



Durham Automobile Club Ltd

April 2010

Company Number 01754958

Hi Everyone,

Let's start with an apology, just for a change! Last month's magazine went out to all email recipients without any photos. This was due to a small issue with the magazine being 24 meg. Please can I ask that you look at the photos on the club website on

www.durhamautoclub.org.uk to see our most up to date photos.

We have been a little quieter on Wednesday evenings this month, (we shall reschedule the quiz to a later date!), but the weekends have still proved very busy with club members competing across the country.

We also had one of our flagship club events this month with the running of the Weardale Navigational Rally. There are a few reports within the magazine, but I would like to get in first with the thank yous: firstly Gordon for the huge amount of work he put into making the event run, Alistair Hutchinson for a cracking start venue, similarly to Sue and Angela for the finish venue, Mike Rowe for allowing our last minute route alteration and to everyone who marshalled the event. We really couldn't have done it without you!

The next event that has a similarly high club involvement is the Tour of Hamsterley Rally, which is a Tees group production. If you can help please let us know.

There are still club stickers available, make sure you collect them in order for your car to be properly dressed. We also have a stash of new club pens available.

The next magazine will be published at the end of April and will be distributed by Stuart Anderson. Thank you very much for agreeing to take this on. The copy deadline is April 25th, and please send it to poshbirdincontrol@sky.com.

Thanks,
Lindsay

07727 098 450

ANECCC GET TOGETHER NORTHUMBRIAN PIPER
NORTH GOSFORTH APRIL 13TH

Weardale Rally

13th March 2010

In rallying there are three elements to a winning team, the driver, the navigator and the car, and the results of the 2010 Weardale Navigational Rally show that for a navigational rally the car is the least important element. When Andy Lane and Iain Tullie arrived for scutineering in their 1966 automatic Mercedes 300SE there was some doubt the car would fit down some of the narrower sections of the route, not only did they fit this large car through the route they were one of three crews to clean the rally, taking the win on the second tie breaker of the earliest received entry.

Back to the beginning, on a dry cold and windy night the 22 cars in the Weardale Rally, and 12 Car, left the start at Mickleton Service Station, and headed around the lanes near the Hury and Grassholme reservoirs, before heading up Teesdale to Langton Beck, then over Langton Common to Weardale. This last bit was a late re-route as the planned road from Newbiggin to Daddry Shield was still blocked by snow. First to hit trouble were Andy Whittaker/Charlie Tynan (Proton) losing 17 minutes on the first section primarily due to Charlie's phobia about six figure grid references. The third section was the deciding section of the rally and on a particularly tight section all but 3 crews dropped time, Steve Retchless/Ali Proctor (RS2000) and Ian Rooke/Paul Taylor (VW Golf) joined Andy Lane/Iain Tullie with clean sheets, in fourth place with 3 minutes dropped were the Non-Expert crew of Richard French/Sasha Heriot (Seat Ibiza) who had travelled up from Sheffield for the rally.

The route then headed north onto map 87 with a loop round up to near Blanchland before heading south towards Stanhope, although these roads were clear there were significant snow banks at the side of the road which thankfully everyone avoided, these sections resulted in no significant time loss, it was then back over Bollilhope Common to Teesdale again. This section did cause significant problems for crews and the organiser when half the crews missed a code board, when the grid reference given for the position of the code board was incorrect, after discussions this section was cancelled, but the discussions lasted for days on the rally forum, with the question "when is a not as map not a not as map, when it's in the wrong place", thanks Andy.

The last sections were round the lanes to the south of Hamsterley forest, before finishing at Barnard Castle Golf Club resulted in no change at the front with Andy Lane/Iain Tullie, Steve Retchless/Ali Proctor and Ian Rooke/Paul Taylor retaining their clean sheets, and Richard French/Sasha Heriot made their trip from Sheffield worth while by finishing 4th overall and 1st Non-Expert. Highest place Durham crew were Graeme Broom/Andy Brown in their new Renault Clio, which according to Andy is too stiff which makes it difficult to plot on the move, which is his excuse for dropping 7 minutes into TC4.

