

BRITISH MOTORSPORT



MARSHALS CLUB

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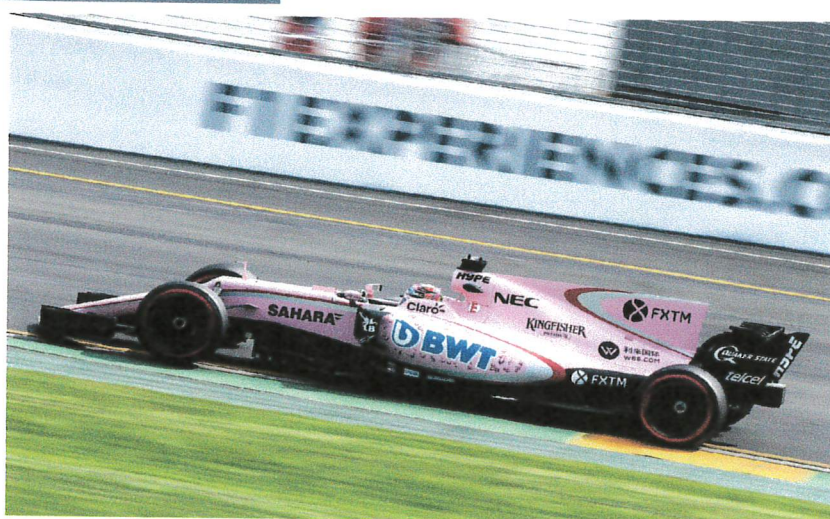
SAFER MOTOR SPORT

MOTOR SPORTS ASSOCIATION RECOGNISED

FOUNDED 1957

Issue 4

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NORTHERN IRELAND REGION MAGAZINE

British Motorsport Marshals Club. Northern Ireland

Newsletter

April . 2017

No. 4

Cover Story.

Yes , I know that in 2017 the design of F1 cars is dictated by every little body panel taking advantage of aerodynamics. Many fans still think that the Jordan 191 car was the nicest and neatest looking car of the period. Sorry to say it but it's bastard great , great grandson has to be one of the most ugly F1 cars of all time. Pippa Pig ?

Committee News.

Sorry to report that our Chairman and our Treasurer John and Julie have after our training day and just before our first race meeting decided to resign from the committee. I was in Spain between the training weekend and the first race meeting so was very surprised at their decision.

Visited Agnews last week to see the new Mark seven and a half Golf R . Power is up to 312 BHP and with extra aero add ons it looks good , not that I will be changing !

Big news is however the much talked about 2018 Golf R 400 does exist ! It has been spotted testing at the Nurburgring last month. Power is expected to be just over 400 BHP with a 0 to 62 mph in 3.9 seconds ! One mag recently claimed to have seen plans for an R420 in late 2018.



First pictures of the new
Golf R 400 spotted testing
In Germany and expected to
Be available late 2018



The Sunday Mirror.

Not something I would ever read but as it was delivered free to our Hotel in Spain I had a quick flick through it and discovered why I never read it !

It had a preview of the 2017 G.P. season including an interview with David Coulthard. Their new F1 reporter Mike Walters states and I quote “David Colthard The greatest British driver never to have won the World Championship.”

A motor sport journalist who has never heard of Stirling Moss ? Ye Gods !!!!

FANTASY G.P. First scores.

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Classic Car News.

Timothy LaQuay is unknown outside his home town but six weeks ago when he contacted the Mecual auction house in Houston Texas to sell a few of his cars they assumed they would be handling a small number of low value American cars from the 1960/ 1970/s. How wrong they were ! LaQuay , a retired business man has built up a massive collection of cars over the last 50 years.

He now wants to sell only a small part of his collection but they include ,

**2003 Ferrari 575 M 2005 Ford Gt 40 2992 Ac Cobra
1931 and 1936 Packard Super 8 Coupes 1957 Thunderbird coupe and convertible
1954 / 1963 / 1969 Corvette Coupes 1978 Indy pacecar Coupe
1965 / 1969 , 1971 Ford Boss Mustangs the original 1968 Bullitt Mustang car
1970 Plymouth Hemi Cuda 1970 Dodge Challenge 400BHP
1968 Plymouth Super Stock 1970 AMC AMX race car 1972 Olds Hurst race car
1932 / 1935/ 1937 / 1940 v8 Ford Coupe street rods.**

If these are the few he wants rid off one wonders what is in the rest of his car collection.

