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The Oily Rag

The Newsletter of
Stockton and District Motor Club
Founded in 1930 MSA club 120459

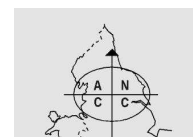
*****SMDC awards evening Friday 27th Jan 2012 *****



www.tourofhamsterley.co.uk

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Autumn 2011



The Association of
Northern Car Clubs

Reigning champions- Auto Glym
National motor club quiz.
MSA Highly commended club 2008

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Opinions expressed in this newsletter are not necessarily those of the committee and officials

Cover picture: Simon Warriner takes the esses in the 24 hour race.

My 24 hours with Kart 62

Practice/ Qualifying. Only about 4 laps in the kart for me but as it was brand new it felt pretty much perfect.

1st Stint -5.30pm-7pm.

I had never raced more than 1 hour before and the impending 90 minutes out on track wasn't thrilling me, especially as I find karting hard work anyway. I set out trying to drive smoothly which isn't easy for me and seemed to be going backwards (although I am assured my pace was good). After a while the temperature cooled off and I felt a bit more comfortable. towards the end of my run I turned in at the first right hander at the bottom of the hill and another kart made an impossible lunge across the inside tagging my front right corner and spinning me 180 degrees. I was facing the wrong way around a blind corner and the inevitable head on impact occurred, thankfully the kart survived although the front end was now scraping along the floor it didn't harm performance. Back to pits for a fuel stop and driver change. my attitude at this point was "why am I here"? A visit from Sally with some hot food, coffee and a pep talk offered some comfort.

2nd stint 12.30 am- 2am.

Fed, watered and having had a cheeky snooze I was a bit more up for this stint. I was going well as I quite like the dark and cool air perks the engines up. About half an hour in I tuned on to the back straight and as I accelerated there was an enormous clatter and one of the engines revved out to the max (like missing a gear in a road car). This was a left chain and sprocket failure, one of many for kart 62. A trip to the pits and about 15 minutes lost. Back on track I was looking for the orange lights on the pit board to signal the end of my run, I was thoroughly tired out.

3rd stint 7.30am-9am

It seems I had made a major mistake when i came in off the early morning run- I went to sleep. About 3 hours later the silence of no karts running woke me up. A red flag was out and the race halted, I could not get warm/ wake up/ move and when I was confronted

with "We can't find Atilla, can you go on in 15 minutes"? The answer was simply "No"! Luckily Atilla was located and like all weekend he was storming in his sessions. Finally warmed through by early morning sunshine I was ok to hit the track and again was running well, perhaps boosted by the fact kart 61 was on the same lap! Disaster struck and another sprocket failed in the same place as before, knowing 61 was lapping away was harmful, until Ste appeared in the garage with it-mechanics race was on.

Sadly for us they were only in for what turned out to be throttle adjustment and 61 returned to the track 3 or 4 laps ahead of 62. Inter team rivalry and a set back focused me to wring the neck of the kart and finally I was starting to feel good about racing when I got out of the kart, although at this point 4 and half hours of kerb bashing was taking it's toll on my ribs and knees.

Stint 4 12.15pm- finish.

A final sprint, half the length of the other stints (thankfully) a nice cruise to the flag or so I thought! Exiting the pits I see a neon pink crash helmet flash by it's Chris in kart 61! Instant red mist and game on, can I keep up I wonder, a few laps later I have not kept up, I have caught him! From then to the finish we battle hard swapping places. In the end I lost out but it made it all worth while for me to at last have a real race and feel competitive.

Bizarrely once at home I was getting showered and pulled 3 shards of metal from an exploded chain from the left of my chest! I had no idea they were there, strange but true.

MP.



STOCKTON & DISTRICT MOTOR CLUB 2011 CLUB CHAMPIONSHIP REGULATIONS

Stockton & DMC will promote a club championship to run between 1st January 2011 and 31st December 2012. The main objective is to encourage members to enter events, promote the club and, of course, to attend club nights.

