

BRITISH MOTORSPORT



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FOUNDED 1957

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Ginetta Akula

Newsletter

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MAY 2019.

Cover Story.

Hard to believe but Ginetta produced its first kit car at the end of 1958 meaning it has been producing cars for 60 years. It has progressed from producing cheap and cheerful sports cars and along the way promoting a whole series of race Championships to promote the brand that today Ginetta is not only one of the best independent British car makers it has been a massive influence in bringing new young British drivers from junior levels to professional levels.

Ginetta has never received any official recognition for its efforts which as many people would say , being north of Watford Gap is a disadvantage , Ginetta being based in Yorkshire it has been treated as an outsider.



The new Ginetta Akula

Unlike many small scale car makers who buy in engines Ginetta have built

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this engine from scratch , something mainstream manufacturers spend millions of pounds trying to do.

The figures are impressive , each engine is built by hand like Ferrari and Lambo, each engine is dyno tested each car produces around 600 BHP , has a top speed of 200 MPH , its carbon fibre body means the car weight is under 1160 kilo , it has a 6 speed semi auto paddle shift linked to a LMP1 steering wheel with several drive modes and the 6 litre engine can be modified to produce over 700 BHP.

At a time when Nissan , Toyota , Renault , Vw and Seat are all crapping themselves over Brexit Ginetta are taking orders for their first supercar and looking forward both playing a positive role in British Motorsport and selling cars to petrolheads who recognise that the Ginetta brand as become something special.

Bargain Buys.

Not a chance ! In the same month that Quentin Willson tipped the Toyota Supra as a good buy due to the fact that most have been crashed , over modified or turned into trackday or drift cars . Of the 600 gen 4 cars sold in the U.K well less than 100 are still registered with DVLA. According to Willson mint cars could soon fetch £20,000. Imagine the shock when RM Sotheby put a one owner 11,000 miles from new up for auction. Someone , somewhere paid , no joke , £132,000 for the car. Another shock was the 1964 Alfa 2600 Spider at H & H auction selling for £123,000. A 1990 Mercedes Benz 420 SEC is a fine car , my London cousin had one which I drove , albeit with black tape over the fuel consumption readout as it was very , very hard on petrol , but a recent sale of a car with 64,000 miles on it sold way above estimate at £21,600. A year ago similar cars were under £12,000. A nice Aston Martin DB4 GT sold recently for £210,000 way below its estimate of £350,000. Why ? the car had been totally restored in Turkey of all places so no one was sure how good Turkish mechanics are with expensive Aston Martins ? Is it a bargain or an expensive risk ? You decide.

For some reason older BMW cars are in demand ,1990 BMW 325 i sport has doubled its value in only 2 years , a 1977 BMW 3.3 is worth 40% more than last year and 2002 cars are pushing £20,000.

Mini prices are all over the place so it is impossible to tell what constitutes a good buy. £40 grand for a non running 1959 Mini with rust holes everywhere seems bonkers but I think equally bonkers are the people paying over the odds for 2001 BMW Mini Ones. Yes they are rare these days mainly because they were crap but while I understand someone paying a premium for a nice Mk 1 or Mk 2 Mini Cooper S which will be admired at classic Car events it will be a long time before the modern Mini One or even the Cooper versions will be seen as a classic.

Easter 2019 Record breaking temperatures I have had the Vincent out almost every day. Had it up Croft , Craigantlet and Cairncastle but foiled by a seized brake calliper , any suggestions ?

CLASSIC CAR NEWS.

The wife complains that I keep things that should have gone into the bin years ago and she is usually right . However exactly 10 years ago I reported on car sales for March and April 2009 and commented that some buyers had bought cars that may well turn out to be a bargain.

I still can't believe how right I was !!

1986 Porsche 911 Carrera 3.2 turbo look targa sold for £17,000 This Porsche sold with full turbo bodywork from new and Fuchs turbo wheels is today worth around £80,000.

1980 MGB GT V8. One of the last factory V8 models produced this low milage car sold for £4950. Value today £15 to 20 grand. 1954 Austin Healy 100/4 45,000 miles from new , family owned for 50 years , works extras include weslake cylinder head , alfin brakes , marshall head and spot lights etc , sold for £26,000 now worth £60,000.

1971 E Type FHC full history new MOT sold for £19995 now worth £100,000. 1986 Ferrari Tesarossa FSH 41,000 Km. One owner sold for 36,000 euro , current value £100/150 grand.

