



## Newsletter – June 2010

Hello all and welcome to the first TDMC newsletter for quite some time!

Instead of sporadic emails, I've decided following feedback from the committee that now would be a good time to resurrect the monthly club newsletter and get a more regular format going for anyone to contribute to if they want.

You'll still get the odd email from me occasionally, passing on last minute requests and small items but most will hopefully be replaced by these.

Recently as well as the usual activity from club members competing, as I'm sure you'll know, Garry Salmon organised Tynemouth's annual autocross at Causey Park which was a day enjoyed by all who attended. Unfortunately though, in case you haven't heard via other sources, the Lindisfarne Rally has had to be cancelled this year due to priority 1 army training activities on the Otterburn Ranges. Although a reduced route was proposed, they felt there were simply too many troops on the ranges to guarantee the safety of anyone, and unfortunately no alternative dates were available.

On a brighter note though, the Motorcycle Racing Club continues to challenge us on the last Thursday of every month with a driving simulator set up on the stage in the clubhouse. They're delighted to see TDMC members coming along to join in or to watch others make a spectacle of themselves and claim to drive faster in real life, so it would be great to see more people down in future and maybe this could become a bigger "fixture" with bigger regular attendances?

Anyway, on to club members' reports from recent events, after which you'll find a list of local (and occasionally not so local) motorsport events coming soon.

Enjoy the read,  
Peter



## Members' Event Reports

### John Overend Memorial Rally 2010

Driver: Stu Wilson, Co-driver: Steve Dargon

This was the first event since last years Pendragon Stages, the venue is an old airfield close to Melbourne near York. The surface is a mix of good tarmac and concrete, poor potholed tarmac and concrete and some loose rough(ish) sections.

For this one Steve Dargon was back in the hot seat. We headed off on Saturday lunchtime and arrived just before noise and scrutineering opened. Door numbers on, passed noise and scrutineering no problem. Then off for a walk round some of the course to see where repairs and improvements had been made.

Sunday morning we had to make a choice on which tyres we would run, would it be worn gravel tyres or tarmac moulded slicks. We went for the tarmac tyres.

Stage 1 we caught the car that started 30 seconds in front of us with in the first loop of the stage, for some reason he didn't seem to want to get out of the way even though it was obvious we were faster. Eventually we got past him then caught the next car in front passing him much more easily. We finished the stage leading the class, so very happy with that.

Stage 2 was a repeat of the first one, no problems on this one, but again catching the car in front again, but this guy gave us room and we got passed. We completed this stage 30 seconds quicker than stage one and were still leading the class.

Stage 3 was a longer stage with three splits rather than two. About two thirds of the way round the first loop we had a noise appear and the straight away lost second gear. Checking I could still get all the others we decided to carry on and finish the stage. The gearbox problem will have cost us a little bit of time but we were still leading the class. In service the gearbox cluster was changed in about 15 minutes thanks to Garry Salmon who was our spanner man for the day.



Stage 4, this was a repeat of stage 3. No problems this time until the third loop where we hit a pot hole and got a puncture on the nearside front tyre, we continued on with the flat tyre and finished the stage. We lost about 30 seconds but still managed to keep the class lead.

Stage 5 was the first to be run in the other direction, we went out and didn't do too badly again leading the class. But I wasn't sure about the tyres, it didn't feel as if we had as much grip as on the previous ones. It was decided we'd give them another go on the next stage then decide whether or not to buy some new ones.

Stage 6 car was going well tyres were now working very well, no problems at all. We were still leading the class and pulling away from the car that was second in class.

Stage 7 as we were just about to leave service Garry noticed one of the rear tyres was looking a touch soft, so a quick change of rear tyres to the worn gravel ones and we were away. Not sure how the car would handle on them we took the first chicane a little steady to see how it felt, it was no problem they were working well. Finished the stage taking more time from the next car in class and almost catching the car that was starting in front of us on the stage, arriving in the finish control right behind him.

Stage 8 the final stage, we just had to get round and finish to take the class win that we'd had since the first stage. The car was still going well and the tyres working very well, on this stage even had time to wave to one of the many photographers who were out taking pictures. We pulled in the finish control right behind the car in front again. We'd done it we'd finished first in class and 17<sup>th</sup> overall, a good result to round off a great days motor sport.