The Newcomers class was being lead by Roger Broom/Helena Teasdale (Puma) up to TC9, then Helena started to feel ill and missed a Time Control and a Code Board before retiring, leaving another crew that had travelled up from Sheffield to take the class win, David and Sally Winter (VW Polo). The only other retirement on the night were late entries Michael and Josh Davison (Renault Clio) who travelled down from Inglinton after the car that Josh was co-driving retired on the first stage with a blown engine, they retired due to navigator sickness.

As with the Newcomers the 12 Car competitors had the early sections of the route marked on the map with easier instructions to be plotted for the rest of the route. The 12 Car was lead from start to finish by the Wickham team of Mal Cliff/Chris Dodds (Puma), Tom Hall/Jeff Hodgeson (Mini) finished 1 minute behind them, but would have taken the win if they had not lost 5 minutes on the marked map section into TC4, no other crew lost more than 2 minutes. Third at the finish were Pete Masters/Sarah Navin (Alto) with Nigel Cardale/Matthew Alexander (Corsa) 4th, both crews would have been closer to the leading two if they hadn't booked into TTC6 early, with the resultant penalties. But what happened to one of the favourites for the win on the 12 Car, Neil Foster/Tony Chrisp (Tigra), it would appear a hard day of rewiring the Tiger after it had

been vandalised on the Friday night took its toll and this resulted in missed code boards and booking in early penalties, but at least they made it to the finish.

Thanks to all the marshals who assisted in making this a successful event, also thanks to Alistair Hutchinson for the use of his garage as a start venue, and the supply of pre-rally cakes and coffee, and to the members and committee of Barnard Castle Golf Club for the use of their facilities for the finish, thanks also to Sue for the hot food, much appreciated on a cold night.

Results.

- 1st – Andy Lane - Iain Tullie – Mercedes – 0 mins
- 2nd – Steve Retchless -Ali Procter - RS2000 – 0 mins
- 3rd – Ian Rooke - Paul Taylor - VW Golf – 0 mins
- 4th – Richard French - Sasha Heriot – Seat Ibiza – 3 mins – 1st Non-Expert
- 5th – Phil Jobson – Jerry Hettrick – Ford Escort – 6 mins
- 6th – Nigel Dinsdale - Craig Hardman – 205 – 7 mins
- 7th – Graeme Broom – Andy Brown – Clio – 9 mins
- 8th – James Tyson – Neil Harrison – Mini – 12 mins
- 9th – Stuart Hastings – Ed Veitch – 205 – 13 mins
- 10th – Malcolm Holdsworth – Andrew Fish – 13 mins
- 11th – Andy Whittaker – Charlie Tynan – Proton – 18 mins
- 12th – Tony Harrison – Martyn Taylor – Rover – 23 mins

Newcomer

- 1st – David Winter –Sally Winter – VW Polo – 34 mins

12 Car

- 1st – Mal Cliff – Chris Dodds – Puma – 7 mins
- 2nd – Tom Hall – Jeff Hodgeson – Mini – 8 mins
- 3rd – Peter Masters – Sarah Navin – Alto – 13 mins
- 4th – Nigel Cardale – Matthew Alexander – 18 mins
- 5th – Roy Hewitt – Gareth Vickers – BMW – 27 mins
- 6th – Stephen Palmer – Malcolm McFall – Golf – 55 mins
- 7th – Neil Foster – Tony Chrisp – Tigra – 70 mins

Marshals Thank You

The Weardale Rally ran very smoothly on Saturday evening 13th March 2010, this was mainly due to the support given to me by the marshals who turned out to assist. Without the support of these club members, plus some additional support from other local clubs, the event would not have run as smoothly. I have received feedback from a number of competitors who wish to pass on their thanks to all the marshals and hope they did not get too wet. So a thank you to all the following marshals: -

Lindsay Burnip (plus Chief Marshal, PR, Signing On) Chris Burnip (PR)
Peter Sewell (plus PR, and Opening Car)
Joan Wood (plus Assistant Entry Sec and Signing On), John Wood (Entry Sec)
Robert and Michael Wilkinson (plus Closing Car)
Keith Simpson (plus Signing On), Carole Simpson (plus Signing On)
Sue Sewell (Opening Car), Dennis Hope (Opening Car)
Phil Mayne, Darren Ansbro, Ian Coulson, Jamie Coulson, Mick Stead, Mike Smailes, Alistair Dundee

Gordon Dundee – Clerk of the Course

Weardale Rally

I'd had a chest infection for the week leading up to the event and as usual was full of confidence, well, I knew I could get us from the start back to the golf club even if we missed all the code boards.