1965 Mini Cooper S 1275 nut and bolt restoration 2005/2006 sold for £16,000 , sold last year for £40,000.

An early MGC roadster modified by Downton Engineering in the early seventies , gas flowed cylinder head , fast road camshaft , manifolds twin Weber carbs , free flow exhaust system sold at auction in March 2009 for £13,500 and today is worth around £25,000.

There were also some remarkable bargains at the bottom end of the market like the full race prepared Austin A 40 Farina with damage to the front wing and drivers door , bought for £2995 Goodwood A40's are worth £40,000.

In 2009 it was still possible to buy Ford's at Ford prices , Escort Mexico £10 grand . RS 2000 for £12 grand , 3 litre Capri £12 grand and good Sierra Cosworths for under £20 grand. How times have changed ! Today an early Mexico is worth £25 grand a good RS2000 up to £50 grand , the Capri close to £50K and the Cosworth up to £90K. More modern but no less desirable is the Escort Cosworth which in the last couple of years has gone from a £20 grand car to a £50 grand car !

A 1953 Fiat 1100 saloon has to be a very rare car, age, poor build quality and of course rust means most have been scrapped more than 50 years ago. Of the few that remain I suppose a Fiat fan may pay up to £20,000 for an unmolested and pristine example. But £200,000 seems impossible. However this little Fiat completed the 1956 and 1957 Mille Miglia thanks to an engine which had been tuned to within an inch of its life. Originally its 32 BHP engine put out over 70 BHP impressive for 1953 and it has been lovingly cared for by the owners family ever since. Car Dealers love to say this or that car is unique but in this case the description is accurate and someone recognised its importance and was willing to pay well over the odds for a piece of Italian motorsport history.

A works TR7 for less than £100 ?

Scottish Rally driver Ken Wood was well known for his exploits in a privateer Dolomite sprint, he also had close ties with the Austin Rover motorsport department, so when he heard that a development testbed TR7 may be for sale he travelled down to the MG factory at Abingdon for a look. The car was in good condition, fitted with an experimental 5 speed gearbox and Ken talked to the boss John Davenport and bought it for less than £100. While in the factory Ken was able to observe works cars being built, information which was to prove invaluable. The car KDU 487N was stripped down, fitted with a highly tuned Dolly Sprint engine, Special Tuning head and camshaft and race 48DCOE weber carbs. Ken was able to copy the works cars fitting a Safety devices roll cage, bilstein suspension, AP discs and an LSD.

In 1977 Ken entered 11 rallies, with two third places, one fourth and one fifth which for a privateer up against several big budget teams was pretty good going. In 1978 things were going o.k. until the Bank of Scotland rally when a bump caught Ken out the car rolling several times ending up on its roof. Luckily both escaped serious injury climbing out through the back window thanks to the SD roll cage. John Davenport had heard about the huge accident and agreed to sell a new works TR7 V8 shell to Ken.

The repaired car scored 13th. on the Burmah Rally, 4th. Bowmaker rally, 2nd. On the Trossachs Rally and 8th. on the Galloway Hills event. In 1979 Ken won the Kingdom Stages Rally and 4th. place on The Bank of Scotland rally, the Trossach's Rally and the Andrews Heat for Hire Rallies.

In 1979 came an opportunity too good to miss.

Works driver Simo Lampinen had a big accident on the 1980 Welsh International Rally in the TR7 V8 writing the car off but by luck without serious damage to the works V8 engine , gearbox or back axle. Ken was offered the car and quickly agreed a price , stripping everything that could be saved fitting it into KDU 487N. Now with a works engine pushing out 300+ BHP and with sponsorship with British Airways Ken would go on to win the 1982 Scottish Rally Championship.

At the end of the season the car was sold and passed through a number of hands before in 2013 Subaru driver John Coates recognised the registration number and bought the car for £22,000. KDU 487N has now been restored to original works spec and with its British Airways paint job and Lombard RAC rally plates is an instant attraction at Car Shows.