All forms of motor sport are eligible. The championship is open to all members of Stockton & DMC. Participants must register with the championship co-ordinator at least 24 hours before their first event.

club championship points
non sport event inc (quizzes 1 Of events etc)
1 point for entering
2 points for winning
1 points for best stockton crew
5 points for organising

Promotional shows
3 points for helping/working on event
5 points for organiser

Clubman events (12 cars karting etc)
1 point for entering
1 point for finishing
1 point for winning
1 point for best stockton crew
1 point for radio point
2 points for marshalling
5 points for organising (must be named in regulations)

National B event (road and stage rallies, auto tests, sprints)

- 1 point for entering
- 2 points for finishing
- 2 points for winning
- 2 points for best stockton crew
- 2 points for radio point
- 3 points for marshalling
- 10 points for organising (must be named in regulations)

National A and international events

- 1 point for entering
- 4 points for finishing
- 5 points for winning
- 5 points for best stockton crew
- 3 points for radio point
- 5 points for marshalling
- 5 points for organising (must be named in regulations)

Bonus points

- 3 points for a newsletter article submitted to Editor within 1 week of event
- 1 point if submitted within 2 weeks of event (must be forwarded to club championship coordinator also)
- 2 points for a named mention in motoring press
- 1 point for a named mention in non motoring press
- 2 points for a accompanied picture in press
- 5 points for a broadcasted radio interview/ mention
- 10 points for a broadcasted tv interview mention
- 2 extra points if SDMC is mentioned/seen in tv/radio broadcast

All points must be applied for within 2 weeks to Club championship coordinator, with dates, event details and place finished or job done email steaallan@hotmail.com text 07789642956 or on paper in person.

Karting Championship – Round 6

Round 6 of the Stockton & District Motor Club Ironman Karting Championship took place at Teesside Autodrome on Sunday October 9th in tricky, damp conditions. Warren Clough from Norton took a convincing pole position from title challenging Mark Asher of Wakefield with Great Broughton's Carl Maynard making up the front row.

Clough got away from pole straight into the lead and was never to be challenged all race. However, all the action was for second place with Asher fending off the challenge from Maynard - bringing Chris Roe of Redcar into the equation. As these three slogged it out for podium spots, there was a monumental six way battle for fifth place Between Keith Clough (Norton), Colin Peacock (Ingleby Barwick), Ste Allan (Redcar), Andrew Bishop (Hurworth) And guest racers Josh Barley & Giles Potter.

There was barely a lap with the same driver holding the coveted fifth place and it was only in the latter laps where Clough senior established himself in that spot. Peacock, Bishop & Allan only resolved their battle at the last corner of the race finishing seventh, ninth and tenth respectively.

On this occasion, Warren Clough was in a different league and took victory by a massive 32 seconds from the hard trying Mark Asher. Carl Maynard came home in third to take his first podium in the series and with it the Class B victory. Chris Roe tried everything he could to take the final podium spot, just missing out by half a second.

With just one round to go, the Class B title has already been claimed by Chris Fish of Coulby Newham, but class A is still to be decided with Warren Clough now in contention thanks to taking his second win of the season, and just seven points separate Peacock and Asher going into the final round.

CP

DDMC September race meeting

The missus and myself went to croft circuit as I had received some free tickets to watch the DDMC /NSSCC which had 17 races through out the weekend. Predominantly it was a range of mazda MX5s, but there was a few different cars in the northern saloon and sports car championship of some which were unbelievably quick including a BMW M3, Metro 6R4, lotus Elise 1:25:518 (the fastest lap of the weekend) and probably the best sounding car there the Addison plant hire Caterham Super sport with a growl you could hear coming from the esses down to Sunny.

The weekend was fairly overcast but warm on the Saturday which was lucky as we were made to park on the field outside the gates, but on the Sunday we managed to blag our way into the circuit and park down at Sunny. We then drove round to Tower in the afternoon which we very grateful of as it was very windy and cold which is nothing unusual for croft circuit. As the weekend was overcast it did have benefits as it made for some good picture taking which normally I don't bother doing that much.

Throughout the weekend there was a lot of very tight racing in most of the races with quite a few scrapes and tyre rubs but most getting away with it. Only a couple of vehicles got into the gravel trap at clervaux and had to get dragged out except for a sierra cosworth 4x4 which was able to drive itself out, although a few were not so lucky hitting hard into the tyre bails at the chicane and having to get recovered.

There was also a bad 3 car accident in the braking area into Tower where the track medics had to get busy as 1 of the Mazda's went hard into the armco. Shortly after that in the NSSCC, the race was red flagged due to a large accident, but other than that it was a good weekend and very enjoyable to watch.

