



# Durham Automobile Club Ltd

## March 2010

Company Number 01754958

Hi Everyone,

Well once again we have had an extremely busy month within the club.

The month started well with the inter club social which saw 75 people from different motor clubs around the north east gather at the Prospect Club, to hear Fred Henderson speak about his motor sport experiences, drink the odd brown ale and catch up with people not seen for ages. Thank you to Fred, and to everyone else who made the evening a success.

The first weekend saw club members winning events in rallying and autotesting, with Chris Thirling winning the North West Stages and Tom Hall winning Hawick's hangover autotest. This seems to have set the tone for the rest of the month! Tony Thompson took second on the Riponian rally, Tristan Pye finished 12<sup>th</sup> on the Rallye Sunseeker and Richard Pinkney won the opening autotest of the season. This is by no means the total achievements this month, if you were to take a close look at the AS Performance or SG Petch Championships you'd notice just how well Durham members are doing this year!

Our Wednesday evenings have continued to be busy, thank you to Gordon for organising the table top although I still dispute the bridge, particularly as I had driven over it the day before! We also had a karting evening where once again the Hendersons were triumphant. This time Fred was the overall winner. Thank you to Tom and the guys at Top Gear karting for being so helpful.

We are racing towards the Weardale Navigational Rally, and entries are coming in steadily. If you would like to enter please give myself or Gordon a ring, and if I can encourage you to marshal I would love to hear from you.

Finally new club stickers are available, if you need some either give me a ring or email me on [poshbirdincontrol@sky.com](mailto:poshbirdincontrol@sky.com) I will take them to the Weardale and Border Counties so you can catch me at signing on.

Thanks,  
Lindsay

07727 098 450

(If you haven't renewed your club membership you'll not receive any further newsletters!)

Legend Fires

[www.durhamautoclub.org.uk](http://www.durhamautoclub.org.uk)

NORTH WEST STAGES RALLY  
2010  
“THE SURPRISE WIN”  
A Rally Crew Report by Chris Thirling

Well I am sure most of you reading this article will by now know that while sitting alongside Driver Darren Doherty in the John Pye Motors prepared Subaru WRX, We managed to secure a well deserved WIN! (*I think that sounds better than “surprise win” which was reported in a number of articles on the event.*)

I had not competed on The NORTH WEST STAGES before, and the thought of navigating Blackpool prom on an early Friday evening did sound some what of a challenge (*No Pace notes to prevent us skidding on a discarded Kebab*). Along with 2 stages in Weeton camp in the dark on the first evening I knew that the first 4 stages could make or break this rally.

John and Tristan Pye had approached me to ask if I was interested in sitting along side Darren for the event, I had met Darren in December at the JPM annual Christmas bash and he seemed like a canny lad that could take a fair amount of drink. So without much hesitation I signed up for the ride out.

It was on the Test day before the rally that Tristan let slip that Darren would probably be taking it easy as he had not been in the car for six months, it had been in the workshop getting repaired after his big crash in Belgium !!!!!.

#### **Friday Night LEG 1**

So there we were 10 minutes to due time at MTC1, Road Book, Map Book & Time Cards at hand ready to go, only one problem the car was on front stands no wheels on, Tristan and Brian frantically tyre cutting by the side of the car. The decision to cut was a good one, I feel sure it helped with the handling on the first leg. Unfortunately the timing was not so good, the layout of the service area and MTC required competing cars to traverse the service area which by now was becoming somewhat hectic. Our car became grid locked along with others in a major jam. I extracted myself from the car and “Sprinted”!! Ha Ha down the service area to ensure that I obtained my allotted time at the MTC. On presenting myself to a very helpful marshal by the way, I was informed that due to rule changes, instructions and alignment with FIA rules it was a case of “NO Car – No Time” but as all you navigators out there will know you just have to try. (The marshal was quite in order)

Sat on SS1 I knew we were looking at a possible penalties situation before we’d started. This was soon out of mind 0.4 of a mile later when we went skidding towards the first chicane Darren gathered it all up and we were quick into the double hairpin up to the upper promenade another double chicane, quick right left and a hairpin after the flying finish and there we were all in one piece. The tyre cutting seemed to have been a good idea and as for Darren taking it easy well we would soon see.

