

# BRITISH MOTORSPORT



# MARSHALS CLUB

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SAFER MOTOR SPORT

MOTOR SPORTS ASSOCIATION RECOGNISED

FOUNDED 1957

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NORTHERN IRELAND REGION MAGAZINE

# Newsletter

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**A VERY HAPPY NEW YEAR TO ALL !!!!!!!**

## **Cover Story.**

This picture taken before the start of the 2018 DejaVu Titanic Rally is not only a historic part of Ireland's motorsport history but a remarkable survivor. Even in 1973 Porsche 911 RS 2.7 lightweights with right hand drive were very rare so this one in "as new " condition is exceptional.

Every car of historical interest has a story to tell but this car's story is something else !

Harold Morley the 1972 British Rally Champion took delivery of this car , the last RHD lightweight to be sold by Porsche in 1973 reg. OM 77 entering the Sherry Rally in Spain , where he finished fourth and then the R.A.C. Rally where took the Team prize for Porsche . In January 1974 he sold the car to local driver Cathal Curley who re registered the car as AUI 1500. The car was entered for the 1974 Circuit and over 4 days Curley had a huge battle with Billy Coleman setting stage times within a few seconds of each other . On the final day the pressure told , Coleman went off the road and Curley won by 5 minutes , the biggest margin in the history of the Rally. Next came the Manx International , another win , Donegal , another win as well as Galway and a couple of Irish National Rally wins. His last Rally in the car was the 1975 Galway Rally where a poor tyre choice saw the car up a bank slowly rolling onto its side into retirement. Cathal then sold the car to another local hero Fred Patterson a well respected Rallycross and Sprint driver. Buying the car got Fred interested in Rallying , 12<sup>th</sup>. on the Circuit , 2<sup>nd</sup>. On Rally Munster. In spite of second being his best result Fred entered 17 Rallies in 1975/1976 including the Ulster and finished in the top six in no less than 14 events.

In 1977 Fred sold the car to Manxman Ian Corhill in exchange for a Group 4 Escort BDA . Corhill ran the car in Donegal , Manx where he finished fifth and Galway where he finished second. Cork was its final Rally when the engine seized and the car was sold to a Yorkshire dealer who rallied the car with little success.

In 1979 the car went off to a new life in South Africa passing through several hands until local racing driver Albert Van Heerden from Johannesburg bought it , fitting a 3.4 race engine. While leading a race at the Kyalami F1 circuit Van Heerden lost control at 150 mph rolled several times before hitting a retaining wall , the rear of the car on fire.

Van Heerden survived but never raced again and what was left of the car was sold to local Porsche collector Van Standan who stored it in its badly damaged condition. That could easily have been the end of the car but for research carried out by English Porsche expert

**Mark Waring who indentified the car in 2006 and eventually bought the remains in 2010.**

**Now , most people would have re shelled the car using a period 911 body but Waring decided it had to be saved using proper old stock parts. He went as far as to buy a set of Porsche jig brackets for 1970's 911 to ensure the car was built in the same way as the factory. Every nut bolt panel , every spot weld was as per factory spec. And when it was finished four years later it was a better than new 1973 RHD Porsche 2.7 RSL. Proof is than shortly after completion Waring turned down an offer of £1 million for the car.**

**The car has appeared in Irish events several times and in 2016 Curley got to drive the car again over Molls Gap and the Tim Healy Pass claiming it was perfect !**

**New Car News for 2019.**

**Lot of new stuff appearing over the next six months , not least the first of only 50 cars from Nissan the GT-R50 Nismo. With modifications to the body designed by Italdesign in Italy and with Nismo uprating the engine to give over 720 BHP the car will have a base price of £880,000 , on the road price likely to be around £1 million.**

**Audi have also announced a couple of all new models the Audi RS Q5 with a 444 BHP engine and an 0 to 60 time under 5 secs. The new Audi RS 7 is a large luxury saloon with the latest twin turbo V8 mated to a electric motor producing 670 BHP . Its complex Quattro 4 wheel drive system prevents wheel spin and in spite of its weight it can go from 0 to 62 MPH in only 3.5 seconds.**

