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Christmas 2019



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Durham Automobile Club

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So another busy period goes by, in this bumper mag you will get rally reports and a double dose of Paul Gilligans excellent "Inside the Industry" just to keep us abreast of the current state of play...like running a pub the industry seems increasingly like a mugs game!

MSUK has brought in a requirement that we all break their server in the rush to apply for the new grass root level licence. It's one way of combating other restrictive legislation and possible litigation. I'm in favour of a more transparent regulated sport. We live in a bubble, like the hoards of aggressive cyclists taking over "our" roads, we often don't appreciate our part in the wider social sense. I think anything that helps us get our house in order and keeps us competing longer with the cars we love is to be cautiously welcomed.

However I have seen quite an online backlash towards the licence and permits sector. A good point made by Wigton Chairman Peter Garforth was how these changes are equally applied regardless of the status of the event and I hope he doesn't mind me pinching his figures of the £5/competitor increase and how that looks

- a £10 autotest becomes £15
- a 50% increase
- a £100 targa becomes £105
- a 5% increase
- a £500 race or stage rally becomes £505
- a 1% increase
- a £5k historic endurance rally becomes £5005
- a 0.1% increase

MSUK have made many toots from the grass root trumpet lately, but this seems at odds with these moves, it would also seem to have done this without adequate consultation?

In the current climate that would seem a courageous if foolhardy way to move forward and no amount of 12 car appearances will convince people that the governing body is "in touch" and therefore is it still fit for purpose? More to this story I would wager!



Talking of missing the point, I see the draft regs for F1 2021 have been sorted. Yes the cars look like the drawings of a 14 year old and is exactly what happens when committees have a vision presented to them and yet they all have "just the one point"

I know a lot of the regulations in our sport exist because we are institutionally corrupt! Its part of the sport, one mans cheat is another mans double diffuser...it makes things interesting. I have a feeling that for all the medium sized wheels and ground effects F1 cars will end up looking the same, add in that they will sound the same then that puts an awful burden on the drivers to be different.

Does motorsport have to be relevant to road cars anymore? All the manufacturers seem to do is argue towards their preferred solution, their skill base.

If it was left to the drivers and the fans then I think the solutions would be the exact opposite of engineers, the marketing people and the bean counters. The exact opposite of what we have at the moment.

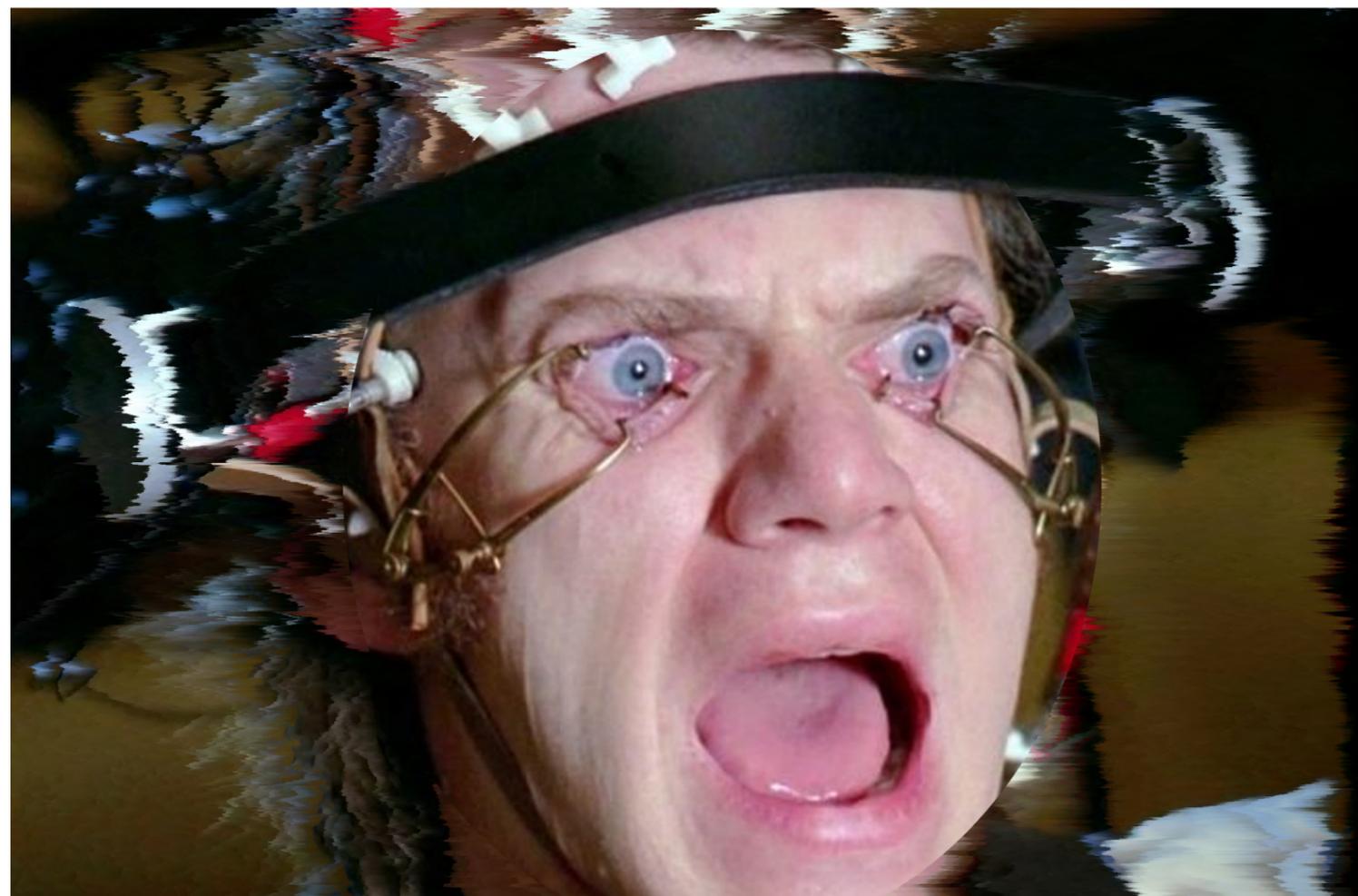
Its a sport, relevance doesn't come into it, soon driving itself will be as irrelevant as boxing, rowing, running, throwing, swimming, horse riding, skiing, sailing...yet these are all still popular sports, free from their relevance to everyday life, where life has moved on. Nobody has made a success of replacing heavyweight boxing with the sport of the strongly worded e-mail...that usually ends up with boxing!