More of the same on SS2 and we were then on our way to:-

#### **SS3 & 4 Weeton 1 & 2.**

Having traversed Weeton in the daylight with Chris Anderson in his Puma in 2009 I knew that we were looking at some fast kink sections, big drops offs, long hairpins, narrow concrete, very unforgiving high kerbs and large areas of very slippery concrete. Darren negotiated the two stages in style, no heroics and very tidy through the tight stuff we came out to be greeted with “You would be in 3<sup>rd</sup> place if you had not got penalties! Just what a navigator needs to hear.

#### **Day 2 LEG 2**

Well along with all other crews that got tangled up in the traffic jam out of the service area to MTC1 our penalties were revoked so we started the 2<sup>nd</sup> day in equal 3<sup>rd</sup>!! Just to keep the blood pressure up as we pulled out of MC3 I slipped the time card into the pocket in the navigator’s case I keep strapped to the roll cage and went to pick up the road book and it wasn’t there!!!!

Darren did his best to keep me calm. From my seat position I was unable to spot that during service as the car had been jacked up the road book had slipped off the dash under my seat and the floor pan cover. Following the car in front we recovered it at the next arrival control.

#### **SS5 & 6 Hillhouse 1&2**

Very wet and rough in parts with a very fast section between junctions 3 and 7. Darren again kept it tidy and quick with the exception of a small off in very difficult conditions between a square Right - Left, hitting a large concrete block on the second run, fortunately the block had a “toe” feature this caused the edge of the sump guard to hit, this prevented any other damage to the car.

***On Stage Times we retained our 3<sup>rd</sup> O/A out of SS 6 our 60 seconds of penalties had us at 19<sup>th</sup>. With Kevin Procter in 1<sup>st</sup> place and Tony Hewitt 3 seconds ahead in 2<sup>nd</sup> O/A.***

#### **SS7 & 8 Fleetwood 1&2**

Having collected a set of results at the PC after SF6, the road section to SA 7 was taken up in the main by me trying to figure out where we had picked up yet another 60 seconds of road penalties!! These penalties would stay with us for most of the event and proved to be very distracting through out the day. Fleetwood proved to be an excellent stage, with some very fast sections, with surface changes of tarmac, concrete and paving, water filled barrels and a tight through posts after the hairpin at junction 3 required some good car control from Darren.

## **SERVICE B**

Nothing to report the guys confirmed that the only trace of our little off in Hillhouse was a dink in the edge of the sump guard, no other damage visible. Some investigations on the penalties was undertaken and although it was difficult to find out the details from the service area I did find that another 8 crews had picked up the same at the same control.

*We retained our 3<sup>rd</sup> O/A out of SS 8 our 60 seconds of penalties had us at 15<sup>th</sup>. With Kevin Procter in the lead and Tony Hewitt 5 seconds ahead of us in second place.*

## **SS 9 & 10 Promenade 3&4**

These two stages were an extended version of SS1 & 2 much tidier in to that first chicane this time, quicker into the double hairpin up to the upper promenade four sets of chicanes this time with a hairpin left into the flying finish.

All very tidy and seemed quick to me

## **TC 3 REGROUPS.**

I was not able to get to the bottom of the penalties due to limited time in re-group so it was off to SS11 with them still in place.

*3<sup>rd</sup> O/A out of SS 10, penalties had us at 15<sup>th</sup>. With Kevin Procter in the lead by 1:27!! and Tony Hewitt now 8 seconds ahead of us on stage times.*

## **SS 11 & 12 Hillhouse 3&4**

The stage had cut up and for safety reasons crews were handed an amendment the arrival control. 2 square corners had been removed. I was also able to better call on some hairpins after the split that had caught me out on our first runs.