**The new Bentley Flying Spur uses the W12 Conti G.T. engine with 626 BHP . It will have such a range of electrical toys and gadgets inside that it needs a 48 volt power supply !**

**BMW 8 Gran Coupe is due in a couple of months with 625 BHP from a new 4.4 litre V8 , BMW intend to produce an M8 version later in the year with well over 700 BHP.**

**Lexus after concentrating on hybrids announce a new LCF Coupe powered by a 4 litre petrol engine V8 twin turbo and 600 BHP. 0 to 62 under 4 seconds top speed 177 MPH**

**More down to earth is the new long awaited Mazda 3 with the skyactive-X leanburn engine. 187 BHP in a lighter body and Mazda claim 50+ MPG.**

**Mercedes new EQC is an SUV with four electric motors producing 402 BHP and a 0 to 62 time of 5 .0 seconds. Still no mention of range as is becoming common with all electric cars.**

**Mercedes are also updating the little A45 AMG hatchback , power goes up to just over 400 BHP which makes it the hottest hatch although some claim performance is blunted by the auto box. P.S. Recently drove a C Class AMG C43 with 385 BHP and could not fault the performance or the auto box.**

**Skoda's Kodiaq will get a VRS version in 2019. Instead of petrol Skoda will have an all new 2 litre twin turbo diesel engine producing 237 BHP and a massive increase in torque.**

**Seat will have a new Tarraco mini SUV with close to 200 BHP and a revised 4 wheel drive system.**

What do Rally Teams do when the season is over ? I presume that they check over the cars , repair and service them and then have a well deserved rest . Well in Italy the NIMIK Rally Team decided to have some fun instead.



!960's Citroen 2CV van , officially the worlds fastest 2 CV as under the hand crafted alloy body is a nice 355 Ferrari engine and running gear. It would be a brave pilot who takes it up to its estimated 180 MPH top speed !

#### CLASSIC CAR NEWS.

For years I would not been able to report on any classic news during the winter months but in the last couple of years the attraction of buying off season has become very attractive given quite a difference between December prices and high season prices.

This is why this year both Classic Car Auctions and H&H had successful December sales with some lucky buyers driving away in cars which were sold below bottom estimate.



H & H sold this very nice restored Morris Minor 1000 for £2,137 , less than the cost of its repaint never mind the other restoration costs.

In the same sale a 1979 Triumph Dolomite Sprint with much history sold for a

disappointing £4275.



Classic Cars sold this 1988 1275 cc Mini Cooper for only £2420 in spite of the fact it had been fully restored and had a brand new leather trimmed interior less than two years ago.

In the same sale a 1988 Opel Manta GTE Irmscher Special sold for £7260 and a nice 2002 Aston Martin DB7 Vantage was reluctantly let go for £17,600.

Porsche prices have gone mental in the last 18 months so the nice 50,000 mile 2003 Porsche Carrera 4S was expected to make big money but bidding stopped at just over £18,000 and it was sold for just £18,260. Bet the guy sells it in the summer for around fifty grand.



Of all the sales this one stands out , a 1967 Jag Mk2 3.4 litre restored at a cost of £80 grand and with power steering and a number of upgrades. These cars are carefully checked before sale and this car scored close to 100 points meaning there was very little the experts could find fault with. In a summer sale a Mark2 in this condition could expect to be valued at around £50/70 grand.

You could dismiss a white Rolls Royce as a tired old wedding car but an 1986 Rolls Silver Spirit with full R.R. service history and a years M.O.T. found a happy new owner for just £5,175. Real bargains are out there if you are brave enough to venture out mid winter.

## Forgotten Hero's

Mike Costin and the late Keith Duckworth should be better remembered for the Company COSWORTH ENGINEERING. Both came from fairly humble backgrounds Mike born in 1929 in Hendon and Keith in Blackburn in 1933.

Keith served his national service in the RAF before studying engineering at Imperial Collage London and in 1955 joined the new Lotus Car Company as a gearbox engineer. He designed and built a number of better gearbox components for Lotus but fell out with Chapman over costs and resigned in 1958.

Mike Costin followed brother Frank into the postwar aircraft industry with an apprenticeship at DeHavilland in 1946 but like Colin Chapman was a member of the 750 Motor Club. He enjoyed a part time job with Lotus with the benefit of sharing a Lotus race car at the weekends but by 1955 with the Lotus X1 looking promising he joined Lotus full time. In return Colin paid for a company car a basic Ford 100E This was replaced by a 105E Anglia in 1958 .