Alan Hawdon, Editor

THINGS TO DO IN 2020

CONTINUE DAC MEMBERSHIP



APPLY FOR YOUR

COMPETITION LICENCE

I would like to kick off my final report of 2019 by wishing every DAC member a Merry Christmas and a happy New Year. I would also like to pass on a special thank you to members of the club and members of the Committee who have helped out during the year on club activities and events. They are far too many to mention but without your help DAC could not be the club it is today.

As we approach the New Club Year 2020 please watch your email inbox for the following;

- An invite to the Annual General Meeting. The AGM invitation and documentation will be sent out to all 2019 DAC members.
- An invite to the annual awards night but there may be a bit of a different event preceding the awards presentation. Watch this space.
- Your Club membership will run until the 31 January 2019, but we will email you a membership form for the New Year or you can download the membership form from the DAC website.

As the darker nights are here, we are planning some Navigational rallies and club night activities for the rest of the club year. Keep your eyes and ears open for announcements about club night events.

We are still looking for a suitable Auto test venue. Can we ask all club members to keep their eyes open for suitable venues and please let Gordon Dundee know at; gandjdundee@gmail.com

I would like to update you on some of our club member's results over the last couple of months.

Stephen Petch & Michael Wilkinson finished third overall on the Malton Stages. A little further back but still inside the top 10, Steve Petch finished in 8th position.

Michael Farmer tackled the Neil Howard stages at Oulton Park, however he retired after stage 3.

Tristan Pye, Colin Tombs and myself all tackled the tight and twisty roads of Mull. Tristan unfortunately retired on stage 8, Colin Tombs finished 40th and I finished in 87th place on my third attempt at this event!

Simon Jennings and Clive White are doing really well in the NESCRO Targa rally Championship. Simon believes he has already wrapped up the championship and Clive is waiting to see if he has done enough to clinch the Co-Drivers title. Fingers crossed for you guys.

After a long layoff, the Mull and Jim Clark Rally have finally run again on closed public roads.

I was so lucky to take part in both rallies this year, sitting alongside Shona Hale on the Mull and Jamie Hope on the Jim Clark. The price tag of these rallies is high, roughly the same price as a gravel rally, but the format compared to a circuit "roundy roundy" rally is far better.

A lot of competitors on the Jim Clark rally lost about four out of the 11 stages due to the very wet and icy conditions. But to finish both of these iconic closed road rallies was very satisfying. Reports for both rallies to follow.

Preparations are now in full flow for my first rally of the 2020 season, the Christmas stages at Croft. I'm hoping for a full season out with Edwardo Todd, but which car will we be using? Well you will have to wait and see or why not pop along to Croft and come and see for yourself.

Since Dave Richards joined the governing team of Motorsport UK, there have been a lot of changes.

New for 2020 all competitors, no matter what event you compete in will need a Motorsport UK license.

So for example, you didn't need a competition license to enter an Auto test, 12 car rallies or even scatters, but from 2020 all competitors will need a minimum of an RS Clubman License (which will be free to apply for from 18 November 2018).

Even passengers on these events will need a minimum of a RS Clubman License. This isn't all that bad as it will allow license holders to access the comprehensive insurance cover and the Motorsport UK member's benefit programme.

If you are out competing, stay safe and please send Alan Hawdon (dactorquetalk@gmail.com) a short report for the Torque Talk magazine.

Andy Brown
Chairman of
Durham AC
Automobile
Club





INSIDE THE INDUSTRY

For a while now it's seemed that those favouring a switch to electric cars could do, or say, no wrong. But what I would call more balanced views are being expressed.

Let me say again that I believe electric to be an expensive blind alley and that the real answer is hydrogen powered fuel cells.

Tests are also carried out with heating and air conditioning systems switched off, no lights, no wipers, no music system or navigation. As an example the Nissan Leaf has an official range of 168 miles, real range is said to be around 125 miles. Less of course if it's being driven in dark, wet, cold conditions.

One of the interesting things about the development of electric cars is that companies with no car manufacturing history have been attracted into the market.

First was Tesla of course, but both Apple and Google are also involved. And of course in the UK Sir James Dyson committed £1 Billion to the development of an electric car to be built in Singapore close to the world's largest electric car market in China. Over 500 engineers were recruited and Dyson proudly announced they'd developed a "fantastic car". Then harsh realities dawned and this week brought the bad news he's closed the programme saying he "can no longer see a way to make it commercially viable".

China is the world's largest market for electric cars, but perhaps not for long. The Chinese Government recently announced that it was switching subsidies from electric to hydrogen powered cars with a target of a million of these on Chinese roads within 10 years.

The Japanese Government is taking similar action with a target only slightly lower in the same time frame. Meanwhile Hyundai have announced a partnership to build a green hydrogen ecosystem complete with refuelling infrastructure across Europe, and at the same time revealed a new full size hydrogen fuel cell powered truck with a fully loaded range of about 250 miles.



Recently it's been revealed that the testing methods used to provide official figures on the actual range electric cars are flawed and exaggerate range by up to a third. Vehicles are tested in a temperature maintained at 23C which just happens to be the temperature at which lithium ion batteries perform at their maximum. It certainly isn't the normal temperature in Cumbria though!

A Swedish study has concluded that because of the CO2 emissions resulting from the production of Lithium Ion batteries electric cars are in fact more polluting than petrol over their whole life.

As a GM boss said when discussing Tesla said "These guys are very good at inventing things. But making cars in big volumes at low cost with high quality is the hard bit. We've been doing it for 100 years now and we've got to be quite good at it".

New UK tax rules covering charges to company car drivers will give a further push to electric and hydrogen cars. These will be a big part of the fleet sector switching from petrol and diesel, what they switch to remains to be seen.

Earlier this month a fleet of driverless cars completed a week long demonstration around the private roads of the London Olympic Park. The cars used were hybrid Ford Mondeos and although in each car there was a driver ready to take over if required, it's reported that with up to 20 cars in use for a week this was never needed. Impressive indeed and tangible proof of the progress being made.

There are fears the arrival of driverless cars might not bring the universal benefits dreamed of, It's being suggested that they could become so cheap to operate that this would encourage people to use them more and avoid public transport. One proposal to avoid the possible environmental consequences is that all driverless cars should be zero emissions and that car sharing be encouraged if not made compulsory.

In addition it's clear that driverless technology is far from perfect yet. A software upgrade now allows Tesla owners to "summon" their cars from 200 feet away using their smartphones. However videos posted on social media by these owners show that things just aren't always working right yet.

Cars are shown mounting kerbs, almost colliding with other parked vehicles, driving away from their owners rather than towards them, and causing other drivers to make emergency stops.

Final figures for 2018 UK road casualties have now been released showing a very marginal reduction in deaths against 2017. In total last year 1784 people died on UK roads, 44% were car occupants, 26% were pedestrians, 20% were motor cyclists, and 6% were cyclists.