I haven't been to spectate at a race event for a long time, and I also saw a few old friends and racing adversaries in the karting world and as usual saw Mr Harrison wrapped up well doing his usual photography duties for the local media.

The circuit is a great venue for the events such as this but it is a shame that not many spectators take the time to go to these local events and support the region. Yes I know I got in free, but I think after this I will be going again, even if it is only once or twice throughout the season and I think we all should try and go a little bit more just to keep these events going for the benefit of us all.

SA

NKA

Stockton & DMC entered a team into the inaugural round of the National karting elite league, Using the name Stockton sprinters (Our Quiz team name) as we were not allowed to be affiliated with a motor club for MSA reasons.

There were 9 sprint races of 10 mins each, then a final which was 15 mins long. There was no qualifying and grid positions were selected at random. It was a mixed bag for our team with myself pulling the short straw getting a 18th 22nd and a 25th grid start after nominating which 3 races we were doing with Chris getting mediocre positions with a 11th, 4th and a 12th and Colin getting the better with a 7th 10th and a pole.

In most of the races we finished in the midfield. All of us got punted off on numerous occasions, the driving standards were quite shocking for supposedly top line racers, and we certainly didn't have the quickest kart out there either.

On the 9th sprint race there was a short shower which made the track very greasy but I was able to capitalize on the situation and gain 8 places while others were spinning out.

Then it was time for the final in which u had to qualify an Colin was doing that race and had to qualify in which he came in a 14th quickest with the track still slightly greasy . On the race he was starting to pick a few places of getting to 11th in a couple of laps then gradually down to 8th before the rain dried up and dropping back to 15th due to the faster karts.

After that we were due for 1 hour dinner break but after about 15 mins we heard on the speaker system we had 5 mins to get back to the karts so no dinner for Chris who had to get ready rather quickly. Other teams were less lucky and made it back for the enduro race 15 mins late.

Chris did our qualifying and got into 15th for the start of the race and had a steady run managing to keep out of trouble before handing over to Colin in to 12th place.

Colin then went out had a few tough battles and was still getting bumped dropping down to 14th when he came in.

Once handed over to me the things started to go wrong! Within 3 laps I gained a front left puncture so had a full lap back to the pits to do with no steering. The resulting repair lost about 4 laps in total. I was then punted on my rear right hand corner and knocked into a spin while turning onto the back straight.

I was trying to defend my position and by this time the engine was sounding very rough. A couple of laps later while trying to overtake coming into the braking zone of the Esses I was cut up and got hit on my front end and again ended up facing the wrong way!

After all that we finished a very sorry 25th, which unfortunately doesn't show the quality of our drivers as we were up there with the quicker karts and were quicker than most the the technical sections but were losing out on straights.

After a hard days racing we finished 15th overall and not a bad day really, but if this new championship is going to work the policing of driving standards needs to be knocked up a notch

Sprint races	Driver	grid	finished
Race 1	Colin	7 th	10 th
Race 2	Steve	18 th	18 th
Race 3	Chris	11 th	11 th
Race 4	Steve	22 nd	19 th
Race 5	Colin	10 th	11 th
Race 6	Chris	4 th	7 th
Race 7	Colin	1 st	10 th
Race 8	Chris	12 th	14 th
Race 9	Steve	25 th	17 th
Race 10	(final) Colin	14 th	15 th
3hr Endurance race			
Chris, Colin, Steve		14 th	25 th

Overall points we were 15th out of the 26

SA

Ulster Rally 2011

After have enjoyed a successful outing servicing for Steve Magson with the Opal Ascona 400 on the Seven Valley Rally earlier in the year I received a phone call sometime in early July from Steve asking if I would like to go and help them out again, so typical of me I commit myself before knowing all the details so I agree to go before knowing any of the details of which event and who's going, I'm starting to think to myself where we might be heading, Wales again or maybe Scotland so I ask where I it were going ? picking myself up off the floor after been told Ireland and the Ulster Rally I start to think about what it's going to be like, I've never been to Ireland so it should be interesting but I can't help thinking to myself Ulster isn't that where all the trouble is around Ulster and Belfast!!! Then I think what the hell you only live once so let's give it a try.