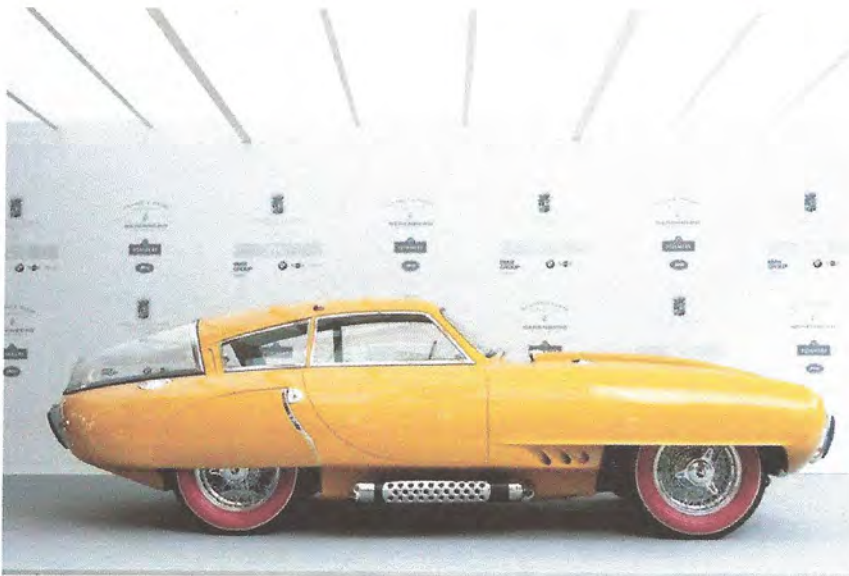
TOM TJAARDA.

Tom was born in Detroit in 1934 and aged 23 moved to Turin to study car design. He was to become one of the world's most influential designers with a record of designing a wide range of exotic cars , concept cars as well as mainstream models. His C.V. includes the Ferrari 330GT and 365 GT , the Maserati 5000 GT , the DeTomaso Pantera , The Aston Martin Lagonda coupe , the 2006 Shelby Mustang , the Lancia Fulvia and Thema , the Fiat 124 spider , the first Ford Fiesta and the Saab 900. These are just a few of the many dozens of models he was involved with.

At the 1997 Pebble Beach Concours he was honoured by the Committee and later became a judge at this prestigious annual event. He raised a few eyebrows when in an article he suggested that the first supercar did not come from Italy but from a Spanish truck and bus factory. Were it not for his reputation he would have been ridiculed but in 2016 , a year before his death , the car he had written about won best of show at Amelia Island concours , where the car was shown alongside some of the worlds most valuable cars.

It won due to its very advanced design , its 2500cc V8 engine with gear driven camshafts , an alloy chassis with a rear transaxle giving independent rear suspension and a spaceship inspired cockpit.

The car built in 1952 by the Spanish coach company Pegaso was the Pegaso Cupula Coupe, one of a series of expensive sporting cars built by the company between 1951 and 1956.



Can you imagine the impact this car had when first viewed at the 1953 New York motor show. It was as Tom claimed 20 years ahead of its time and today this little known car would still be a star at any car show !

Robert's RallyBuzz

Tarmac Tales

Last month we had two major closed-road tarmac stage rallies in Northern Ireland. THE MAIDEN CITY STAGES RALLY took place on Saturday 6th April. This event was new to the Motorsport UK Northern Ireland Rally Championship.

Based in the Co.Tyrone town of Strabane, the stages were nearby close to Dunamanagh. A total of six tests, two seven mile stages repeated three times (Curryfree and Altishane) were on the menu. A super entry of over 90 competitors had been assembled by the Maiden City Motor Club headed by Derek McGarrity's Fiesta WRC. The rally was sponsored by Eakin Brothers through their Brian James Trailers franchise.

Victor and myself were covering a mid-point radio on the Altishane stage. The weather was excellent dry and sunny all day. Our location turned out to be outside the homes of well known competitors Sean Devine and his son Niall. Both were taking part, Sean in his Fiesta R5, while Niall, celebrating his 30th birthday, was driving a Mitsubishi Evo. Sean finished in seventh while Niall was ninth. Mrs. Devine and family supplied us and the sector marshals with tea and sandwiches during a break in proceedings.

Desi Henry in his Fabia R5 won the rally from Calum Devine's Fiesta R5 while a sensational drive from Kevin Eves in his 2-wheel drive Corolla netted third place in the end. McGarrity was fourth but sixth was enough to give Derek McGeehan the Championship lead in his MINI WRC. There were 88 starters and 68 of them made it to the finish.