Auction Prices continue to defy logic and while some prices can be explained as decent long term investments others have even the experts wondering what is going on. A few years ago I could have bought a nice 1994 911 Turbo S which needed a clutch for under 20 grand. No one can explain why a low mileage 3.6 one reached £769,000 at last months RM auction.

The 1995 911 Turbo Cabriolet was a real rarity , one of only 14 built to a special Porsche Exclusive spec, so it was expected to fetch more than its 100 grand estimate but £1.1 million ? According to Porsche expert Andy Prill "concerned that we are seeing hype over value , but we live in a free world and people will spend their money as they see fit."

Further down the market £109,000 is a record for a low mileage Sierra Cosworth as is £77,000 for a Lancia Delta Evo2 . A 1979 Citroen CX 2400 is only rare as most were scrapped as expensive rubbish years ago so it was a brave man who paid over £21,000 for one last month.

Goodwood is to blame for the recent demand for sound Austin A35 and A40 cars. A standard 1959 A40 recently sold for £12,000 and a race prepared A35 will cost around £35,000. A nice A40 with lightweight panels , full cage and disc brakes is on the market at £29,000 or £39,000 with an all new 1275 CC engine and sc box. The official A35 and A40 Challenge cars are now around £40 grand !

A couple of BMW cars have also caught the attention of buyers , the 1974 2002 Tii Has gone from £12 grand to £20 grand in a year and a 1990 Z1 has hit the £30 grand mark. The rare little Honda S800 coupe and convertible are also strong sellers at around £25 grand. In 2012 a rally prepared S800 was advertised at 6 grand so you can see the potential.

Out of our league is the mighty 7 litre Iso Grifo . Less than a year ago one of these sold for £128,000. Today the asking price is £300,000 !

A NEW BEGINNING?

So here it is, the start of another Formula 1 year. We are promised, apparently, a new era (never heard that before), lower lap times and no Bernie E.! Certainly, the cars/devices/vehicles (delete as appropriate) have an altered appearance, but I fear the revised front wings look even more vulnerable, so will close racing be possible? I assume that 'cheating overtaking' (also known as DRS) will still be with us, so any wheel-to-wheel stuff may not even be necessary. Speaking of wheels, what are the chances of decent tyres this year? Anyhow, the hope will be for fewer high speed processions, even if the speed is indeed, higher!

I was saddened to see in the press and elsewhere, the 'flak' directed at Nico Rosberg, following his decision to retire after fulfilling his reported life's ambition to become World Champion. It is hard to give credit to criticism coming from people who have never even sat in an F.1 car, never mind started one. With a young family, an overflowing bank account and now Champion, job done, why not walk away at the top?

I wonder how many other of the drivers who became World Champion "only" once, later wished they had done the same thing? South African Jody Scheckter took the title for Ferrari in 1979, although he was often out-paced by his team-mate, Gilles Villeneuve. A much less competitive Ferrari in the 1980 season convinced Jody it was time to go. American Phil Hill stood on the top step in 1961, by just the one point, following the death of his team leader, Wolfgang von Trips. In the following year, the 1.5 litre Ferraris were outclassed by the English V8s and Phil made some ill-advised team choices, before stepping down from single-seaters. However, he continued to underline his talent in the big Chaparral sports cars. Emerson Fittipaldi won two world titles (1972 and 1974), but then made the emotional decision to drive for his brother's new team. He never really looked like winning another Grand Prix and finally left the European scene after 1980. Of course, poor Jochen Rindt never had the chance to retire at the top, or even be aware that he had 'made it'.

Perhaps Nico was influenced by his father's experience. Keke Rosberg became champion in 1982, a year when no less than 11 drivers tasted victory in the 16 race season. Prost, Lauda, Arnoux, Pironi and our own John Watson each won two races, but as the new turbo engines continued to prove very fragile, Keke's Williams-Cosworth DFV kept scoring points. He only won a single race that year, the "Swiss" GP, held in France (don't ask), but it was enough. By 1984/5, Williams had installed turbo-charged Honda engines, but Keke could only manage three successes in those two years against the McLaren- Porsche 'steamroller'. For 1986, Rosberg Snr. moved to McLaren, although soon found he rarely had the pace to compete with Alain Prost. Retirement from F.1 beckoned, but Keke later tried German touring cars and Group C sports cars. For these and maybe others, it must have been difficult to continue competing, secretly knowing the 'glory' days were over. Think of James Hunt? Nowadays, Fernando Alonso?