Soon the date comes around and I'm beginning to look forward to heading off to see what's in store and as I head off to work at 6am Wednesday morning I'm starting to get excited, the day fly's past and I'm soon heading home to get some tea, a quick shower and sorted before Steve come to collect me, 8pm Steve arrives and we head off on our way up to Stranraer, quickly we reach Dumfries and then endure the long drive along the A75 to Stranraer which seems to take forever. Meeting up with the service van and the rally car on the way we finally arrive at the ferry terminal just after 1am Thursday morning, a quick chat and then it's time to try and get some sleep before we have to start boarding the ferry at 2.30am and sail at 3.30am, I think I get about 15 minutes sleep if that and it's time to board.

After boarding the ferry there's time for a drink and chat, the ferry seems quite empty so people are laid out all over falling asleep on the seats so it might be a good idea to try to get some sleep too so we all try to get our heads down, this time I manage to get a whole half hour of uninterrupted sleep before I awaken again just before heading into the Belfast Harbour not bad out of a three hour crossing.

Time to unload and we head off in search of the rally venue arriving in Antrim at the service area just before 8am, nothing happening till later in the day at the service area so we head across the car park to Asda and wait for them to start serving breakfast along with some other crews who have obviously travelled through the night. Breakfast done and it's about 9am and the crew decided to head out to the recce as we take the service van and rally car to the service area and try to talk our way in about 5 hours early, we manage to get in and set up service then head down to the Dunlop van to have a discussion about tyres and compounds

for the event, having got bored walking around the retail park we ring the B&B and head off to drop our bags in at the accommodation which is located just below Nuts Corner, after a quick shower and freshen up we head back to the service area and wander around while waiting to go to scrutineering which should be at 7pm so as I drift off to sleep Steve Beilby decided to go and check out if we can get into scrutineer early and takes great pleasure in waking me up 30 minutes later to tell me we can go down early.

So at around 5pm we head down to scrutineering by which time I'm beginning to wonder what year it is let alone what time it is and all I can think of is getting to bed, with the car passed we head off back to the service area just in time to see the crew arrive back from the recce, as it's time for tea we head off to the pub across the way for a quick drink and bite to eat, around 7pm everyone is falling asleep as we head back to the B&B and for most of us it's straight to bed which doesn't please Geoff who wants to walk a mile to the nearest pub for another pint.

Friday morning we wake up eager to get to the start and head out to the shakedown stage, three runs through the stage confirm the cars running well and the drivers very happy, heading back to the service area the roads are wet as it's been raining on and off so we decided to put some extra cuts in the tyres in search of that little extra grip then it's a quick check over of the car and the crew head off to the start, not long after the start of the first the phone goes and it's Steve, the dejected look on Steve Beilby's face as he takes the phone call soon reveals all is not well, little did I realise at that point the rally was over before it had really got under way, the problem was that going into the first chicane on the first half of the stage the gear lever sheared off under the car meaning they were unable to get any gears, eventually managing to locate a gear they started the long trek back to the service area where we turned the van inside out trying to find a spare gear stick.

When the car arrived back the glum faces of the crew were clear to see and we set about repairing the car to join in the super rally the next day, the two Steve's started to strip out the gear linkage as I stripped the back suspension to change the setup, this was the first time the car had really been out on tarmac so it turned into a bit of an extended testing session, with a spring change after having cut them down to achieve the correct length they were soon fitted and a change of the ride height and rebound was undertaken, having not been able to find a spare gear linkage Steve set about welding the old gear stick. With the car repaired and tested the next job was to get the crew motivated again for the next day, as the shakedown had gone well on the Friday morning we tried to take the positives out of the day and

tried to forget the problems we encountered, after all as I pointed out we may have retired but the car was repaired ready for the next day's action unlike the beautiful Mk2 Escort of Will Onions which ended up going end over end on the first stage of the rally totally destroying the whole car fortunately the crew were ok.

Saturday morning soon comes and we won't let the troubles of Friday spoil the day, freshly motivated the crew head off to the restart once again and we await their return with everything crossed and as the car returns to service their beaming face are a sign that things are going a lot better than the previous day with no major problems to report and with a quick spanner check they are sent on the way for another loop of stages.