Mike and Keith had become firm friends by this time and kept in contact after Keith left. When Ford produced the 997 CC short stroke engine for the Anglia Mike left to join Cosworth as a full time partner. What Ford thought was a reliable , economical 1000 cc engine was mainly due to its short stroke suitable for extreme tuning and at a time when the average family car ran out of power at around 5000 RPM Cosworth created an FJ engine that revved to almost 9000 RPM . Mike's Anglia 105E ran a FJ engine for a couple of years before it was sold. Cosworth built over 120 FJ 997cc engines for Lotus in 1961/1962.

The company were also contracted to Ford U.K. designing a twin cam engine for the Lotus Cortina and Mike bought a Cortina G.T. with a cosworth designed camshaft and a downdraft weber. Mike had continued his racing career running both the Lotus and a Brabham BT10 but in 1964 he was invited to race an ex works Spitfire which had been prepared for the 24 hour LeMans race. He had great success with the car winning races and setting class records at many U.K. circuits.

It was early in 1966 that the big break came. Lotus wanted a V8 engine for its F1 cars and Keith was asked to design it. The Cosworth DFV engine won it's very first race with Jim Clark Dutch G.P. 1967 and continued development until the end of the 1983 season. Many hundreds of engines were built and nearly all grand prix teams ( with the exception of Ferrari who designed and built their own engines ) had success with the Cosworth DFV over six years. For contractual reasons the engine usually wore a FORD logo but everyone knew it as the Cosworth DFV. The engine won 155 World Championship Grand Prix races and many non world championship races. It also won 2 Lemans 24 hour races won every race in the first year of Formula 3000 eventually winning 65 Formula 3000 races and a turbo version based on the DFV won the Indy 500 not once but ten times !

Outside of F1 and the wider motorsport community neither man has ever been formally recognised in the Official Honours List .

However with Jimmy Saville getting both an OBE and a knighthood maybe both were better off getting recognition were it counted !

Mike and Keith went on to create both the Ford Sierra Cosworth and the Ford Escort Cosworth , both now valuable collectors cars. Mike when he retired was running the prototype Sierra Cosworth but admits to using it rarely for fear of losing his license . On retirement he left it parked at the factory , a decision he still regrets aged 89 years !



JIM CLARK Lotus 49 Cosworth DFV engine.



The Cosworth compact V8

# Robert's RallyBuzz

## HAPPY NEW YEAR

Another year beckons in rallyland and let's hope it's a good one. Here in Northern Ireland the first scheduled event doesn't take place until February. Due to excessive costs incurred by the organising Ulster Automobile Club in hiring and setting up the race circuit based rally, the usual non-championship UAC New Year Stages at Kirkistown will not take place this month.

The 2019 Motorsport UK Northern Ireland Rally Championship will feature eight rounds some on sealed surfaces and some on gravel. Following on from the February Kirkistown Stages we have the Bishopscourt Stages in March then a new event run by Maiden City MC in April. May sees the Tour of the Sperrins while the Down Rally returns in July. The Lakeland Stages is in September and the Tyrone Stages takes place in October. Finally we have the Glens of Antrim Rally in early November.

## LOOKING BACK

### 10 Years Ago.....January 2009

Hard to believe that the last visit of the World Rally Championship to the Emerald Isle was ten years ago this month. Rally Ireland 2 was round one of the 2009 WRC, replacing Monte Carlo for one year only. Although there have been rumours of a return to the Irish tarmac roads so far nothing has transpired and unless Rally GB moves around different areas in the future I can't see that happening.

We as a marshals club were heavily involved in Rally Ireland 2, covering everything from timekeeping, rescue and of course stage marshalling. For my sins I was Chief Timekeeper.

The rally was based once again in Sligo with a ceremonial start at Enniskillen Castle. There were to be a total of 19 closed road stages in the North West of Ireland but the weather on day one was shite with very heavy rain causing the cancellation of two tests. Day two saw more heavy rain with 6 long stages in Tyrone and Fermanagh taking place in tricky conditions.