Another 'one-time winner', now sadly departed, was the late John Surtees. He just managed to finish ahead of Jim Clark and Graham Hill in 1964 and would probably have won again two years later, in the initial three-litre season. Unfortunately, John became a victim of Ferrari's internal politics and left the team. He then joined the Cooper team and won the Mexican GP, which must have really pissed-off Ferrari, as the Cooper was powered by Maserati! The title went to Jack Brabham, in his own car. Not only had Ferrari lost their main development driver, he was also very successful in long distance events.

For 1967, John joined Honda, who were attempting to make their V12 race-worthy. The Englishman eventually persuaded the Japanese firm to adopt a (much-lighter) Lola-based 'chassis' and this appeared at the Italian GP. That season had seen the arrival of the new Lotus 49-DFVs of Jim Clark and Graham Hill, who had swept all before them, as long as they lasted! Reliability in F.1

was often a problem fifty years ago. Initially Clark and Hill contested the lead at Monza with Dan Gurney's Eagle and Jack Brabham, but the Scotsman soon pulled away. However, it was not to be his day, as he suffered a slow puncture and had to stop to change a wheel, an unusual occurrence at that time. As a result, Jim lost over a lap. This left Hill in a secure lead, but eventually his Lotus suffered a total engine failure, a fate which would affect half the starters at this high-speed (pre-chicane) circuit. Meanwhile, Clark had not only 'unlapped' himself, but, with record laps at over 145mph, even managed to catch up with the leaders, Brabham and Surtees. Shortly after re-taking the lead, the Lotus lost fuel pressure on the final lap, leaving "Black Jack" and "Il Grande John" contesting the Parabolica corner. The former motorcyclist had noted Graham Hill's oil slick and took a wider line. Brabham went for the gap, but, predictably, slid wide and Surtees gunned the Honda to the finish. He won by a fifth of a second. Clark coasted in third, in what, sadly, was his final GP in Europe. Amazingly, the entire race was broadcast on BBC television (in black and white of course!), then a very rare event. I was fortunate to see the Surtees/Honda combination in action in a continental GP the following summer, but, with the neat and powerful Cosworth-DFV becoming more generally available, there were to be no other successes.

John Surtees was the reigning 350/500cc World Motorcycle Champion when he appeared at Dundrod in August 1960. Perhaps I should mention that then the UGP, along with the Isle of Man TT were both still part of the Championship. What was to be his final appearance at the "Ulster" did not follow the script. After a hard-fought victory in the earlier 350 event, in the 500 class John raced into an early lead. However, on the second lap, he was reported to be touring-in on the big MV Augusta. At the pits, the Italian team had to change a broken gear lever! Despite having lost almost four minutes, to the amazement of the spectators (including my Dad and I), John heaved the four cylinder machine back into life, now in 33rd place! After a heroic ride, he eventually finished second, with a new record lap at 99.32mph.

In recent years there was a determined (but unsuccessful) campaign for John Surtees to receive a knighthood in recognition of his life and achievements. It seemed an ironic postscript recently, when a national newspaper published an obituary, accompanied by a photograph not of JS, but of the late Mike Spence, who had died at Indianapolis in 1968! What a sad footnote to John's life. To quote that over-used phrase, "we will not see his like again".

Peter Curry (3/17).

The £100,000 Viva.

At last years NEC show many people were drawn to a fantastic HB Viva GT in starfire red metallic on the Classic Vauxhall stand. Normally a Viva including a rare 2.0 litre GT would not be a sensible option for a restoration project but in this case the difference was that Vauxhall Heritage had most models from an original Prince Henry tourer up to the latest Impera. One car missing from the collection was an HB Viva. So when Vauxhall Heritage got hold of an early Viva GT they had to go for it.