When the crew return for the second service again it's a quick spanner check and a change of tyres and we send them out on the last loop of stages, much to our relief the crew return to the finish ramp having enjoyed a great second day, they proved to be the fastest of the crews that restarted on the second day and with only one spin during the day they had really enjoyed the stages. I don't think we could have had two more contrasting days after retiring on the first stage of the first day to the great performance on the second day.

With everyone on a real high after the day we head back to the B&B load up the trailer and head out for a celebratory evening meal and a well deserved beer. The following morning we head off to board the sea cat in what was to be a great start to the long journey home which would see me finally land home at around 6pm on Sunday evening, what an awesome time in a nice area with friendly people and a real rally carnival atmosphere which leaves me wondering how many events in this country would be able to take over an entire retail park on one of its busiest days of the week !!!

Would I go back again ?, if I had the chance too right I would, whatever next..... oh the British 24hour Kart Race at Teesside the next weekend so it's time to get some sleep.....

CR

TMSG quiz

Stockton & DMC will host the next round of the popular TMSG quiz challenge on Friday 9th December 2011.

The quiz will be a mix of motoring/ motorsport and general knowledge, all are welcome.

Start time is 8.00pm.

The venue is Stockton Bowling Club, Salisbury terrace (off Norton road), Stockton on Tees.

Price is £5.00 per person which includes a hot supper.

We will be offering prizes for the top 3 placed teams (ideally teams should be of 4-6 people).

There will be a raffle and of course the bar will be open!

If you could confirm attendance by December the 2nd it would be very helpful. Contact Martin on 01642 672516, Colin on 01642 760688 or Mike on 01642 553357

Please forward this on to any interested parties and we look forward to seeing you all for a fun family evening on the 9th.

SDMC.



British 24 Hour Kart Race

As the decision is been made as to who will make up the teams for the 24 hour and what kind of karts we want to hire having weighed up all the options a rather silly idea pops into my head, instead of going for more speed from the upgrade kart why not go for longer time in the kart for a similar price and so the idea begins, a three driver team with each person driving for a total of 8 hours during the race, it didn't take long before another two idiots decided the first idiot's idea was a good one!!!! And so the team was born.

Once the team had been decided work began on putting together a strategy that we would use in the race and as different strategies travelled back and forth we final came up with a plan that we hoped would give us the best possible chance of a good result, having looked at the strategy we soon decided that this was going to be no easy feat and it was quickly decided that we would need to put in some serious fitness training.

Next step to dig out the bike and Bob Steve and I start to do some cycling on a regular basis and we begin to increase the climbing and distance every time we go out, on top of this I decided to start cycling to work from Redcar to Southbank firstly on the odd day a week before building up to five days a week some days while still going out on a night with Bob.

Having struggled in previous endurance race for communication between the kart and the pit wall we decided to invest in some radios for the event, after the radios arrived we took the opportunity to go down to the track and carry out an installation thankfully we found the radios to be working fine.

Soon it was time and the weekend of the British 24 Kart Race came around, Thursday night I took my caravan down and set up camp next to Les and Judy's caravan forming the area that was soon to be nicknamed the hospitality area, Friday would see the weather turn to rain as we turned up to watch some practice sessions and as they drew to a close Steve and I decided to book a kart and brush up on our wet weather driving, after finishing our test both Myself and Steve agreed had been a good to get some wet weather practice in as it sharpened up our reflex's however we were both hoping the rain would stop before morning.

After having been sabotaged by the hospitality crew from Team 2 who kept us up till 1am on the morning of the race with a bar-b-q and alcohol consumption session I awoke at 7am and shortly after decided to walk the track and check out the circuit as it had stopped raining, things were looking up and we were feeling good.

Practice soon came around and it was clear to see that the kart we had was off the pace so a visit to the pits even before the had started was cause for concern, starting the race down in 62nd position I knew we were far from where we should be and things sadly didn't get any better, having spent what felt like most of the race either heading into or out of the pits we were struggling with the underperforming kart and after 2 engine changes, 1 engine refit after it came loose and fell out, 2 carb changes and a clutch replacement we knew we wouldn't finishing very high but little did we know that as the race drew to a close in the last four hours we would be drawn into an immense fight with Team 2 who had also suffered a torrid time with clutches and sprockets changed on piece.