Most disappointing of all over a quarter of those who died in cars weren't wearing a seat belt. This has brought calls for more severe penalties to be imposed on people caught not belting up, I'd have thought the penalties were crystal clear?

Between 2010 and 2014 speed was a factor in an average of 24% of road deaths, last year this was down to 18% so some progress there.

Concern has been raised that there was a rise of over 5% in the number of older people (60+) killed. This has resulted in calls for "refresher training" being made compulsory for older drivers and riders and perhaps even retesting.

On the face of it the fact that UK new car sales (registrations!) in September for the new 69 plate were 1.3% up on last year might seem good news. However last year a lot of registrations were moved out of September into August because the cars didn't comply with the new emissions and fuel consumption reporting regulations which came into force on September 1st. So in fact not a good result. Pure electric cars more than trebled their sales for the month and are well over double for the year. However these are still tiny numbers, 11300 for the year representing only 1.3% of sales and balanced by a big reduction in the sale of hybrids now the Government subsidy has been reduced.

Diesel sales continue to decline now accounting for just over 25% of the total for the year against almost 32% last year, but I do think diesel demand has steadied at just over 20% of the total and should remain there until and unless sales of electric and hydrogen cars really take off.

Looking just at figures for the year so far due to the August/September distortion not many significant manufacturers have a lot to smile about. Citroen are 2.5% up on last year but their DS brand wipes that out by selling 38% less than 2018. MG are almost 40% but tiny numbers.

The only volume manufacturer to get a really good result was Volvo 18% up year on year. Ones hurting are Subaru -23%, Honda -18%, Fiat -15%, Mitsubishi -14%, Nissan -12% and Ford and Audi both -9%.

Of course all the above numbers are registrations not sales, and there is evidence of a very high level of pre registrations in September.

This has had a downward effect on the values of other cars under 12 month old which are principally ex rental and ex dealer and manufacturer demonstrator vehicles.

Retail prices for cars from pre registered to 12 months/12000 miles old are 7% less than they were this time last year. Petrol cars of this age were selling on average for 24% less than new retail price last October, now it's 38% off new retail!

In a frank interview Citroen's UK MD Karl Howkins has made the problems his dealers face clear. The average UK Citroen dealer makes a profit of only 0.1% of turnover, so breakeven effectively. Almost half the dealers are currently losing money. Mr Howkins admits that to make a profit in their existing properties they must take an additional franchises. And even then he expects a gradual reduction in the number of UK Citroen dealers.

For what it's worth I think he's completely correct, and what he says applies to almost every other franchise as well. I continue to be amazed when I see dealerships announcing new multi million pound property developments. Of course they're only doing it because the manufacturers they represent are forcing them to, which given that those manufacturers would off the record agree with Mr Howkins is shocking.

Figures recently show that last year Mercedes once they had accounted for income received from the FIA, sponsors, and other teams that use their engines actually spent less than £40M on Formula 1 last year. It's estimated that they achieved TV coverage with "Advertising Value Equivalence" of \$3.7 BILLION! Sounds a good deal to me?

The two most powerful VW bosses have been charged with manipulating stock markets by failing to inform shareholders of the full cost of the "dieseldate" emissions scandal until months after they became aware of it.

VW Chief Executive Herbert Diess and Chairman Dieter Patsch are accused of being fully aware of the costs VW were facing in May of 2015 and keeping the information from shareholders until late September. Martin Winterkorn who was Chief Executive before being forced to resign because of the scandal is also accused.

Under the German system the Court has to decide whether to try the case or not, a decision is expected in a few weeks.

Meanwhile in Paris Renault's Chief Executive has been fired by his Chairman. His crime was to be thought to be too close to the former overall boss of Renault/Nissan Carlos Ghosn, who still face corruption charges in Japan.

In the first 6 months of this year Tesla made 164000 cars, only just over 80% of its target of 400,000 cars a year.

Quarter 3 production figures have just been announced with an improvement to just over 96000 cars in the quarter with deliveries of 97000. Tesla are conservative in counting deliveries only reporting a car as delivered when it has been handed over to the customer, all paperwork completed and payment received. Many other manufacturers report vehicles as delivered when they leave the factory whether they are sold or not.

Now the world is waiting for Tesla's quarterly financial results due to be revealed on October 23rd. In the first half year they lost almost \$1 Billion so stock markets are looking for a big improvement. Tesla are finding making 100,000 cars a quarter difficult, making money even harder.



For many years now Jaguar Land Rover have concentrated on the LR bit of JLR. Next year however the Cat gets its turn with five new or facelifted models on the way.

First should be a new F Type sports car, restyled and reworked to take a new (to Jaguar) V8 petrol engine, the BMW 4.4 unit.

F Pace and E Pace SUVs both receive facelifts, more major for the e Pace seeing it switch to the new PTA platform used by the Discovery sport. This will enable amongst other things the introduction of a plug in hybrid model.

XF will also get a facelift but the really big news is the launch of a totally new XJ flagship saloon. And promises are this will be VERY new. First it will be pure electric, no hybrid or internal combustion power available. Jaguar promise it will be "totally unique, unlike any other manufacturer's products".

JLR have set out their plans to recover from last year's staggering £3.6 Billion loss. A lot of this was asset write downs so not cash thankfully, but enough was real money to cause a major rethink.

Until 2018 JLR had enjoyed almost 10 years of volume growth going from under 200,000 cars in 2009 to over 600,000 in 2017 with record profits of over £2 Billion in 2015. Falling sales in China and reliance on diesel when demand for those dropped dramatically were the main causes.

The Chinese problem was loss of market share rather than a falling market. In 2018 BMW, Mercedes, and Audi sold more cars in China than in 2017, JLR sold 22% LESS. There are major quality issues with JLR not meeting the requirements of Chinese buyers and dealers in revolt as a result.

There are persistent rumours that many thousand of cars are being stored at UK airfields that were intended to go to China. JLR say they have addressed all the quality concerns but have also taken a decision to cease aggressive discounting in china so accept selling less cars but at a profit not a loss.

It unlikely that anyone at Jaguar remembers the days when United States customers queued to buy Jaguars at premium prices, even though the quality then was frankly awful by current standards.

If you think Jaguar launching 5 new or heavily revised model next year was impressive (if overdue), Maserati recently announced they have 10 new cars coming, although it will take 4 years before we see them all.

Last year Maserati sold less than 40,000 cars. Although the company hasn't declared the volume targets for the new models, it has to be a lot lot more. Parent Fiat Chrysler is investing £4.4 BILLION in the latest turnaround plan. You have to sell a LOT of cars to recover that sort of money.

