river cruise to several historic towns, booze you way through the many wine tastings in the area or take the one hour drive north to the Nurburgring Nordschleife old Grand Prix Circuit. Here for €27.00 you can drive the 14 mile circuit in you road car. But keep a serious eye on you mirrors!!

And finally for the last few years the sun has shone all the time with average temperatures in the early twenties.

And next year the 2017 WRC cars will have an extra 70 BHP, more aero, wider track and bigger tyres, the spectacle will be even greater!!

I can't WAIT!!! Be There!!

Nicky Porter.

PS: Rally Deutschland next year will be in the same area, but the service area will be at the Bostalsee some 30 miles south east of Trier but I guess they will be still using the same stages as this year.





Skoda preparation

Hyundai's two story service area



Not often you look down on a flying helicopter!



The amazing Zig Zag stage – wow!!!

Trackrod stages 2016

I was drafted in again to sit alongside Ben Cree in his Peugeot 205 for the 5 stages in the Yorkshire forests. Ben is currently lying 2nd overall in the SG Petch Stage Rally championship and my job is to help him win the championship or take a top 3 placing. When you consider Steve Bannister is leading with Peter Stephenson in 3rd and Matthew Robinson in 4th we have a difficult task ahead.

The Historic cars had already completed stage 1 in Dalby on the Friday night. So we started stage 2 on the Saturday morning.

We were seeded car 104 so expected some rough sections in the forest and we weren't disappointed in places. We hit a deep pot hole and I don't know how we escaped without a puncture or broken suspension, but I repositioned my teeth and continued to read the notes.

We were looking forward to Dalby, but 2 miles into the stage we were yellow flagged by Marshals. A white Escort MKII was on its roof blocking the track. But we weren't stopped for long as the marshals had it back on its wheels and out of the way very quickly. We followed the rescue vehicle and Ambulance out of the stage.

Expecting a poor nominal time for stage 4 Dalby, we pushed in Stages 5 & 6 experiencing a few "yeeehaaaarrrrr" moments. Arriving at the finish ramp our nominal time didn't disappoint, so all 6 crews affected, protested and it was reduced by 20 seconds.

We finished 2nd in class and 45th overall bagging some good SG Petch Stage Rally championship.

Next round is the Malton stages at the beginning of November again through the Yorkshire forest complex.

Andy.

Cheviot stages 2016

Due to an engine replacement and a new baby, Ed and I haven't done many North East Tarmacadam Rally Championship (NETRC) events. After our 3rd overall on the 3 counties rally in Devon we needed the rear body work rebuilding/re-fibre glassing. Jason our master bodger did another amazing job completing the rear clam just in time.

We headed to Otterburn on the Sunday morning for Scrutineering as we couldn't do the Saturday Recce and checks. Immediately the chief Scrutineer nearly caused us an early bath. He didn't like the license plate and insisted we took the car away and changed it. In the middle of the ranges on a Sunday, that just isn't going to happen. Ed was prepared to head home as we expected this type of negativity from him. To be honest we get the same reception every time he scrutinises the car so it was no surprise he refused something on the car. He gave us a lecture and told us to manufacture one out of a sticker and then he would check over the car. So an ugly paper plate was fettled together and stuck in place with red gaffa tape.

With everything ready, we headed to the first stage Dudlees and although it was slippy in places we had a steady run. I was concerned that Ed couldn't hear me but he said it was OK. Afterwards we headed to the next stage via a short road section (haa haa not much road just big rocks).

Now we don't like the Riverside stage as we had been off 3 years previously. But we headed in and tiptoed gingerly through the stage. We set a time just over 3 mins but at least we had made it through with only a close look at the bridge side railing to worry about.

Between stage 2 & 3 there was a long road section and I was a little worried we had took a wrong turn but all was good when we saw the stage arrival in the distance. In stage 3 the GTM developed a mis-fire at low revs and Ed struggled at times to go down the gears. The gearbox issue somehow cured itself heading back to the Airstrips for service and we still don't know why we had trouble with selecting gears. But the mis-fire at low RPM was getting worse and with only 10 mins service all we could do was a quick check of the car, fill it with fuel and head back out for a re-run of stages 1,2 & 3.

Stage 4 (re-run of stage 1) was a lot better and we posted 13th fastest. But I was still concerned about the intercom. I started to use hand signals and repeat each corner to ensure Ed was getting the full notes.

Stage 5 (re-run of stage 2) was to be the stage to spoil the rally. Heading through the stage we came across the same corner we had gone off, 3 years previously. With too much speed to make the corner, we took the same line onto the grass and stopped on top of the same grass lump. **Déjà vu** ☺

With the help of two spectators it took us some time to extract the GTM. With very little damage (a crack to the front clam) we got to the stage finish after 23 mins.

To get back to service we had to go through stage 6 (re-run of stage 3) and the road sections as well. We had a good run through stage 6 but mindful we were probably last and therefore just going for a finish.