We started on roads I didn't know very well and at the very tight section around the bridges near the reservoir I was really pleased Tony was navigating not driving. Those walls got very close! We then got to a road which said unsuitable for motor vehicles, Peter was sure it was the right road and when two other competitors went up it we followed them. This had to be the section Gordon had warned us about if we didn't have a sump guard. Peter didn't hold back despite the warning!

We then had that long blast from Teesdale into Weardale very fast and lots of crests by then I was starting to feel a bit sick. I knew the next few roads quite well but still managed to miss the correct turning from the Blackdene road, we only lost a little time and were quickly back on the right route. This next section towards Linzgarth was all a bit of a blur I was feeling pretty ill, I can remember a lot of water and a lot of crests, the only instructions I remember giving Peter was some vague muttering about a time control that should be at the end of the road!

We then made another error missing the turn for Rookhope, which I should have known as I know that road well. We lost a few minutes correcting that error. We then had another stretch of bumpy fast roads.

We survived but by we were driving along the back road towards Stanhope I was feeling very sick and as we started to climb out of Stanhope we had to stop. We then managed to find all the code boards and finish the event, with no further stops.

When we got back to the finish I felt much better finding out that so many others had been ill as well. I hope Helena has recovered and hasn't been put off competing. It was a really good event and some cracking roads.

Thanks to Gordon for all the work he put into the event and to all the marshals who braved the cold for us.

Sarah Navin

FOR PHOTOS FROM HARTLEPOOLS AUTOSOLO LOOK AT THE WEBSITE. THE NEXT ROUND OF THE CLUB AUTOTEST CHAMPIONSHIP TAKES PLACE ON SUNDAY 18TH APRIL. REGS AVAILABLE SOON.

The Wonderful Thing About Tiggers.....

Well, where do I start? Entry was put in for the Weardale 12 car ages ago, so all we needed to do was get the car ready.

Loads of hard work – mostly by Tony had the car ready to be collected Monday before the event, only harnesses and spots to fit. On the way home, bang, rear shocker gone, cue a day off work to remove and replace, and wire the spots and fit harnesses. Still no pressure, 2 days to go, only spots and lamp stays to fit. Saturday arrived, best give the car a quick check over, ah its been broken into and the locks are damaged and the electric window is stuck down, check fuses, replace 3 blown ones and fire it up. Pops galore as numerous fuses blow and then scarily smoke starts pouring out from under the navi side carpet, even I thought that might not be right!

So Saturday afternoon Tony re-wiring the car while I try to fit spots and stays, still at it come 4 o'clock and the pressure is on.

Quick tyre change, load car and off to the Golf Club to unload, still Tigger was running and everything seemed fine, then the horn comes on, briefly, then pop and another fuse bites the dust. We had joked for weeks about how we would be working on the car in the Scrutineering queue, and guess what? Tony has to wire an improvised horn up – Many thanks to Ali at the start venue for supplying the bits. To say we were both keyed up at this stage would be an understatement, but we passed Scrutineering and were ready to rock!!

The event itself was fantastic, not in terms of our result, we were last by some considerable margin, but that wasn't the point, the route was absolutely brilliant, a real credit to Gordon, particularly given the last minute enforced alterations. This was true Durham Dales country, utilising some of the best roads on offer, although the run up and over the top towards the reservoir did shake one of our spotlights loose and knocked the earth off a headlight, we fixed the spot light and spent the rest of the event with the headlight winking at passing motorists.

One wrong slot on a tricky set of tulips cost us dear, it was just one of those rallying things and it affected Tony more than me, I was happy just to be competing, but we pulled it back together and really got into the swing, Tony pushing me on in his own unique style – FLAT as we approached every crest!! As we only had handbrake for much of the event this made for some interesting cornering angles, Pete said he could smell our cooked brakes as we came over St Johns Chapel and could hear us hand braking through the last set of bends. Highlights for me – The run down from Rookhope behind the Peugeot, mega fun and the Hamsterley loop, really kept it in there.