First to come is a heavily revised Ghibli saloon which will offer a plug in hybrid version for the first time, and level 2 autonomous driving capability with level 3 "hands off" features to follow "quickly".

The larger Quattroporte saloon and Levante SUV also see heavily revised versions launched next year expected to have similar features and pure electric plus hybrid options.

Then (late 2020 or early 2021) we get a brand new sports car rumoured to be called Alfieri after one of the brand's founders. This will be pure electric, 4WD with 3 electric motors providing 50% more power than equivalent petrol engines.

2021 also sees Maserati launch another SUV model smaller than the Levante and intended to rival the Porsche Macan. No doubt hybrids if not full electrics will be offered. 2021 will bring a convertible version of the new sports cars as well.

As if that isn't all enough in 2022 Maserati plan to launch new versions of the 2+2 GranTurismo and Gran Cabrio models with electric and hybrid options, and finally in 2023 an all new Levante large SUV with similar power options.

They already use this engine in the DB11 and Vantage models so no surprise. A plug in hybrid version of the DBX will follow but no timing has been given yet. I think it will be a while because AM remain desperately short of cash and the vital thing is to get DBXs out of the factory into the hands of customers and put some money in the bank ASAP.



Sounds a fantastic programme, certainly some task.

Many observers are taking a cynical view recalling that in 2015 Alfa Romeo announced a similar plan again of course backed by vast investment from Fiat Chrysler. Four years on we've seen two new Alfas, not ten?

Whilst Jaguar turn to BMW engines Aston have announced they will be using the Mercedes 4.0 litre twin turbo V8 in their DBX SUV.



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I'm just getting back to some sort of normality after a challenging week on the "Beatsons Mull Rally 2019".

The rally began with a Friday evening leg, then restarted with a Saturday afternoon leg and finally a Saturday evening leg. All of which were quite challenging given the horrendous weather conditions...

Our problems began when we lost the rear brakes after two stages on the Friday evening leg.

The repair took quite a while, which meant we were running the remainder of that leg on our very last OTL minute, amassing extra time penalties...

We also encountered issues with the fuel pumps during the Saturday afternoon leg.

They were not delivering fuel above 5k revs, and also gremlins within the ignition system were causing fuses to blow. We ran like this for the remainder of the event!

Then in the very last service halt before the last stage on the Saturday evening leg we found a sheared bolt on a rear axle 4-link suspension arm.

This repair also took us very close to being OTL, fortunately without extra time penalties this time...

However, the heroes of the weekend, our management and service teams of Nick Booth, Matthew Barber, Matthew Curtis, Andy Mason, and Mark's wife Jayne, kept us in the event... A special thanks to them all...

After the first two stages on the Friday evening leg we had been lying 38th overall. However by the Friday evening the brake pipe problem meant we dropped to 68th overall.

During the two remaining legs, on Saturday afternoon and evening, we slowly clawed our way back to finish 40th and 12th in class C.

Thanks also to Andrew Knott of Slick Tyres for sorting out full wets just two days before the event.

Additional thanks also to Tony Bardy and his crew for supplying a replacement Aeroquip pipe and fittings so early on Saturday morning, (sorry for waking you Fudge...)

I'd like to thank Mark's wife Jayne and also Steph Curtis for the catering and hope everyone involved enjoyed the atmosphere that an event of this calibre has to offer.. even with the lack of sleep and the torrential downpours.

Report by Colin Tombs

HONEST LAWYER HOTEL

The hotel's renowned AA rosette awarded Baileys Bar and Restaurant. Food served all day, offering a quality combination of locally sourced food, a relaxed atmosphere and friendly service.



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.

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



£120,000

each year

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



395

cubic metres of concrete

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

Our new address:

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



I usually have no trouble filling this page, in fact I have been doing this column on an ad hoc basis over a number of years. It started with the HRCR, then I bothered Wigton for many a year before turning my attentions to yourselves.

But ever so lately I found my attention limited to the political machinations that have engulfed our little country, yet one should never talk about politics, sex or religion.

I find them inextricably linked however...and there's the dilemma, as an opinionated sod, finding myself out of step with some of the above, it left me little wiggle room to embellish what little ego I have left.

This affects all our lives, our passions, mine being cars and music

Both are affected by politics, both flatter themselves that they are totally linked with one of the others and to many both are definitely the other one.

There's a few things your supposed to do as a car nut, once in your life own an Alfa, love the design of the E-Type, go and see The British Grand Prix, think Gilles Villeneuve was the greatest driver of his generation, your supposed to keep your foot off the clutch.

Some of this is seen as heretical, although some may see this as provocative....

I started reading Motor and Autocar magazines in my local library when I was still in Black and White, I used to go with my Dad while he spent hours finding something new to read the junior library soon ran out of suitable reading material for me and I was taking books out of the adult library from around 7 years old. Its not that I had read all of the childrens classics, but I had read all of their interesting non-fiction books, but on the reading table were Motor and Autocar.... every week.

I would read them cover to cover and its not long after you start reading that you start asking questions and I would talk to anyone about cars and aeroplanes. On our estate there were few cars and zero aeroplanes, so every Saturday after not attending the Judo class I was supposed to be at, I would trawl around the garages of Stockton talking to anyone about cars, sitting inside them, listening to the staffs stories, basically being one of those weird kids.

And thats why I have never owned an Alfa, I had done my research, oh yes I loved them, I would have given anything for a Giulia Sprint, but when you have seen the rust being bodged on a two year old one and listened to some new swear words from an auto electrician, it sort of taints your thoughts a bit.

A bloke on our estate must have come good somehow, he went from a Triumph Spitfire to the new E-Type V12 Coupe,

it was the talk of the area. Not long after he moved into a private house that he actually bought, we all thought it must have been a pools win.

That last iteration of the E-Type divides opinion and I understand why, but for me its the only one that gets away from the track being too narrow, the sides being too bulbous and the long held (and pretty accurate) suspicion that the aerodynamics of the thing would be bloody awful! Everyone else thinks it looks right, I think it looks wrong!

I must get to a Grand Prix, I feel I have missed the golden period and I feel like each year that passes takes me further away from an event I probably would have enjoyed.

I grew up in a rolled up newspaper at the end of the road and I had to lick it clean before....well you know the drill, suffice to say that I was never financially bouyant enough in the earlier years and then as costs rose I found other ways of getting my fix, far more cost effective. Following the RAC rally around the country whilst sleeping in the car and eating at greasy spoons was far more cost effective and exciting that watching some highly strung geezers going the same way all the time.

I had tickets for Monaco for my 50th, but my Father in Law sadly passed away the week before. Monaco is really the one that interests me, not for me some of the extruded viewing areas and corporate glitz, I want to feel at least close to the action, after all I didn't get a chipped bone in my ankle by being too far away from Jimmy Mcraes Ascona in Whitton Castle did I?