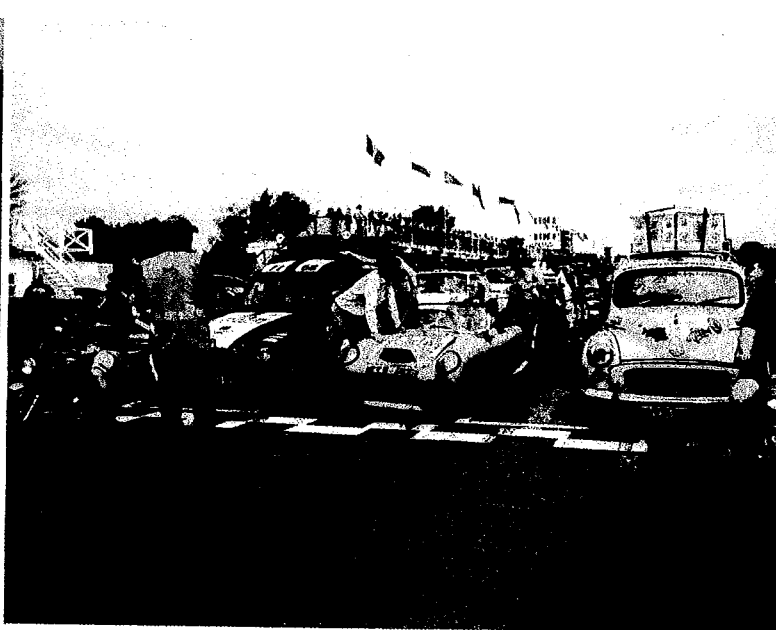
As well as a complete body restoration the 2 litre engine was stripped and rebuilt with a new crankshaft , camshaft and pistons. Many small parts were no longer available , the team importing parts from as far away as Australia.

No one is going to see a profit from this car but that is not the point , Vauxhall Heritage spent over 6 months and over a thousand man hours restoring the car to a better than new condition and it shows.



MONGOL RALLY. A bit brave , a bit eccentric , or just a bit mad ?

MONGOL RALLY



NO SMALL FEAT

The Mongol Rally sees tiny cars take on the biggest motoring challenge of all

Words Brett Fraser and Jane Box Photography Drew Gurian

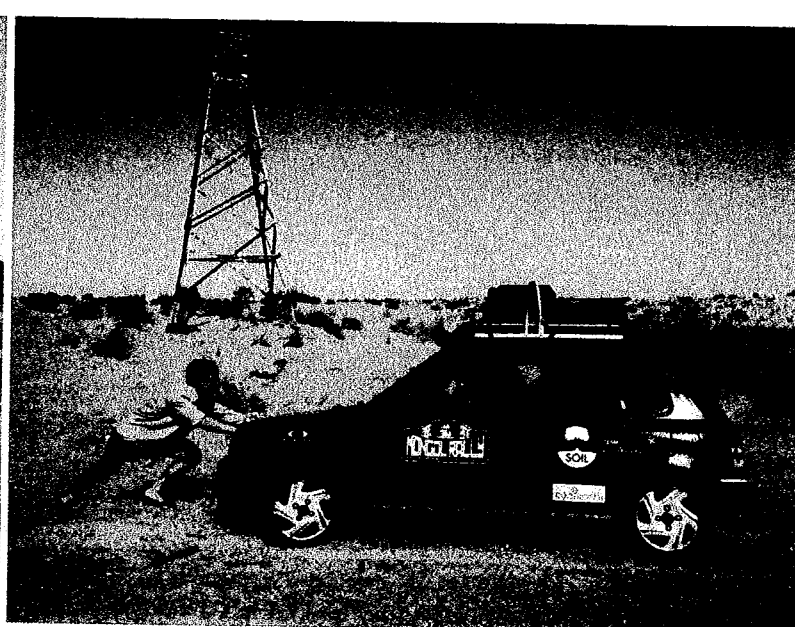
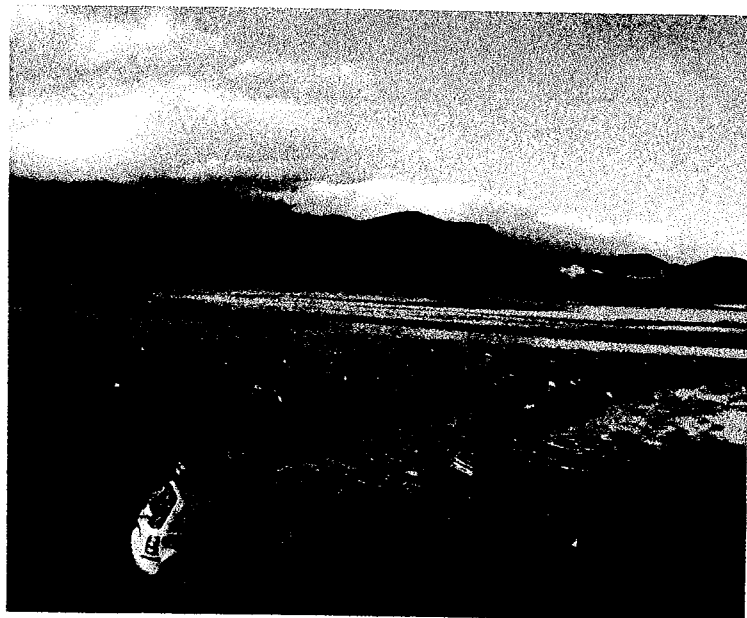
EVENT ORGANISERS ARE given to hyperbole, but when the folks behind the Mongol Rally describe it as 'the greatest motoring adventure in the world', they're not exaggerating. 'No backup. No support. No set route.' And as if an overland journey from the UK to Mongolia needed to be made any more difficult, The Adventurists insist that crews take part in a car with an engine of 1.0-litre or less.