Brilliant event, first class start venue, excellent finish venue and slick organisation throughout. Thanks to Gordon for a truly awe inspiring route, Lindsay, Joan and all those at the start, professionally handled throughout, Robert and the crew at the finish for a great spread, Scrat for having an even worse prepared car than us, and of course all the marshals, the event could not run without you and all were absolutely first class.

Neil & Tony Car 16 – Tigger

(For those who haven't met Tigger before, Tigger is a Tigra!)

BERWICK CLASSIC REGS AVAILABLE. EMAIL LINDSAY IF YOU WOULD LIKE A COPY.

TEES GROUP QUIZ APRIL 12TH STOCKTON

Hytorc Stages – Ingliston – 13/03/2010

Due to Andy's prior commitments on the day, Ed had a space in the left hand seat of the little GTM for this event and for reasons unknown to anyone but himself, he allowed me to sit in it!

A few days before the event I had a trip down to Ed's farm to sit in the car and help out with a bit of preparation. A short run out in the morning confirmed what I thought – Saturday was going to be fun (in fact I think I swore a little when he first did a demonstration start)... Preparation consisted mainly of cleaning the car and drying out the insides after the grass tracking excursion of the Jack Frost rally, looking at the brake pads and wondering why they weren't so easy to access on all cars and winding up anyone who queried our safety/sanity/continued existence should we proceed to actually get into the car.

We travelled up on the Friday for scrutineering, complete with stop off to deliver a boat engine to a charming little harbour (whatever else do you do on a trip up to a rally?), where Willie the scrutineer was bemused to discover I wasn't kidding about the car's spec, but extra interest nonetheless we didn't have a problem so once signed on, a little winding up of Kev Monaghan later and we were off to our hotel for the night.

In the morning, noise was passed too with no problems and we discovered just how much attention the little car was going to get. And that we'd forgotten to pick up a jack, but luckily our next door neighbours in the service area were friendly enough and lent us one to put the right tyres on. After a quick inspection of the yump, walking time was over and it was time to get ready for the first stage.

On stage 1, Ed claimed to be taking it easy since neither of us had been to the venue before, but we still managed to overtake in the "impossible" spots and came out of the stage laughing. For stage 2 we pushed a bit harder now we knew the layout a bit better and Ed was warmed up in the car and we set a quick time, bringing us up to 17th overall and losing just 30 seconds to eventual winner Bruce Edwards in the sequential gearboxed Honda Darrian despite spinning twice and catching slower cars – evidently we could have a bit of a surprise result coming up.

After a short break, we pushed even harder on stage 3, getting into a good rhythm and quickly overtaking some more cars, and Ed decided to take it even more aggressively over the yump at the finish. My initial delight at a reasonably smooth stage and what turned out to be a top ten time was dampened somewhat as Ed announced "I think that's game over I'm afraid" as we slowed down for the stop line without any drive. Believing the clutch to be gone, another couple of tries and Ed found something connecting to get us back to service, where closer inspection revealed the car had exploded a CV joint and we'd driven back with one ball!

Thanks to a lot of help from neighbouring crews, Ed got the joint changed in time for stage 4, were we back in business? No, Ed drove stage 4 with one wheel drive as and a noisy 3rd gear as it became obvious there was some damage to the LSD and the gearbox and we got back to service for the lunch halt. While Ed investigated any quick fixes, I ran for tools (we'd brought just about everything we wouldn't need it seemed), more service crews and marshals gathered round and Ed reckoned he might have got a temporary fix to hold the drive shaft in and get round the rest of the day.

We started stage 5 well, intermittently with 2 wheel drive and back to more or less full speed, but then we lost drive again, and had to limp back to the finish. Stage 6 went similarly, and indeed we almost passed Kev Monaghan (my stated aim for the day) before the transmission gave way again. Unfortunately at this point we were informed at the finish that we were leaking oil, and at service a large hole in the differential revealed the cause, meaning we would be unable to continue.