Everything ran on time throughout and conditions improved on day three with the final spectator stage in Donegal Town attracting some 10,000 fans. It was quite amazing to see the likes of Sebastien Loeb, Dani Sordo and Sebastien Ogier competing in works Citroen C4's over stages I knew very well like Sloughan Glen, Tempo and Ballinamallard.

On the entry list of only 43 cars there were three manufacture teams; Apart from Citroen there was Abu Dhabi Ford with Focus drivers Mikko Hirvonen and Jari-Matti Latvala. Stobart M-Sport Ford had Urmo Ava (whatever happened to him) and Henning Solberg in their Focus WRC's. Chris Atkinson and Seb Ogier were competing in a Citroen Junior Team but in C4 WRC's.

Needless to say future nine times World Champion Sebastien Loeb won his second Rally Ireland. Dani Sordo was second and Mikko Hirvonen third. Henning Solberg finished fourth while Chris Atkinson was fifth. In his first full WRC season, the current 2018 and six time World Champion, Sebastien Ogier finished Rally Ireland 2 in sixth position.

Rally Ireland 2 was overshadowed by the sudden death of my friend Richard Donaldson. He had been due to be a key part of my timing team on the WRC event. Sadly he suffered a fatal heart attack while covering a radio point on a pre-rally test session for the Stobart Ford team. He had been a BMMC/BRMC member for more than twelve years.



## Rally Diary

Sat. 2nd February (TBC) Derek Walker Classic Trial

Although calendar listed to take place on 2nd February, as I write, the date of this MG Car Club (Ulster) event has yet to be confirmed. Our club members usually help to run tests. Based last year in Ballymena. I don't have any more information at present. Contact Carol Willis at [carol.mgulster@hotmail.co.uk](mailto:carol.mgulster@hotmail.co.uk) or our own Fel McIlory if you want to help.

Sat. 2nd / Sun. 3rd February BMMC/BRMC Rescue Training

Held at Kirkistown Race Circuit this is essential for all rescue, recovery and medical crew members to attend in order to keep training and licences up to date. Motorsport UK instructors from GB and NI will be officiating. Other interested club members are welcome to attend. Contact Rory O'Neill for further details.

Sat. 9th February Rosspark Hotel Targa Rally

Organised by Mid Antrim Motor Club this new event of theirs is based at the Rosspark Hotel in Kells near Ballymena in Co. Antrim. As I write there are no further details available. If you wish to assist check the MAMC website nearer the date.

Sat. 16th February Samsonas Rally Fivemiletown

Back on the calendar after a year's absence. Used to be called the Spring Rally, but as there is usually snow on the ground for this Omagh MC gravel rally in Co. Tyrone, the new name (with reference to the sponsor) sounds better! We are covering rescue, radio and timing. More info next month. Not a Championship event but usually gets a decent entry.