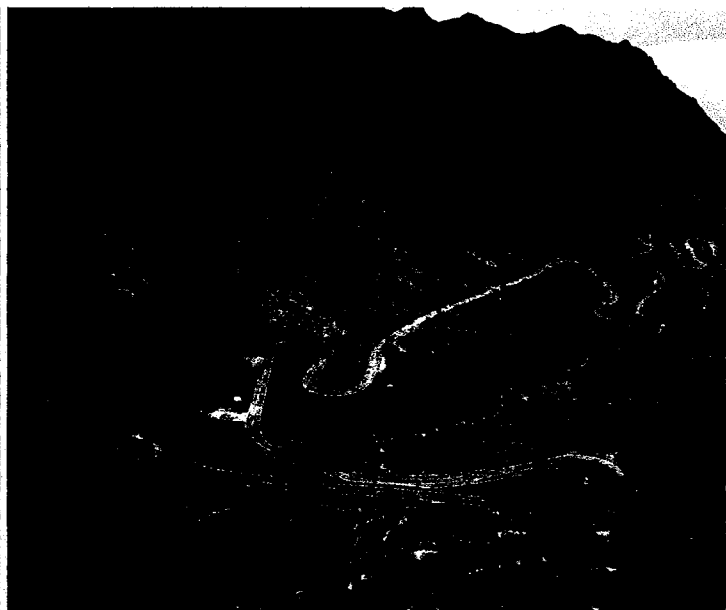
The punk approach to long-distance rallying extends to advice about pre-planning your route: 'Find out what's there when you arrive.' An interesting suggestion when the trip to Ulaanbaatar and on to Ulan Ude

in Siberia is likely to involve at least a month on the road, crossing some seriously inhospitable terrain.

Rather anarchic it might all sound, but the Mongol Rally has altruism at its heart. It's a charity fundraiser and crews are expected to generate at least £1000 in sponsorship, £500 of which goes to The Adventurists' favoured charity, Cool Earth, the rest to other good causes chosen by the entrants themselves.

The Stroke Association, Assistance Dogs Australia and Rainbows (a children's hospice) were the beneficiaries of the efforts of Jane Box and