Although we didn't finish, the first three stages we did were fantastic, and we received a lot of encouragement. The venue was great, particularly for a little car like the GTM. Thanks to Ed for letting me sit in for a brilliant few stages, and what would have been undoubtedly one of the best rallies I'll do in a long time in what is an astonishing little car, and more thanks must go to Gordon and Alistair for the loan of a helmet and intercom, and to the numerous other competitors and service crews who helped out to try and keep us going on the event.

Peter Littlefield

Durham Automobile Club Ltd **CHAMPIONSHIPS 2010**

Duration

From 1st January 2010 to 31st December 2010.

Eligibility

Open to all paid up members of Durham Automobile Club Ltd.

Scoring

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

Can any club member who have competed in an event please pass your results to Gordon Dundee on 0191 3773228 or gordon@dundee.fsworld.co.uk within 1 month to ensure points are awarded. To score points a competitor has to have joined DAC before 1st September 2010

Results to 25th Mar 2010

Stage Rally

Sunseeker Rally

Tristan Pye – 4th class 3 – 7 pts

Malcolm Wilson Rally

Gavin Spencer – 2nd class 1.4C – 9 pts

Colin Tombs – 2nd class 1.4C – 9 pts

Michael Wilkinson – 1st class B13 – 10 pts

Points Standings

Drivers

Malcolm Davey – 18 pts

Tony Thompson – 9 pts

Gavin Spencer – 9 pts

Ed Todd – 8 pts

Mark Thompson – 7 pts

Tristan Pye – 7 pts

Neil Ayre – 2 pts

Co-Drivers

Paul Slingsby – 18 pts

Chris Thirling – 10 pts

Michael Wilkinson – 10 pts

Colin Tombs – 10 pts

Andy Brown – 8 pts

Matt Thompson – 7 pts

Road Rally

Weardale Rally

Graeme Broom – 5th Expert – 6 pts
Tom Hall – 2nd 12 Car – 9 pts
Peter Masters – 3rd 12 Car – 8 pts
Nigel Cardale – 4th 12 Car – 7 pts
Neil Foster – 7th 12 Car – 4 pts

Andy Brown – 5th Expert – 6 pts
Jeff Hodgson – 2nd 12 Car – 9 pts
Sarah Navin – 3rd 12 Car – 8 pts
Matthew Alexander – 4th 12 Car – 7 pts
Tony Chrisp – 7th 2 Car – 4 pts
Malcolm McFall – 6th 12 Car – 5 pts
Andrew Fish – 7th class Ex – 4 pts

Points Standings

Drivers

Nigel Cardale – 15 pts
Tom Hall – 9 pts
Peter Masters – 8 pts
Graeme Broom – 6 pts
Neil Foster - 4 pts

Navigator

Andrew Fish – 13 pts
Jeff Hodgeson - 9 pts
Peter Littlefield – 8 pts
Sarah Navin – 8pts
Matthew Alexander – 7 pts
Andy Brown – 6 pts
Malcolm McFall – 5 pts
Tony Chrisp – 4 pts

Durham Automobile Club Ltd **MARHALS AWARD 2010**

Can anyone that has marshaled on any events in between 26th Jan and 25th Feb please forward details to Gordon Dundee on 0191 3773228 or gordon@dundee.fsworld.co.uk so as the appropriate points can be awarded to them.

Events Durham members are known to have marshaled in the last two months are:

Malcolm Wilson Rally

Chris and Lindsay Burnip, Neil Holmes and Jerry Plews

Weardale Rally

See list elsewhere in the magazine.

Border Counties Rally

Ian and Jamie Coulson, Chris and Lindsay Burnip, Gordon and Alistair Dundee, Neil Holmes, Jerry Plews and Peter Littlefield

Points Standing

Lindsay Burnip – 11pts
Ian Coulson – 10 pts
Jamie Coulson – 10 pts
Alistair Dundee – 6 pts
Gordon Dundee – 6 pts
13 Members – 5 pts

Armchair Motorsport

Round 2 was on Xbox 360, Colin McRae Dirt 2, in Croatia using a Mitsubishi Evo 9

1st Alistair Dundee 3.24.64
 2nd Lewis Thirling 3.29.15
 3rd Chris Anderson 3.30.00
 4th Jonathon Chrisp 3.52.14
 5th Chris Thirling 3.54.23
 6th Tony Chrisp 4.35.38
 7th Thomas Chrisp 5.20.99
 8th Peter Masters 7.43.94