So the plan has been for the last few year to do one of our mega road trips in the USA. We have done around 26 states so far, but our last trip was in 2011. The next one has been planned for a while but things keep getting in the way, mainly financially it has to be said, but I want to combine seeing friends in the East and deep South with a trip back to Nashville and then a scoot down to Texas to do the Wings over Houston Airshow and finally the US GP in Austin. Lets hope its still there.

Gilles Villeneuve I found to be a frustrating person. I think in todays drift scene he would be a hero, in fact I could see him and Ken Block getting on famously, but he over drove, he had no competition brain and he took the sport back to those dangerous old days of an obituary every week. I remember seeing that cloud of smoke on the BBC news as they reported the death of Jim Clark, or was it Graham Hills big crash? there were so many I struggle to remember, but they had an effect, I remember learning the word "posthumous" reading about Jochen Rindt and Gilles was nailed on to be the next, the way he died was just pointless.

I taught myself to drive, I watched and read, but the first time I drove was by myself, juddering up the road in my sisters Avenger Estate, I found the clutch to be a great tool, you could use it to balance the car, lock the back wheels, save petrol, get you out of the mud, I have had north of 100 cars, some of them half decent, only worn three clutches out, I gave up in the end, I have gone auto! FFS!

Alan the fowl mouthed fox



So after last months adventure, I decided the best way forward would be to keep meeting people in the daylight hours and try and be upfront about stuff...but then I found myself in a darkened room talking to a single flat screened monitor... somewhere off in the distance a strip light buzzed

Your Name please?

Neil Foster (Fozzo)

What do you do in the real world?
Global Learning Consultant - IBM Philippines

And how long have you been a DAC club member?

20 years or more off and on. Used to be in Wear Valley Motor Club

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

Impreza

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

A RS2000 lookalike based on a 1600 Sport, it was a shed.

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

Tried them all at some point with varying degrees of success

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

1000cc yellow mini used for autotests and PCTs

And what has been the favourite of your whole fleet?

My LAD Talbot Samba



What's your iconic motorsport vehicle, the one you would have had a poster of?

555 Subaru Impreza

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

Kampfortis

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

Carlos Sainz, ultimate driver

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

80s

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

Winning the Huntingdons All Rounder newcomer of the year award

So, how would you fix F1?

I wouldn't it is fine as it is, good close racing

Interesting, so how would you fix the WRC?

Make it easier for more teams/drivers to compete

As a poor person, (name an easier way to spend all your money?) what's your blueprint for grass roots motorsport.

Get the kids in, have some low cost easy events and have experienced people there to guide them

You win the lottery and are allowed by moral law to have 7 vehicles, one for each day of the week, what are they?

Impreza, Range Rover Sport, Mark 1 Escort, Mark 2 Escort, Tommi Mak Evo 5, Focus RS in green and a Lada Riva

Which stretch of road is your fave and why?

Molls gap, that run up from Killarney is just heaven

Do you have any hobbies outside of Motorsport?

Drinking excessively and golf

School, hated it or loved it?

Hated it, I was the first year of

Comprehensive, sending Willington kids to Crook ??? Come on.

Who's your favourite musical act?

The Pogues

What music album should I hear before I die?

Rum, Sodomy and the Lash - see above for band

What film should I watch before that awful date?

Blazing Saddles

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

The Green Mile or To Kill a Mockingbird

Who makes you laugh?

The Carry On Team

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

A git big dirty kebab extra garlic and chilli with chips

What is your favourite colour..only kidding, what are you? 12 (apologies to our junior member...if we have one yet)

Bottle Green haha

Where is your favourite place, anywhere?

Cyprus

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

Two Parrots on a perch, one says to the other, can you smell fish ?



INSIDE THE INDUSTRY

The proposed PSA & FCA Merger will Create the World's 4th Largest Carmaker

So lets get the initials out of the way first I think? PSA are Peugeot & Citroen who now also own Vauxhall and Opel. FCA are Fiat Chrysler Automobiles who in Europe own Fiat, Alfa Romeo, Abarth, Maserati, Lancia and a chunk of Ferrari. In the US they own Chrysler, Jeep, Dodge and Ram. They now propose to merge the whole lot into one company. The idea being, PSA are strong in Europe, FCA in North America.

So to start with PSA get better access into North America. As ever when these deals occur the main driver is to cut costs largely by spreading the enormous costs of new vehicle development (particularly electric and driverless vehicles) over much higher volumes. This plan envisages cost savings of no less than 4 Billion Euros a year! It was also stated that there were no plans to close factories but you can believe that if you like, and the unions (rightly I think) don't.

Although the deal is dressed up as a 50/50 merger in fact PSA is buying FCA because it had a significantly larger market value before the deal was signed. Of course nothing is done until it's done. There are complications in that the French government owns around 12% of PSA and Peugeot family still have about the same stake.

The Agnelli family still own 29% of FCA. So as well as winning regulatory approval there will be a need for these 3 powerful forces to get into the same bed?

My bet is that it will happen because if it doesn't neither party is big enough to compete in the future. The big question is where that leaves Renault. It looked secure as part of the Renault/Nissan/Mitsubishi alliance but now that is in total disarray Renault looks very exposed and vulnerable. Once again the French government has a significant stake so perhaps sooner or later Renault will become part of the new PSA/FCA giant?

Aston Martin has faced a lot of dark hours in its history. Forget the Le Mans win (one only – 1959) and the James Bond glamour, this is a company that has gone bankrupt seven times. While it fights to keep going until the new DBX SUV goes on sale next year it has announced some pretty terrible financial results. Sales of the current model range are down on last year and losses in the first 9 months of 2019 totalled £92M. AM have found the Far East market particularly tough with sales there now 34% down.

The dawn, if there is to be one, is the DBX. Certainly adding a luxury SUV to the range can work wonders, although Bentley is still losing money even with the Bentyga selling well.

Then again just look at what the Cayenne and Macan have done for Porsche. Which is really the problem for Aston. They've announced the DBX will be priced from £158000. So firmly in Bentley, Lamborghini and soon Ferrari territory. With excellent cars like the Cayenne and the top ends of Range Rover and BMW X5 and X6 far cheaper. Aston need to sell 4000 DBX models a year for the grand plan to work. Will they?

Make no mistake Aston Martin are close to the brink. A few months ago they raised a desperately needed £120M on the bond market but had to agree a 12% pa interest rate. It's unlikely they could go back for more so they have to have the cash rolling in from DBX sales early next year. I think the car looks fabulous inside and out, let's hope at least 4000 people with close on £200k to spare agree with me next year.