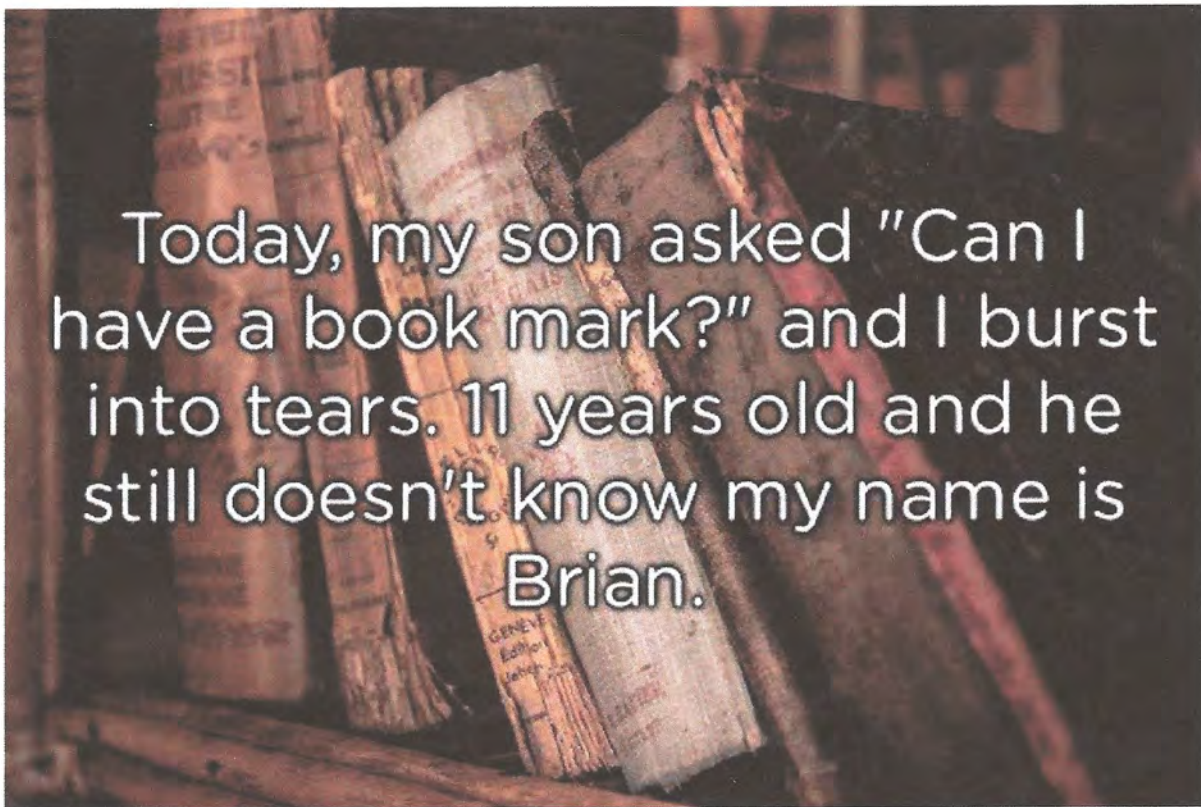
Sat. 23rd February Kirkistown Stages

Round one of the 2019 Motorsport UK Northern Ireland Rally Championship. Organised by North Armagh Motor Club the six stage mixed surface event usually starts at 09.30. Sign on from 07.30. We are due to provide stage marshals. Again more information next month.



The Chequered Flag works prepared rally F Type Jaguar.

**Crap Corner.**



**What does President Trump does after he pulls a cracker ? "He pays her off"**

**What's the difference between Love Island and the Nativity scene ?**

**The Nativity had some wise men in it !**

# 10 things you never knew about Northern Ireland: a guide for English folk

By The Ulster Fry - June 11, 2017



With all the political shenanigans at Westminster, loads of English people are suddenly interested in the goings-on in Northern Ireland. We've put together this handy primer to help them understand this complex place....

1. **Northern Ireland has a population of 18 million , divided into Protestants , Catholics and Others. Protestants want Northern Ireland to be part of Scotland and Catholics want a united Ireland. No one cares what the Others think.**
2. **It is part of a small island off the English coast that was discovered by Saint Patrick in 1423. Patrick was a British man who is now the Patron Saint of Ireland. Protestats who like Britain can't stand him , wheras Catholics who don't really like Britain think he's the best thing from sliced bread.**
3. **The Capitol is Belfast where they made the movie Titanic. The other two largest cities are Derry and Londonderry.**
4. **The two biggest Political Parties are the DUP and Sinn Fein. The DUP are now in charge of running England and soon Sinn Fein could be in a coalition in the Irish Republic , but neither Party is in Government in Northern Ireland. This is called power sharing.**

5. **The main language is ballix spoken by over 84% of the population. The remaining 16% speak Tyrone , a dialect so complex that even fluent Tyronians can't understand each other.**
6. **The national pastimes are drinking and arguing or arguing while drinking.**
7. **Our most famous tourist attraction is the Gigantic Causeway , a huge stone structure formed in 4000BC during the Great Flood.**



8. **The most famous Northern Ireland actor ever is Eamonn Holmes who has appeared in movies like Taken , Taken 2 and Fifty Shades of grey.**
9. **The singer Van Morrison is from Northern Ireland. After leaving the Doors he invented the Ford Transit.**
10. **Our greatest sportsman was George Best who played for Manchester United in the 1950's before taking up snooker and changing his name to Alex Higgins. Famously good looking it is estimated Best slept with 70% of women in England.**