Our stage times were not as good as we would have liked but Darren was proceeding with care and keeping it tidy.

## **SS 13 & 14 Fleetwood 3&4**

This pair of Fleetwood stages was very almost identical to Fleetwood 1 & 2 another smooth and faultless run from Darren.

## **SERVICE C**

Nothing to report to the service crew the car had ran faultlessly the guys confirmed no damage to report.

*Still at 3<sup>rd</sup> O/A out of SS 14 penalties had us at 13<sup>th</sup>. with Kevin Procter in the lead by 1:27 !! and a swop in 2nd with Andrew Varley now on the same time as us on stage times..*

## **SS 15 & 16 Weeton 3&4**

Weeton camp again I now realised that being able to see what you can hit could in fact slow you down on this stage, Darren pushed the car to the limit on some sections, a little reminder in the tight and twisty bits was all that was needed to keep Darren on the straight and narrow. Two more great stages although Darren was a little concerned with a slight gear selection problem. Tristan was at management service at the end of the stage he gave Darren some words of encouragement, the box was very hot as a result of the rapid changing in the 2 x 3 laps of tight and twisty sections.

## **SS 17 & 18 Clifton 1&2**

Our first visit to this stage although Darren had done it a year before, some very fast sections which Darren had remembered well. A cheeky little triple split junction would prove to be tricky on the quick line that Darren insisted on taking. *(even more so on our return later.)*

## **SS 19 & 20 Lytham Hall 1&2**

We knew this could be a very quick stage with 100% good Tarmac, the stage map proved to be accurate to follow with no big surprises. What did come as a surprise was just how slippery it would turn out to be. A slight right off the line into a long right into the trees found the car out of line and almost off the road; as usual Darren on top form gathered it up and put in every effort to claw back any time we lost. The section through Hall Wood with a tight 90 left would prove to be very slippery we kept it in the middle and managed an equal 4<sup>th</sup> and equal 2<sup>nd</sup> stage time by pulling out 4 seconds on our 2<sup>nd</sup> run.

## **SS 21 & 22 Promenade 5 & 6**

I get concerned on a stage you have just done but in the opposite direction. Well in fact that it is just what it was, no big surprises. We were able to get the line and speed of entry to the tricky sections just right 2 fair runs and into service.

*Into Service and a 2<sup>nd</sup> fastest time on SS 21 had retained us at 3<sup>rd</sup> O/A out of SS 22 penalties had us at 9<sup>th</sup>. with Kevin Procter in the lead by 3 minutes. Another swop for 2nd with Graham Coffey 20 seconds ahead as us on stage times..*

## **SERVICE C**

The gearbox issues had gone with the consensus being that it was the "Hot Box" syndrome that had caused the issues. Nothing else to report so a general spanner check was carried out. I think at my last count in service only 20 or 30 people remarked in that without the 1 minute of penalties we would be in 2<sup>nd</sup> place.

A double check of the time cards and road sections for the next leg started to cause me some concerns, Bulletin 1 had requested some target time changes, and I was not happy with what I had done. After a chat with other crews it was my final discussion with Sam Collis in car 21 parked next to us in the service that revealed there was indeed an issue. At first glance Sam agreed with my changes I then pointed out my concerns and he pulled out the bulletin a bit of a eureka moment.

That fact was we had all made an error by changing the 20 min service to 26 mins. On second glance the 26 minute time was a missing time for the following road section and the service area time should have remained the same. (It was quite plain to see now) Without a minute to spare we got into the car and proceeded to the arrival control past all of the cars including Kevin Procter in 1<sup>st</sup> place all waiting at the arrival control ( all would book out six minutes late if they did not pick up on the error. We booked out on our correct due time and left the control with a line of cars happy to wait for their amended due time  
It did of course look to everyone else that I had forgot to make the amendment and was booking out early!