AM may draw some comfort from what the Cullinan luxury 4x4 SUV has done for Rolls Royce. Although I love the interior of this car I've always been surprised that RR could make something that from the outside looks even uglier than the Bentley Bentyga.

However that won't matter to RR as I'm a touch short of the £300k it takes to buy one! For the first 9 months of this year Rolls have sold 42% more cars than they did last year. That's 3777 cars of which 1780 so almost half were Cullinans. Some of this is new business is existing RR customers switching from saloons to the SUV but the end result is very positive. Let's hope Aston get the same benefits.



Sadly I can't seem to get away from "Green Issues" these days. Latest news is that Bristol is to ban diesel engine cars and vans from a small area in the city centre and establish a larger charging zone for less efficient older commercial vehicles.

These charges will be between £9 and £100 A DAY! Closer to home (for me anyway) in the Lake District the National Trust which owns about 20% of the area is discussing banning cars from some of the most popular areas.

In this case the motive is largely congestion. I can actually see the benefit of this quite clearly IF public transport is upgraded to fill the gap.

Thankfully some people are looking at other things than cars as the great polluters. I read recently that because of their sheer size, therefore the size of their engines, the fact that those engines run 80% of the time when cars run 2%, and that they use "dirty" fuel, the 40 largest cargo ships in the world pollute as much as many millions of cars do. There are almost 100,000 ships operating worldwide now and it's being suggested that cutting their speeds by 20% would have a dramatic effect on pollution levels.

Meanwhile more and more well qualified voices are speaking out against the rush to electric cars because of the environmental damage caused to the production and later disposal of lithium ion batteries. We live in confusing times indeed.

News that will shock Alfa enthusiasts: the company announced this week they were cancelling the planned 8C supercar and GTV sports car projects in order to divert resources to the development of two new SUV models. The 4C sports car has already been dropped and the Giulietta hatchback will go soon.

Going forward the Alfa range will consist of the Giulia executive saloon and 3 SUVs. Alfa bosses explain they must go where the demand is, simple as that.

Can anyone hear the cacophony of Tazio Nuvolari spinning in his grave at something well beyond maximum revs?

I don't think there's anyone left in the industry who doesn't believe that the number of new car dealerships in the UK and the rest of Europe will reduce, the only question now is how quickly.

Most manufacturers are adopting a policy of natural wastage so when a dealership closes for whatever reason they are not replaced. Sometimes the manufacturer simply can't find anyone to take over the area, sometimes they don't replace the dealer to improve the business of the neighbouring dealerships.

Many think this sort of policy isn't moving the changes quickly enough. A major industry think tank recently issued a report saying that "substantial" car retail network reductions are required before remaining dealers can see a significant increase in their profitability.

Across Europe the number of new car sales points has declined by 16% in the past 10 years, a tiny 1.6% per year. In the UK the decline has been only 2% over 10 years. Expect many more to close in the next few years than the last.

Take two of the UK's largest dealer groups. Lookers who operate from about 165 dealerships are facing an FCA investigation over how it has been selling financial products.

In the summer the company warned it was facing "difficult trading conditions" but last week brought its Q3 statement forward by about two weeks to say that conditions since mid September had been "much more challenging than expected". The shares which traded at £1.85 four years ago are now under 50p. The two most senior executives in the company have left abruptly. At least 13 of the dealerships (almost 10%) are to close before the end of the year.

Meanwhile rival giant Pendragon has reported a continuing decline in sales and profits and that it had completed the closure of 22 of its Car Store used supermarket locations. Pendragon sees green shoots as the drastic actions taken begin to bear fruit. For Lookers there may be more pain to come. Both are now searching for a new boss willing to take on the challenge.



When Tesla announced their Quarter 3 financials a couple of weeks ago they surprised the markets by delivering a return to profitability recording a surplus of \$261M having delivered 97000 cars in the quarter. Cost cuts are as much a factor as increased sales and not unexpectedly the margin per car dipped as the cheaper Model 3 volumes increased.

The company was happy to announce more good news coming. Their new factory in China is ahead of schedule and within budget and the next new model an SUV (surprise!) is also ahead of schedule with launch now planned for Summer 2020.

Sixty years ago Ford moved their UK Head Office to just outside Brentwood from Dagenham. Now that iconic site has been sold for housing (what else). The vast office building will become 250 flats and the even bigger car parks will have houses built on them. All the office functions have moved about 20 miles to the East to share the site of the Dunton Technical Centre. While Ford are putting a brave face on this as a great step forward the main benefit will be cost reduction. The property sale will put a lot of cash in the bank no doubt.

Ford's recent history in the UK has been one of retreat. The Southampton van plant closed 6 years ago, the Bridgend engine factory closes next year, now the Head Office has been sold off. Good news is that apparently all these painful decisions are bearing fruit with the company at least moving closer to profit.

October was another poor month for UK vehicles sales. New cars were almost 7% down on 2018 and year to date the decline is almost 3% so the drop is gathering pace.

Analysts think the main problem is uncertainty and a lack of confidence caused by election worries and the dreaded B****t.

Certainly those who make individual decisions are backing off more, retail sales were down 13% in the month and small business over 30%! Only big fleet business (where the manufacturers and dealers don't make any money) held up.

Equally worrying for those involved in commercial vehicles was an 11% drop in new van sales. So far this year van sales have held up at 3% higher than last year. The crash in October was therefore unexpected and an unpleasant shock. It was concentrated in the bigger van area (think big Transit or Mercedes Sprinter) where sales were a staggering 19% down. Once again small businesses being cautious?

Across Europe the picture is different. Latest figures available are for September where sales were up over 14% against last September. This has almost made up for a slow start to the year with year to date sales only 1% down. There were wide divergencies within the month Sweden 40% up and neighbouring Norway only 5%. Critically the large markets of Germany, France and Italy were all well up.

Star performers in September were VW almost 58% up on last September when they were very short of vehicles. While the Golf continues to be their top seller it is VW's strength in SUVs that is now driving their growth. Which perhaps explains Alfa's decisions? Tesla sold 17500 Model 3s across Europe in September (more than Mini!) to make it the 11th top seller, amazing result for a car that starts at over £40000.

GM Lost \$3 Billion due a long strike. The industry used to be so strike prone that is was more newsworthy to report when there wasn't a strike in the UK car industry than when there was. Thing have changed out of all recognition but in the US GM has just

settled the biggest dispute for many years. In mid September 48000 of their workers went on strike and didn't go back to work until late October. Thirty four factories in the US were closed and plants in Canada and Mexico were forced into part time working due to lack of components.

Production of over 300.000 vehicles was lost which GM say will knock £1 Billion of this year's profit, but the settlement they were forced to make will cost twice as much.