After service we headed out to stage 7 to be told we had gone OTL. But I queried this and we went out and did stage 7 which started at Toft house, headed through Watty Bells back to the airstrips to finish at Dudless. We had another good run with only the low revs mis-fire to worry about.

Back in service I went to see the Clerk of the Course and we had gone OTL by over 8 mins. The stage max for the Riverside stage was 5 minutes and the event lateness between main time controls was 10 minutes. So after 23 minutes we had exceeded the allowed lateness by 8 minutes. What surprised me was the comment from the timing marshal. He said if it had been only 2 or 3 minutes OTL he was sure we could continue. But what is the difference between 3 and 8 minutes if you are OTL???

So we packed up and headed home for an early bath. The countermeasure to ensure we don't go off on this corner again in the future is to call it "Scrats Corner". So we have a Todd's corner, Dundee's corner and now Scrat's corner. One of these days we will have a good run over Otterburn.

Thanks to Alistair, Jason and Jamie of Team Fury for your support.

DAC Veterans Register

Sadly no new members to report this month which is a bit disappointing, but I'm still hopeful that that we can get a few more, especially if Nicky's talk on the 9th proves to be the success I'm sure it will be.

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

Targa Rallying – What's that all about then?

A couple of years ago I picked up a ‘project’ car on Ebay for £300. The excuse I gave to my wife was that it was so that my daughter could learn to drive now that she was 17.

The car was a 1997 Peugeot 106 automatic with just 12k miles on it since new but the gearbox was making a bit of a noise. Great I thought! The perfect car for a bit of cheap, club motorsport. I picked it up, paid my £300 and headed to the beakers yard to buy a gearbox, flywheel, driveshafts and all the gear linkage to join it up (another £160).

30 hours spent in my garage and the car now had manual transmission and was ready for action.

Anyway roll on 12 months, my daughter passes her test and I’ve got a car to play about with so what’s cheap and cheerful in terms of club events? I’d heard that these Targa events were mini versions of stage rallies so I thought that I’d give those a try.

Typical entry fees are £80-£100 and for this you’ll get a full days motorsport. The events that I’ve done this year have been varied and I’ve done some ‘tests’ which are based in car parks and around cones very much like an autotest. However, I’ve also had some great fun on some very open tests (more my kind of thing) and these have included:

- A miniature closed road tarmac stage on the South of Scotland Targa Rally. This was about 1.5 miles long and had two stop/go controls to slow the average speed. Myself and Gordon set the fastest time on this one!
- A 1.5 mile ‘thrash’ through a forest with some ‘flat out’ chicanes in to try to slow us down. Excellent fun on the South of Scotland ‘Doonhamer’. Sump guard advisable. (BTW I did make my own sump guard to fit the car and finished 7th overall on the Doonhamer with Clive White)
- Two laps of Rowrah Karting circuit in Cumbria in the wet on the Solway Classic Targa.... Never been so sideways and still got away with it! (Below: slight understeer on Rowrah!)



What kind of car do you need?

Well the cars are varied and generally split into up to 1300cc and over 1300cc so we always end up in the big car class against Impreza’s, Mazda MX5’s, Proton’s, 205 GTI’s, Puma’s, Fiesta ST’s etc....

Tyres have to be road legal so we’ve run 4 wet road tyres and two winter tyres for the loose stuff.

No four wheel drive. Car must be MOT'd and fully road legal. We drive to and from events but there are lots who trailer their motors there. Our car is standard and has the original interior plus 80's aircon system (i.e. a sunroof and manual window winders)

(Doonhamer below note the smart alloys! I picked these up on Ebay too at £10 a wheel (with tyres) – note also homemade sump guard and front mud flaps)



So, get yourself a cheap motor and come and join us having some fun around the north of England and southern Scotland next year. Entry fee's for events normally include food so it's a great day out provided you go the right way around the cones. Typically you'll do about 15 tests on the day.

Competition

Won by Andrew Fish. This pretty little sports car is a
Unipower GT



Competition open to paid up DAC Club Members ONLY. The Editor's decision is final.

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

Date	Event	Location	Marshals	Radio
05/11/2016	Kingdom Stages	Crail, Scotland		
06/11/2016	Malton Stages	Pickering		
26/11/2016	Hall Trophy Stages	Blyton		
26/11/2016	Grizedale Stages	Cumbria		
27/12/2016	Christmas Stages	Croft		

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

1. 23/10/16 Oct Clubman A/T AFW (Practical Car & Van Hire) @ Seaton Carew

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	Nog and Natter	
Oct 26 th	MSA Marshal online registration	
Nov 2 nd	DAC Members Video Night	
Nov 9 th	Nicky Porters Adventures	
Nov 16 th	Committee Meeting	Club members can meet in the bar
Nov 23 rd	Table top Rally	Gordon Dundee (Practise for Peter's Scatter)
Nov 30 th	Scatter	Peter Masters
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	Cummins Auto Test	TBC

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

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Torque Talk will be distributed the third week of each month

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