[www.stuwilsonrallying.co.uk](http://www.stuwilsonrallying.co.uk)

## **Jim Clark National Rally 2010**

Driver: Kev Monaghan, Co-driver: Chris Purvis

Just to clarify we finished 20<sup>th</sup> o/a, 2<sup>nd</sup> in class and Carl/Rob had us on every stage but we got within 4 seconds on one and only 1 second slower on the small Duns stage.

Had a cracking Friday night set some reasonable times and was very surprised to be up with some very quick cars for the re-seed.

Due to Carl taking chunks off us (but still within my 2 seconds a mile target) decided to back off when the rain came as we very nearly put it off several times and lost the brakes a few times too.



Huge thanks to Chris for keeping me right all weekend also Garry, Stu and Graham for keeping the car going. Must admit was great to get a few peeps coming for a look and bit chat saying how the car sounds awesome. Not bad for a clubby Corsa!

## **Jim Clark Reivers Rally 2010**

Driver: Mick Davison, Co-driver: Ali Procter

Had a great day yesterday (a full event after last years 3 stages).

The start and finish of Bothwell was soooooo slippy. SS2 had a  $\frac{3}{4}$  spin into Moon & Stars, car snapped left then right (thought I'd caught it but then span left, fortunately didn't hit anything).

After that confidence in car and notes grew and continued all day without probs.

Wasn't sure whether to change to slicks for last 2, Paul (NERallysport) advised to stick with inters that we'd had on all day.

Finished 46 o/a, 6th in class.

Thanks to Ali on the notes, and Paul and Josh in service.



## Porter's Porches Stobs Classic 2010

Driver: Nigel Cardale, Navigator: Peter Littlefield

A relatively new event, the Stobs Classic is only in its 3<sup>rd</sup> year, running a classic tests style event entirely within the infamous Stobs Camp near Hawick. This means basically a series of long autotests (in this case all forwards) but with time controls in a sociable relaxed atmosphere, with most competitors using classic cars (although there was a modern class). I was navigating in a Ford Anglia 1500GT, while others were competing in Minis, Triumph TRs, Triumph Toledos, Ford Escorts, MG Midgets, a Fiat 127 and a Peugeot 205 among other cars, all in various states of preparation from standard road cars to almost stage prepared rally cars.

Also planned this year for the event were 2 long regularity tests, requiring varying average speeds to be kept up precisely over different parts of the course. Unfortunately for me since I've gotten quite adept at this sort of exercise in mental torture they were cancelled due to time pressures but this still left 17 cracking short stages, sorry, long tests to contend with!

The morning's 8 tests went reasonably well in a variety of weather conditions (anyone who's been to Stobs Camp will know exactly what I mean!) with Nigel getting more confidence in using the handbrake in the car which he's been trying to do since I started competing with him about a year and a half ago. So this was what an LSD was for...

After a small query in the results was promptly sorted out (an exact replica of one of my mistakes marshalling on a similar event a few years ago and one the organisers had anticipated at some point during the day so no sweat there) and a wrong test consequently removed we were leading our class by some margin, a nice position to be in that we hadn't found for a little while.

The afternoon continued in a similar vein, but a couple of small errors dropping us 20 seconds each on tight manoeuvres on the 2 laps of 4 tests meant our friends and class competitors Gordon and Lisa Furness had caught up somewhat substantially in their Wolseley Hornet. Nonetheless a clean run through the 1 ¾ mile mega-test at the end joining up each of the 4 sites inside the venue would see us home cleanly.



Only one minor error on this test saw us drop just a couple more seconds to Gordon and Lisa's clean run and "revenge" for the Johnston Trophy back in January when the opposite had happened was taken.

## Events coming soon

20<sup>th</sup> June: WDMC auto-solo in the Metro Centre Coach Park (Garry Salmon, Steve Dargan, Jeff and Luke Tait and I are all attending).

4<sup>th</sup> July: Wigton Motor Club are putting on the Lake District Classic, a historic tests rally based in Penrith.

18<sup>th</sup> July: WDMC Shaw Trophy sponsored by T Thompson & Sons Ltd. (regularity and test based rally, classes for historic and modern cars and a tour type event as well) based in Morpeth.

24<sup>th</sup> July: Hexham Motor Club are organising the Summer Solstice, a round of their popular 12 Car rally series.

1<sup>st</sup> August: Berwick and Alnwick Motor Clubs are promoting the Tyneside Stages on Otterburn.

**That's all for now, keep in touch and see you soon.  
Please email any contributions you'd like to make,  
or I may start chasing people...**

**Thanks for reading,  
Peter Littlefield  
TDMC Club Secretary**