An expensive four year pay deal was eventually agreed which included permanent staff getting an \$11,000 dollar bonus (each!) just for agreeing the deal.

In addition GM committed to invest \$9 Billion in the US \$7.7 Billion going into factory modernisation



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Ever since 2016, Shona Hale, who normally sits in the Co-Driver seat, has wanted to tick an item off her bucket list...to drive on the Mull rally and she asked me to sit alongside her.

Mull is not for the faint hearted and I should know, in 2014 I crashed out of the rally on the hill road after rolling over a cliff edge and landing against a very big rock!

Plans for this year's event started as soon as the green light was given to run the 50th anniversary of the rally. The 150 mile route over 17 stages is equivalent to 3 rallies in two days. It's run over the un-forgiving and twisty single track island roads, mainly in the dark, and this year the weather was some of the worst weather conditions I've ever rallied in.

The ex-Gina Walker Citroen C2 cup car fondly labelled "The Kettle" due to past over heating issues was kindly provided by Drew Barker.

Leg 1 started 9.30pm on the Friday with the aim to complete 5 stages with a service between stage 3 & 4.

The Kettle whistled its way round the island and needed nothing other than fuel. Unfortunately stage 5 cancelled due to crews going off in the fog, so we headed back to our digs for some much need rest.

Des Campbell's service crew were on hand to give the kettle the once over so we were ready for leg 2 on Saturday afternoon. We had 8 classic stages to complete around the island, but still tricky for the unwary or ill prepared.

Due to a language problem i.e. Scottish and English, we decided to take a humorous approach on Saturday, with the notes being delivered in a "posh" accent. We had an absolute laugh and we were posting quicker times as the notes just flowed although in a more upper class delivery.

We had a "Mad Videos" in car camera fitted, so if any of the footage is fit for sharing, we will post it #pottymouthcrew

The wild life on Mull can throw up some surprises and some deer decided to play chicken with us. The stag got out of the way pretty sharpish but the 3 hinds decided to race us along the road before jumping in front of the car and

into the undergrowth. How we didn't hit one is nobodys guess. We also saw some lesser spotted buttocks from a crew who had retired earlier deciding the moon wasn't bright enough. Not sure they realised we were recording their bare faced cheeks....

The rain had stopped and we were seriously considering going onto slicks as we drove to service in Tobermory. However the dry spell was very short lived and the heavens opened again and didn't stop till the next day. So we decided to keep the wets on.

Leg 3 consisted of 4 stages starting at 9pm and continuing through to the early hours of Sunday morning.

We had heavy rain, deep puddles and fog to contend with but we cleared stage 17 to bring the Kettle home in 87th overall. We were so relieved to get back to Tobermory and it wasn't long before the Prosecco was spraying all over the car and the service crew.

We could not be more chuffed if we had won the rally outright! 150 cars started and only 88 finished showing just how unforgiving the Mull rally roads are.

We could not have done this without the help of a whole load of people. Huge gratitude to Drew Barker for trusting us with the iconic Kettle and running it for us

Massive thanks to the team of "Boys" - Spanner, Fluffer, Tool, Chaser, Tyre and Tool boys Squeeze - You da best! Also special thanks to - Des Campbell and crew, Mark Greenbank, Graeme Mack, Donald Brown and Graham Thomson for all your help and support.

To our fantastic and generous sponsors, thank you!!

Whitetail Gin, Legend Fires, Getclobbered and McIntyre Masonry

Thank you to all the heroic marshalls who remained cheery and professional over the entire weekend in monsoon conditions and congratulations to Mull Car Club and the Guardians of Mull for running a brilliant event in difficult conditions.

Andy Brown



THE 2019 DURHAM AUTO CLUB TABLE TOP CHALLENGE FINAL STANDINGS

Competitor	Class	TTR1	TTR2	TTR3	TTR4	TTR5	TTR6	TTR7	Total	Total after 2 dropped scores
1	Andy Brown	Expert	20	14	20	20	20	20	134	100
2	Pam Frankland	Novice	4	8	8	16	14	16	80	68
3	Simon Jennings	Expert		10	14	1	10	14	65	64
4	Gordon Dundee	Expert	14	12	12		12	10	72	62
5	Michael Benn	Expert	16	20	16				52	52
6	Pam Broom	Novice	1	1	2	7	8	8	33	31
7	Alan Hawdon	Novice	1	8		7	8		29	29
=7	Lynn Hawdon	Novice	1	8		7	8	5	29	29
9	Owen Frankland	Novice	8	4	1	6	1	6	28	26
10	Paul Patterson	Novice	5	1		5		6	21	21
=10	Hannah Powell	Novice	5	1		5		6	21	21
12	Chris Thirling	Novice	6	3	5	1			15	15
=12	Stuart Anderson	Novice	6	3	5	1			15	15
=12	Steve Wilkinson	Expert		1	6	8			15	15
15	Peter Master	Expert				4		4	12	12
16	Roger Broom	Novice	1	1	2	7			11	11
17	Lindsay Burnip	Novice	6						6	6
18	Mick Stead	Novice		2	2				4	4
19	Julia Little	Novice	1						1	1
=19	Chris Clement	Novice		1					1	1
=19	Ben Marsh	Novice	1						1	1



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2019



ANECCC SG Petch Stage Rally Championship

1st Overall Driver	BARRY LINDSAY
1st Overall Co-Driver	CAROLINE LODGE
2nd Overall Driver	DAVID BROWN
2nd Overall Co-Driver	STEVE BIELBY
3rd Overall Driver	ANDREW ROBINSON
3rd Overall Co-Driver	MARK FISHER
1st Class 1 Driver	NIALL COWAN Jnr
1st Class 2 Driver	BEN CREE
1st Class 3 Driver	TIM METCALFE
1st Class 4 Driver	TIMO KENNISH
1st Class 5 Driver	MICHAEL BINNIE
1st Class 1 Co-Driver	THOMAS BRUCE
1st Class 2 Co-Driver	RICHARD WARDLE
1st Class 3 Co-Driver	CALLUM ATKINSON
1st Class 4 Co-Driver	DIANNE STEVENSON
1st Class 5 Co-Driver	HELEN HARKNESS



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

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

Stage Rally

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

Scoring
Points are awarded for the driver or co-drivers position in class on any event they compete on: - 1 st in class = 10 pts, 2 nd in class = 9 pts, 3 rd in class = 8 pts, down to 1 point for 10 th , and all other finishers. Best 6 results to count.

Awards
Stage Rally – Driver.
Stage Rally – Co-Driver.

Clubman Rally

Eligibility
Open to all paid up members of Durham Automobile Club Ltd, who are members before 1 st August 2019, points will not be awarded retrospectively.