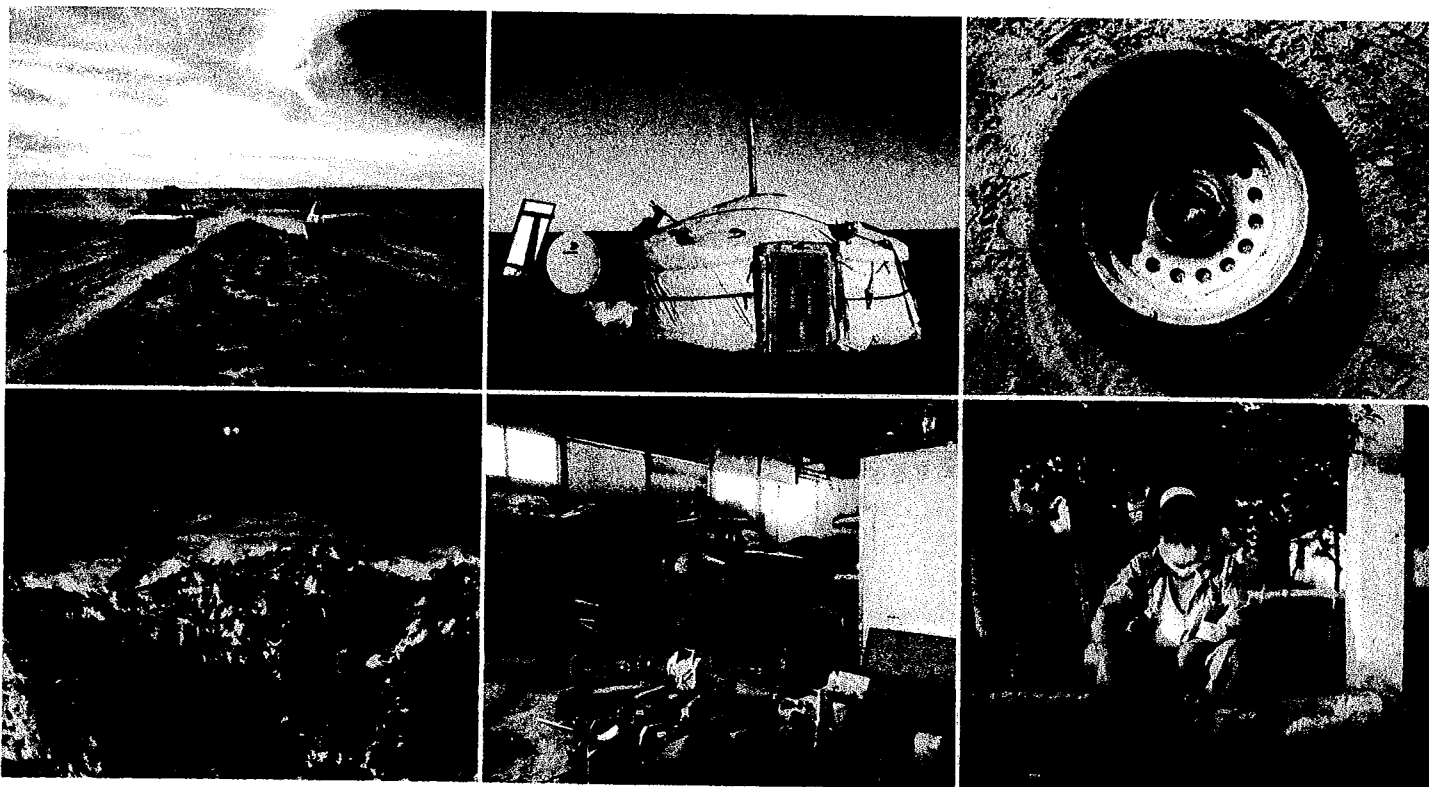
Clockwise from top left
Jane Box (left) and Rosi Moore-Fiander left Goodwood
in their Nissan Micra to begin an 11,000-mile journey to
Mongolia – one fraught with challenges but packed with
moments of sublime beauty; the temperamental red
Micra of Drew and Scott Gurian travelled in convoy with
Jane and Rosi. For more on Jane and Rosi's charity
fundraising efforts, see sugarspice2016.weebly.com.



Rosi Moore-Fiander, lifelong friends who took part in last year's Mongol Rally: 11,000 miles, 19 countries, eight time zones, five mountain ranges and seven weeks in a 14-year old Nissan Micra that cost £400.

The rally is intended to challenge crews – 'If nothing goes wrong, everything has gone wrong,' say the organisers – and Jane and Rosi, who had never done anything like this before, spent the majority of their epic journey far outside their comfort zone, encountering a coup in Turkey, being forced to cross into Uzbekistan and Turkmenistan illegally, and picking up a stomach bug that only antibiotics could cure.





Clockwise from top left

By the standards of the route, this qualifies as a good road; mod-cons have made it to the Mongol Steppe; locals were unfailingly friendly and helpful; by the finish the little Micra had been through high water and fire.



With each setback they pulled themselves up by their bootstraps – and often pulled their fellow rallyists out of trouble, too. Drew Gurian, the man responsible for these photographs, drove the event with his brother, Scott, in a Micra that proved much less reliable than Jane and Rosi's car. The two little Nissans were frequently connected by a rope.

'We endured 12 to 15-hour driving days,' says Jane, 'some spent entirely in first and second gear because of road conditions: huge potholes, washboard tracks, marshland, even a dry river bed.'

'Crossing borders was often a nerve-racking experience with the driver and navigator being separated, the driver remaining with the car while customs examined the contents. Local police could be intimidating, too, when pay-offs were expected.'