### **SS 23 & 24 Weeton 5&6**

On arrival at SA23 Kevin Procter was close behind we waved him past to start the stage before us, he got out and proceeded to my side of the car "I think we might have dropped a B\*!!\*ck on the timing out of the service area, what do you think, I just nodded I didn't want to be responsible for the pain inflicted on another navigator. We all decided it would come out in the wash and got down to business.

This was a reversed stage so we would know the corners but from the opposite direction. To our surprise we would come through the tight sections between Junction 32 – 37 and see Kevin Procter with wheel off waving us on eagerly.

I must confess that the thought did go through my head that without the penalties we were in 1<sup>st</sup> place!!! That only seemed to make things worse.

*Out of SS 24 and it was all change Kevin was out, we were now in 2<sup>nd</sup> O/A our times on SS 22 & SS 23 had helped our cause Graham Coffey was still 20 seconds ahead in 1<sup>st</sup> place.*

### **SS 25 & 26 Clifton 3&4**

Our second visit to this stage with some minor changes, Darren had indeed remembered it well, too well maybe the cheeky little split would prove to be tricky on that quick line he took and a half spin would cost us a lot of time on both stages.

#### **Passage Control L**

We would be handed a set of results that showed our times after Weeton were around 10 seconds off the pace that Kevin was out and more importantly the penalties had been resolved and we were indeed in 1<sup>st</sup> place 49 seconds in front of Bob Grant.

### **SS 27 & 28 Lytham Hall 3&4**

Darren was asking if I thought the results were correct and how much time did I think we had lost in the Clifton stages, Just to put him at ease I said that I was sure that we were in first place and that as long as he didn't spin off again we could win this rally.

With only a slight change in the farm yard we felt sure we had this in the bag. Caution was Darren watch word in these last 2 stages trying not to lose too much time in what had become a very slippery stage. Before we knew it we were out of the stages without any mishaps and on the road section back to the finish,

*Out of SS 28 and we had retained our 1<sup>st</sup> O/A Bob Grant had been pulling time out of us over the last 4 stages but fortunately for us we were able to maintain a 29 second lead to take 1<sup>st</sup> Place.*

#### **Thanks to all**

The marshals at PC M reassured us that as far as the results showed we were winners! My check on stage times seemed to bare this out and 29 minutes later at MC 5 this was confirmed we had indeed won the rally outright.

The caution and spins on the last 4 stages had cost us some time but we had held on to 1<sup>st</sup> place after Kevin's demise, Kevin was one of the first to congratulate us and provided us with a fine bottle of champagne with which to celebrate, THANKS Kev.

What a cracking event, a big thanks to the organisers, marshals and sponsors of the event, 28 stages services areas, regroupes and all to organise and what a spectacular finish presentation.

I really enjoyed myself, a winning car with a winning driver, all credit to Darren after his 6 month lay off to come back and win was a great result.

Must not forget Tristan and Brian for looking after the car for us all day, straight out of the workshop from repair, to a rally win.

I WOULD HOPE TO BE BACK NEXT YEAR TO DEFEND THE TITLE.

PS. Special thanks to Ian and Jamie Coulson who got me back home on Sunday morning "Cheers guys".

Chris Thirling.

## Hartlepool Warmup Autotest – 21<sup>st</sup> February.

If an autotest was ever given the wrong name then this was the one. I don't think any of the 30 drivers that had signed on would have been surprised if a penguin or polar bear walked across the test, it was that cold, and then there was the driving rain / snow / sleet that barely let up all day and the lazy wind that just went right through you. Hope you feeling cold enough after reading that...spare a thought for the marshals.

Okay so it was dubbed the warmup as a shake down for all those people that have been tinkering in the garage with their cars over the autotesting 'layoff' and wanted a run out to test the car, get back into the swing of it or just get away from the mrs for the day, but also counted as Durham Automobile Clubs first round of the championship. The surface was slippery to say the least, the sand overlaying the car park acting like a load of marbles on a floor, and with the hope that it would get swept clean soon went out the window as down came the white stuff.