Round 3 is on 21st April

Position	Name	27th Jan	3rd Mar	21st Apr	5th May	1st Sep	6th Oct	3rd Nov	1st Dec	Total
1st	Lewis Thirling	10	9							19
2nd	Alistair Dundee	8	10							18
3rd	Chris Anderson	9	8							17
4th	Jonathon Chrisp	5	7							12
5th	Chris Thirling	4	6							10
6th	Tony Chrisp	3	5							8
7th	Jamie Coulson	7								7
=8th	Ian Coulson	6								6
=8th	Thomas Chrisp	2	4							6
10th	Peter Masters	1	3							4

Diary Dates

3rd April Charterhall Stages Border Ecosse Car Club
 3rd/4th April Berwick Autocross
 7th April Navigational training round 2 DAC Championship- anyone who would like to find out how to plan and prepare a navigational event should attend. Points will be given to all who attend.
 12th April TSMG Quiz night at Stockton bowling club- if you would like to make up the club team please can you contact Gordon Dundee. We need a team of 6!
 13th April ANECCC Inter Club social Hadrian Motor Club- this will be held at the Northumbrian Piper, North Gosforth. It's just off the A1 and will start at 2030. Let Lindsay know if you are attending for catering please.
 14th April Committee meeting
 18th April Hartlepool Autotest Round 2 DAC Championship regs will be available soon.
 21st April Armchair motorsport round 3
 23rd- 24th Pirelli Rally- the club has been asked to help on Bewshaugh which has quite civilised times. If you can help please can you contact Jonny Gurling beastfromthenortheast@hotmail.com thank you.
 28th April MG club night at the Manor House West Auckland. You may have read about Roy Locock's trip around the world in his 1977 MG Midget, affectionately known as 'Bridget'. Roy is touring the UK in Bridget telling everyone about his experiences and raising money for UNICEF. Entry is £6 per person. If you would like to attend email david.alexander1953@btinternet.com
 1st/2nd May Cramlington Autocross Causey Park
 3rd May ALM Autodrome stages marshals and radios required. Contact Lindsay
 5th May Armchair Motorsport round 4
 9th May Hamsterley Stages Rally marshals and radios required
 12th May Committee meeting
 19th May Navigational Activity – scatter
 26th May Club night
 28th- 30th May Jim Clark Rally please volunteer through www.rallystageteam.CO.UK

DAC COMMITTEE

PRESIDENT	NICKY PORTER	
VICE PRESIDENT	STEVE PETCH	
CHAIRMAN	LINDSAY BURNIP	0191 384 6586 or 07727 098 450
VICE CHAIRMAN	CHRIS THIRLING	
SECRETARY	GORDON DUNDEE	0191 377 3228
COMPETITION SECRETARY	GORDON DUNDEE	
CHIEF MARSHAL	TONY CHRISP	07500 757 529
TREASURER	JOHN WOOD	0191 384 2461
MEMBERSHIP SECRETARY	PETE MASTERS	01388 663262
WEB MANAGER	IAN COULSON	07986 809 364
SOCIALSECRETARY	NEIL FOSTER	
PRESS OFFICER	STUART ANDERSON	
JUNIOR REP	LEWIS THIRLING	
CHILD PROTECTION OFFICER	LINDSAY BURNIP	

GENERAL COMMITTEE MEMBERS

PHIL MAYNE	CHRIS BURNIP	ROGER BROOM	PETER SEWELL
TOM HALL	ALISTAIR DUNDEE	JAMIE COULSON	MARK THORNTON
JEFF HODGSON	MICK STEAD	JOAN WOOD	

The Key to low cost insurance

for Durham Automobile Club Members



You don't have to pay more than you have to for quality insurance cover. Adrian Flux have great insurance deals for Durham Automobile club members. What's more they offer excellent service and competitive prices too.



Hotline Hours:
Mon to Fri 9:00am - 7:00pm
Sat 9:00am - 4:00pm
email: enquiries@adrianflux.co.uk



0800 089 0035

www.adrianflux.co.uk

Authorised and Regulated by the Financial Services Authority



ADRIAN FLUX

modern approach. traditional values