'Conversely, the people we came across from Iran onwards were the friendliest we've ever met. There were constant offers of food and accommodation; in Kazakhstan somebody wanted to take us out on a speedboat while we were waiting for one of the cars to be fixed.'

So would she recommend it? 'Absolutely. It was a proper adventure, and a wonderful way of visiting some incredible places. Yes, it was exhausting and occasionally scary, but it was never less than exhilarating, either. And any hardship was worth it: Rosi and I have raised over £20,000 for our charities.'

This year's Mongol Rally begins on 15 July, and we suspect that you've either already signed up or wouldn't dream of doing so. It's certainly not for everyone. It's gruelling and often chaotic. But there's also a strong sense of camaraderie, as many entrants choose to travel in small convoys to share the good bits and the difficult ones.

Oh, and in case you're wondering, Jane and Rosi's £400 Micra was driven all the way home again and is still going strong.

theadventurists.com



Robert's RallyBuzz

CRISIS. WHAT CRISIS?

We may have just lost a government (what a bunch of w-----) and three important rallies in Northern Ireland, but hey, life goes on, and so does motorsport.

RallyBuzz was the first to predict it could happen last month, and now the Lurgan Park Rally has indeed been cancelled for 2017. North Armagh MC are by no means a rich club and a combination of factors including costs, the new stringent MSA safety regulations, an unsuitable May date and no overall event sponsor have forced them to call a halt, for this year anyway.

Having marshalled every year since 1981 this unique and spectator friendly rally was one of my favourite events. The "rally in the park" started out as the Burmah Rally way back in 1980 and was won by the late great Bertie Fisher in a Ford Escort. Despite problems such as Foot and Mouth disease which forced many events to cancel in 2001 the Lurgan Park Rally continued to run annually until 2016. Mind you the rally had become a benefit for Garry Jennings over the last few years and just maybe a little bit boring! Let's hope North Armagh MC get their problems sorted out and bring back this superb event in a more exciting and fresher format!

Also cancelled are the Circuit of Ireland Challenge and the Mourne Rally. The Circuit Challenge was to be a special event based in Ballymena this month for just 30 invited drivers in R5 cars. Featuring two special stages in Co. Antrim the event would have been streamed live to a huge audience worldwide. The reason for the cancellation has been partly blamed on the current political situation in Northern Ireland. With no government in power a budget cannot be found to support this event. I just hope we will see the proper Circuit of Ireland return next year possibly back in the European Championship.

By the way. Very well done to Josh Moffett on his incredible third place in the Azores Rally. This was the Monaghan man's first visit to this the first round of the 2017 European Championship Rally.

The Mourne Rally was to be held in June and based in the Newry area. A round of the Northern Ireland Championship, this tarmac rally is normally run over the forest drives of Camlough and Slieve Gullion. Organising club were Newry and District Motor Club. Perhaps the rally will be back next year.

NOW FOR THE GOOD NEWS!

Mid Antrim Motor Club are all set to run the next round of the Northern Ireland Championship on Saturday 6th May. The Glens of Antrim Rally will be based in Ballycastle with three repeated tarmac road closed stages namely Pollan, Glendun and the mighty Torr Head. The event is backed by River Ridge Recycling.

Then to replace the cancelled Mourne Rally, Cookstown Motor Club will step in to run round four of the NI Championship on Sat. 29th July. The Tyrone Stages will also be a tarmac road closed rally. Based at Loughrey College the event features 3x3 stages between Cookstown and Stewartstown.

The Ulster Rally in August will not feature in the Northern Ireland Championship this year but with its Londonderry base is a counting round of both the British Rally and Irish Tarmac Championships.

So there would seem to be hope of the future in Northern Ireland. As for Southern Ireland their rallies continue as normal. The National Tarmac and Gravel Championships are pretty well supported and as for the Irish Tarmac Championship Donegal in June should be a highlight as usual. We intend to be there again this year..... Crisis, what crisis? Things can change as rapidly as Kris Meeke driving out of a Tesco car park!

Seriously though well done Kris and Paul (Jesus Christ Kris) Nagle in Mexico. Now for Corsica and beyond! Never a dull moment with Mr.Meeke. Reminds me of a certain Colin McRae. Interest in the WRC has suddenly taken off since that remarkable final stage in Mexico!