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

Awards
Clubman Rally – Driver.
Clubman Rally – Navigator

Navigational Rally

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

Scoring
Points will be awarded 1 st = 10 pts, 2 nd = 9 pts, 3 rd = 8 pts, down to 1 point for 10 th , and all other finishers, for all navigational events run on club nights, Treasure Hunts, Scatters and 12 Car Rallies etc.

If 5 or less rounds are run all rounds will count, if 6 or 7 rounds are run worst score will be dropped, if more than 7 rounds are run worst 2 rounds will be dropped.
10 points will be awarded for organizing or marshaling on one or more rounds (max of 10 points available for organizing/marshaling)

In the event of a tie the result of the first event both people competed in will decide the winner.

Awards
Navigational Rally – Driver.
Navigational Rally – Co-Driver

Autotest

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

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

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

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

Awards
Overall Autotest.
Class Autotest.

Marshals Award

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

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

1 Points per day for signing on as an Official (or organize) in any of the following events. 12 Car Rally, Scatter, Treasure Hunt, Gymkhana, PCT. Quiz, Table Top Rally or any other club night event.

Awards
Marshals Award.

Clubman Rally Results up to 1st September 2019

DURHAM AUTOMOBILE CLUB Ltd CHAMPIONSHIPS 2019

Navigational Rally results

Round Three - November Scatter (organized by Gordon and Janelle Dundee)

- 1st - Ali Procter - Lyndsay Procter
 2nd - Simon Jennings - Andy Brown
 3rd - Thomas Robinson - Richard Derrick
 4th - Roger Broom - Pam Broom
 5th - Kim Gardener - Peter Gardener
 6th - Mick Stead - Ben Wilkinson

Round Four - December Scatter (organized by Gordon and Janelle Dundee)

- 1st - Ali Procter - Lyndsay Procter
 2nd - Lindsay Burnip - Andy Brown
 3rd - Pete Masters - Amy Brown
 4th - Roger Broom - Gillian Longstaff

Position	Driver	Organisers Points	May Scatter	June Scatter	November Scatter	December Scatter	Total
1st	Roger Broom		8	10	7	7	32
=2nd	Mick Stead		6	9	5		20
=2nd	Ali Procter				10	10	20
4th	Janelle Dundee	10	9.5				19.5
5th	Peter Masters	10				8	18
=6th	Alan Hawdon		7	8			15
=6th	Simon Jennings			6	9		15
8th	Stuart Anderson		7	7			14
9th	Amy Brown		9.5				9.5
10th	Lindsay Burnip					9	9
11th	Thomas Robinson				8		8
12th	Kim Gardener				6		6

Navigator

1st	Andy Brown		8	10	9	9	36
=2nd	Ben Wilkinson		6	9	5		20
=2nd	Lyndsay Procter				10	10	20
4th	Gordon Dundee	10	9.5				19.5
5th	Lynn Hawdon		7	8			15
6th	Chris Thirling		7	7			14
7th	Pam Broom			6	7		13
8th	Ben Day-Preston		9.5				9.5
=9th	Richard Derrick				8		8
=9th	Amy Brown					8	8
11th	Gillian Longstaff					7	7
12th	Peter Gardener				6		6

Counting events are those listed in the NESCR0 calendar, and the points calculation is those used in the NESCR0 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
- 8 - Stocktonian Rally
- 9 - Doonhamer Classic Rally
- 10 - Solway Classic
- 11 - Saltire Classic

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

Drivers

Simon Jennings (7) - 677.8 pts
 Alan Hawdon (4) - 141.7 pts
 Mick Stead (2) - 118.1 pts
 Joe Hutchinson (4) - 110.4 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 Gardner (1) - 37.3 pts
 Nicky Porter (1) - 19.1 pts
 Pete Masters (1) - 13.6 pts
 Ian Peake (1) - 10.0 pts
 Bob Dennis (1) - 10.0 pts

Navigators

Clive White (7) - 603.8 pts
 Lynn Hawdon (4) - 141.7 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 Gardner (1) - 37.3 pts
 Wendy Porter (1) - 19.1 pts
 Chris Thirling (1) - 10.0 pts

Stage Rally Results from 1st September to 31st December 2019

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

Brawdy Stages

Colin Tombs - 4th class 1 - 7 pts

Galloway Hills Rally

Stephen Petch - 2nd class 11 - 9 pts

Michael Wilkinson - 2nd class 11 - 9 pts

Cheviot Stages

Bob Dennis - 6th class 5 - 5pts

Joe Hutchinson - 2nd class 3 - 9 pts

Jack Morton - 5th class 6 - 6 pts

Chris Dodds - 7th class 6 - 4 pts

Jim Clark Rally

Jack Morton - 2nd class 8 - 9 pts

Andy Brown - 7th class 3 - 4 pts

Trackrod Rally

Stephen Petch - 3rd class B14 - 8 pts

Michael Wilkinson - 3rd class B14 - 8 pts

Steve Petch - 6th class B14 - 5 pts

Mull Rally

Colin Tombs - 12th class C - 1 pt

Andy Brown - 14th class B - 1 pt

Hall Trophy

Colin Tombs - 3rd class 3 - 8 pts

Malton Forest Stages

Stephen Petch - 3rd class 5 - 8 pts

Michael Wilkinson - 3rd class 5 - 8 pts

Steve Petch - 6th class 5- 5 pts

Grizedale Stages

Stephen Petch - 3rd class 5 - 8 pts

Michael Wilkinson - 3rd class 5 - 8 pts

Steve Petch - 13th class 5- 1 pt

Knockhill Rally

Jack Morton - 1st class D2 - 10 pts

Christmas Stages

David Henderson - 2nd class 4 - 9pts

Jack Morton - 1st class 5 - 10 pts

Ed Todd - 2nd class 3 - 9pts

Andy Brown - 2nd class 3 - 9pts

Andrew Drake - 19th class 3 - 1pt

Jeff Bedford - 19th class 3 - 1pt

Drivers

Stephen Petch - 54 pts

Steve Petch - 17 pts

Bob Dennis - 10 pts

Ed Todd - 10 pts

David Henderson - 9 pts

Andy Drake - 2 pts

John Nicholson - 1 pt

Tristan Pye - 1 pt

Co-Drivers

Michael Wilkinson - 54 pts

Jack Morton - 35 pts

Colin Tombs - 33 pts

Andy Brown - 22 pts

Joe Hutchinson - 17 pts

Chris Dodds - 4 pts

Jeff Bedford - 2 pts

FINAL INSTRUCTIONS

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 dactorquetalk@gmail.com

cheers Alan

Many Thanks to the contributions from
Andy Brown
Paul Gilligan
Gordon Dundee
Colin Tombs
Neil Foster
Lindsay Photosport
Zoom Photography