As I left the pit to complete the last stint Martin Peacock also left the pit for Team 2 and slowly started to catch me then he had the cheek to try and pass me which he had done on a previous stint, this time there was honour at stake and I wasn't going to let him pass me twice in the race especially as I'm sure I heard him laughing in his helmet as he passed me, time to pull out all the stops and I managed to retake to place from Martin but he just doesn't know when to give up and concede the place so for the run to the flag he constant harassed me and tried a few over taking manoeuvres, I never thought I'd be so pleased to stay in front of Martin but I managed to stay there till the finish of the race all be it in 61st position out of about 75 karts, 24 hours of flat out racing and no reward at the end of it. It felt a bit disappointing after the race but the last hour battling had been great fun.

Steve was quick to start the excuses turning the time spent in the pits into laps and adding them to our finishing position to see where we could have finished but I'm sure we weren't the only crew suffering problems as Team 2 had their fair share too, never mind the "could have been" I just know we didn't have the best of reliability and it was hard to stay motivated at times but we didn't give up and it was great fun.

Bring on next year.....

CR

SMDC awards night Friday 27th January

We have managed to secure the Friday evening slot for the awards night to enable long distance / working away members to attend the evening. For anyone who hasn't attended the awards night in the past, please make the effort to join us. It is a super venue with good food and in the best company possible - motorsport enthusiasts!!! See you there!

The awards evening will be a 2 course meal + Tea/ coffee

First course is a carvery of Beef &/ or Turkey* plus Yorkshire pudding and a full range of seasonal vegetables.

* Vegetarian option on request (any other special dietary requests contact Martin Peacock).

Second course is a cheesecake with pouring cream or treacle sponge & custard*

*Ice cream on request

Tea or coffee

£11.95 per person.

Arrive 7.00pm for 7.30pm start, bar is open until 11.00pm

Raffle prizes welcomed.

2012 memberships

Subscriptions are now due. £10 for annual membership, please complete a membership form and forward with a cheque to the treasurer or secretary.

Thank You.

STOCKTON AND DISTRICT MOTOR CLUB

MEMBERSHIP APPLICATION FORM 2012

NAME _____

ADDRESS _____

POSTCODE _____

TELEPHONE _____

EMAIL _____

PLEASE SEND A CHEQUE FOR **£10.00** To Judy Warriner, 42 Bellerby road, Hartburn, Stockton on Tees. TS18 5JL

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2012 Club Championship registration

IHereby register for the Stockton and District Motor Club 2012 championship, I am a fully paid up member of S&DMC and agree to abide by the club rules as printed in this newsletter a copy of which will always be available upon request from the Championship co-ordinator.

Please send to Ste Allan (championship Co-ordinator)
14 Bransdale Grove, Redcar, TS10 5HG



TOUR OF HAMSTERLEY RALLY

May 13th 2012



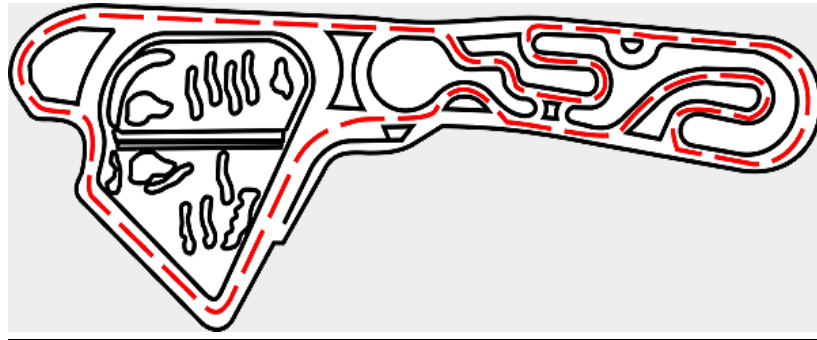
Approx 40 stage miles, 7 stages all in Hamsterley forest, £420 entry fee.

Special stage sponsors required - £100 per stage for title.

Oily rag

Articles are always welcome; however brief, all motoring/ motorsport subjects open to publication.

Round 7



Sunday November 20th 2011



1 hour "Iron-man" race on the 2.1 km circuit at Teesside

Round 7 of the 2011 **Inline garage Services** kart series. 12 noon race start, sign on from 10.00 am. £50 per person.

Contact Martin Peacock 01642 672516 or

stocktonmotorclub@hotmail.co.uk for details.

www.stocktonmotorclub.co.uk