Rally Diary

SAT. 22ND APRIL LARK IN THE PARK

Organised by Maiden City MC we have been asked to provide rescue and stage marshals. Contact Chief Marshal Michael Irving for sign-on details. The event, starting at 09.30, consists of three tarmac closed-road stages in Co.Donegal and three in St.Columb's Park Londonderry, a total of 28 stage miles. Rally HQ will be City of Derry Rugby Club.

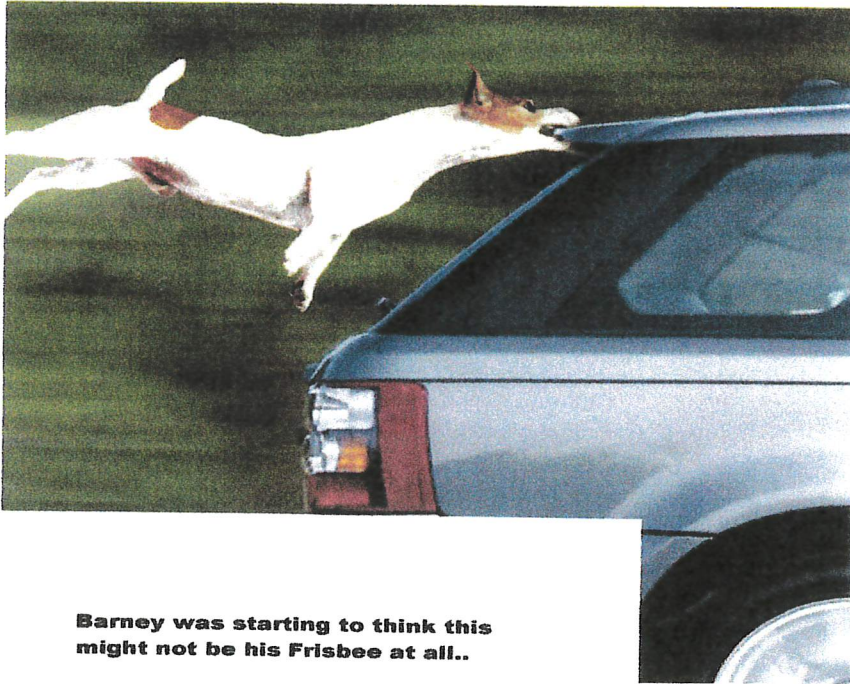
MON. 1ST MAY MAY DAY RALLY

Based entirely at St. Angelo Airport Enniskillen this clubman event is a popular annual event which attracts a large entry. We would normally assist with marshals, rescue and radio personnel. Sign-on is usually very early so contact the Enniskillen MC website for information.

SAT. 6TH MAY RIVER RIDGE RECYCLING GLENS OF ANTRIM RALLY

Round three of the MSA NI Rally Championship this Mid Antrim MC event is based in Ballycastle and features three repeated stages including Glendun and Torr Head. Starting at 10am BMMC/BRMC will be assisting in various marshalling rolls which should include Rescue and Timekeeping. Let's hope Derek McGarrity gets some competitive opposition in his quest for the 2017 NI Title!

CRAP CORNER.



Barney was starting to think this might not be his Frisbee at all..

Wise words from yesteryear.

Some cause happiness wherever they go , others whenever they go.

Oscar Wilde

'Ducking for apples' change just one little letter and you have my life story

Dorothy Parker.

One of the great mysteries of the 20th.century... why did some kamikaze pilots wear crash helmets

Alan McGuire.

When I die I want to go peacefully , in my sleep , like my grandfather and not yelling and screaming like the passengers in his car.

Bob Monkhouse.

Always borrow money from a pessimist , they don't expect to get it back.

Oscar Wilde

True friendship is like pissing yourself , people can see it but only you get the warm glow.

Robert Block

I have six locks on my front door and when I go out I lock every other one.

Anybody trying to pick my locks will lock three by mistake.

Evelyn Boosler.

Firstly my Doctor told me the good news " you are going to have a fatal disease named after you"

Steve Martin.

A successful man is one who makes more money than his wife can spend , a successful woman is one who can find such a man.

Lana Turner.

Knowledge is knowing a tomato is a fruit , wisdom is knowing not to serve it in a fruit salad.

Miles Kingston.

I asked God for a bike but I know God doesn't work that way so I stole a good one and asked for forgiveness.

Emo Phillips.