There was only one test area which was aimed towards drivers that had never competed before, but were still able catch out the experience as Ian Chapman discovered, and the sea wall was ever present as a fiesta driver discovered by moving the front end over probably about 3 inches...but still carried on and finished the day. The only frustrating thing was the fact that there was an excellent turn out of drivers but only one test area meant that waiting time was a bit long, and given the inclement conditions waiting round was not a pleasant experience, however I don't think the club expected such a turn out.

Tom did his usual race preparation for the big event.....namely none, and I must admit that on this occasion I followed his example and did the same...woke up and thought oh well best load the car!!!! It ran faultlessly. Carl made a welcome return in a freshly painted car, and Lee also made a trip down to shake down his very much lightened nova, both cars looking very well prepared, and a credit to them. I think on the day that the additional ballast Carl provided may have given him the advantage by just pipping Lee overall....

Peter was his usual consistent self and making the little Suzuki go well, Joe was out in the ex Samma Mini and appeared to be doing well clinching 3<sup>rd</sup> in the class, Richard and Keith obviously out to shake down the cars prior to the first round of BTRDA, and good luck to Richard this year in trying to secure the crown after being so close last year.

Two lads who Lee and Carl invited travel up from London to compete, so a well done to them, the nova they brought shows real promise.

Harlepool boys appeared to have a good day between them...at one point sandwiching the stricken fiesta between two other cars...i think they were just trying to set the airbag off in his face!!!!

Mr Forster had a welcome visit also...and rumour has it that he has bought a Micra to come out and play...will this one make it out...he did have an unfortunate encounter with some sand and water 'accidentally' flicked up off the back of a locust much to the amusement of onlookers.

The Mortons and Chapmans took an early finish as the grapevine told them the weather was coming in bad. In all it was a good event, I think hats off must go to Bob for timing all day and the rest of the marshals.....dedication at its best.

Mark Thornton

# **Durham Automobile Club Ltd**

## **CHAMPIONSHIPS 2010**

### Duration

From 1<sup>st</sup> January 2010 to 31<sup>st</sup> 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: - 1<sup>st</sup> in class = 10 pts, 2<sup>nd</sup> in class = 9 pts, 3<sup>rd</sup> in class = 8 pts, down to 1 point for 10<sup>th</sup>, 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](mailto:gordon@dundee.fsworld.co.uk) within 1 month to ensure points are awarded. To score points a competitor has to have joined DAC before 1<sup>st</sup> September 2010

Results to 25<sup>th</sup> Feb 2010

### **Stage Rally**

#### North West Stages

	(1 <sup>st</sup> overall)	Chris Thirling – 1 <sup>st</sup> class D – 10 pts
Malcolm Davey – 2 <sup>nd</sup> class B – 9 pts		Paul Slingsby – 2 <sup>nd</sup> class B6 – 9 pts
Mark Thompson – 4 <sup>th</sup> class C – 7 pts		Matt Thompson – 4 <sup>th</sup> class C – 7 pts

#### Riponian Rally

Tony Thompson – 2 <sup>nd</sup> class E – 9 pts	Colin Tombs – 15 <sup>th</sup> class H – 1 pt
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#### Points Standings

##### Drivers

Malcolm Davey – 18 pts  
Tony Thompson – 9 pts  
Ed Todd – 8 pts  
Mark Thompson – 7 pts  
Neil Ayre – 2 pts

##### Co-Drivers

Paul Slingsby – 18 pts  
Chris Thirling – 10 pts  
Andy Brown – 8 pts  
Matt Thompson – 7 pts  
Colin Tombs – 1 pt

### **Road Rally**

#### Johnston Trophy

Nigel Cardale – 3 <sup>rd</sup> class H1 – 8 pts	Peter Littlefield – 3 <sup>rd</sup> class H1 – 8 pts
	Andrew Fish – 2 <sup>nd</sup> class H4 – 9 pts

#### Points Standings

##### Drivers

Nigel Cardale – 8 pts

##### Navigator

Andrew Fish – 9 pts  
Peter Littlefield – 8 pts

# **Durham Automobile Club Ltd**

## **MARHALS AWARD 2010**

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

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

Johnston Trophy

Lindsay Burnip, Ian and Jamie Coulson, Ian Dixon and Martin Ibbotson

North West Stages

Ian Dixon, Ian and Jamie Coulson

Riponian

Pete Masters, Sarah Navin, Chris and Lindsay Burnip, Jerry Plews

Points Standing

Ian Coulson – 4 pt

Jamie Coulson – 4 pt

Lindsay Burnip – 4 pts

Jerry Plews – 3 pts

Ian Dixon – 3 pts

Peter Littlefield – 2 pts

Chris Burnip – 2 pts

James Plews – 1 pt

John Wood – 1 pt

Pete Masters – 1 pt

Sarah Navin – 1 pt

Martin Ibbotson – 1 pt

Events Durham have received request for marshal assistance are.

6<sup>th</sup> Mar – Malcolm Wilson Rally

13<sup>th</sup> Mar – Weardale Rally

20<sup>th</sup> Mar – Border Counties Rally

# Durham Automobile Club Ltd

## NAVIGATIONAL CHAMPIONSHIP 2010

The first round of the DAC Navigational Rally Championship was a Table Top Rally held on the 17<sup>th</sup> February, 8 teams took part using 5 different types of instruction, and despite the discussion, when is a bridge not a bridge, answer when it is not identified as one on the map, everyone was able to plot the instructions provided.

- 1<sup>st</sup> Nigel Cardale – Peter Littlefield – 21 pts
- 2<sup>nd</sup> Graeme Broom – Andy Brown – 33 pts
- 3<sup>rd</sup> Chris Anderson – Lewis Thirling – 43 pts
- 4<sup>th</sup> Peter – Sharon Hogan – 44 pts
- 5<sup>th</sup> Joan Wood – Lindsay Burnip – 48 pts
- 6<sup>th</sup> Neil Foster – Tony Chrisp – 51 pts
- 7<sup>th</sup> Mike Boast – Jeff Hodgson – 57 pts
- 8<sup>th</sup> Roger Broom – Caroline – 62 pts

Next round is planned for the 7<sup>th</sup> April either a Scatter or a Treasure Hunt; a volunteer to organize is required.

### Diary Dates

- 3<sup>rd</sup> March Armchair Motorsport round 2
- 6<sup>th</sup> March Malcolm Wilson Rally
- 10<sup>th</sup> March Committee meeting
- 13<sup>th</sup> March
- 17<sup>th</sup> March Club night
- 20<sup>th</sup> March **Brick and Steel Border Counties Rally** (marshals please)
- 24<sup>th</sup> March Quiz
- 28<sup>th</sup> March Hartlepool Autotest regs available

## **WEARDALE NAVIGATIONAL RALLY**

marshals required please, start Mickleton Service Station, Mickleton.

- 3<sup>rd</sup> April Charterhall Stages
- 7<sup>th</sup> April navigational round, volunteer needed to organise please!
- 14<sup>th</sup> April Committee meeting
- 18<sup>th</sup> April Hartlepool Autotest Round 2 DAC Championship
- 21<sup>st</sup> April Armchair motorsport round 3
- 23<sup>rd</sup>- 24<sup>th</sup> Pirelli Rally
- 24<sup>th</sup> April Ingleston
- 28<sup>th</sup> April Club night

**EVENT REGS AND RESULTS CAN BE FOUND ON THE CLUB WEBSITE, ALONG WITH CONTACT DETAILS AND A CLUB MEMBERSHIP FORM.**

## 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
SOCIAL SECRETARY	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		

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