The next up was the UAC EASTER STAGES RALLY on April 19+20 sponsored by Wastewater Solutions. This was round three of the Irish Tarmac Championship but strangely NOT a round of the Northern Ireland Championship.

Of course the Ulster Automobile Club used to run the famous five-day Circuit of Ireland Rally over the Easter weekend. Something we will never ever see again unfortunately. A five day event in this modern era would be totally impractical to organise.

The 2019 Easter Stages consisted of fifteen short special stages totalling 78.35 miles in counties Antrim and Down spread over two days, Good Friday and Easter Saturday. BMMC were out in force covering rescue, timing, radio cover, stage marshalling plus providing fire cover for refuelling areas. Although the rally started from Antrim Castle Gardens the central service park and rally finish was in the Dundrod Motorsport Centre (the pits and paddock area for the Ulster GP motorbike races) The weather on both days was perfect with record Easter temperatures recorded on the Saturday.

Victor and myself were once again covering a mid-point radio on both days. On Friday our stage was SS3/6 Lyles Hill near Templepatrick. At 4.51 miles long this was one of the shortest tests. Perhaps disappointingly only 65 cars started the rally and after stage six only 58 were still running. We had an uneventful day apart from one of the later competitors having an engine bay fire in his Fiesta. The remaining cars stopped and help extinguish the flames which caused quite a bit of damage. Both crew members were uninjured.

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In Northern Ireland fire extinguishers are not a requirement at each stage junction on tarmac rallies, they are on Southern Irish events. Incredibly we had a second fire to deal with the next day as you will hear!

Day two and we had moved on to SS 7/10/13 Lonends which was actually only a few miles away. On stage for 06.15 we settled into our mid-point location at post 5 on the 4.65 mile test. The first run went relatively smoothly until car 70 passed in a ball of flame. Apparently the fuel cap had not been secured properly before the start of this the day's first stage. The resulting fire looked severe but was quickly brought under control by following crews, marshals and spectators before the rescue crew, summoned following our radio call, arrived on the scene. Although shaken and feeling rather warm neither driver nor co-driver were injured. Their Ford Escort suffered rear end fire damage but it could have been a lot worse!

The following two stages were uneventful for us apart from one retirement due to mechanical issues and we were finished for 3.30pm. After stage 13 there were 61 cars still running. A few extra cars were competing in a Saturday only rally.

Unsurprisingly the winners of the Easter Stages Rally were pre-event favourites Craig Breen and Paul Nagle. Driving the same Ford Fiesta R5 with which they had tasted success in Galway and West Cork, the Waterford/Killarney pairing dominated the UAC organised rally, leading from stage two and fastest or joint fastest on nine of the 15 stages.

Second was the Skoda Fabia R5 of Desi Henry. Co-driven by Millstreet's Liam Moynihan the local Co.Antrim driver had been third behind Jonny Greer and Kirsty Riddick until the penultimate stage, the longest at 8.74 miles. Henry was fastest on Lavery's Bridge 3 and passed Greer's Fiesta R5 to finish 4 seconds ahead of the Carryduff driver at the end of the final 2.76 mile stage. Callum Devine was fourth in his Fiesta R5 while Damian Toner was the leading 2-wheel drive finisher in 12th place.

Kenny McKinstry and Kenny Hull won the 11- car Saturday Rally in a Subaru S14 WRC. There were 47 finishers in the main Easter Stages Rally while just 6 cars finished the Saturday Rally.

Looking Back

May memories

30 Years Ago.....1989

Kenny McKinstry driving a Mk.2 Escort won the first two rounds of the 1989 MSA Adair-Singleton Northern Ireland Rally Championship. We were running a stage on both the all-night North Ulster Car Club's Conecrusher Rally in Co.Derry and then the RUC Motor Club's Carryduff Forklift Stages held in Co.Down. Both events were gravel-based rallies. Although the second one had some short sealed surface tests.

20 Years Ago.....1999

We were timekeeping at the Ballycastle Rally which saw only 34 cars competing on the 8-stage tarmac event. Trevor Moore won in his Escort Cosworth from George Robinson. Star of the day had been Andy Hawthorne in his self-built 2 litre mid-engined Vauxhall Nova. Unfortunately Andy crashed out from second place.

10 Years Ago.....2009

On the final Saturday in May we were timekeeping on four stages of the second round of the ANICC 2WD Rally Challenge. Based at the Marine Hotel in Ballycastle the Mid Antrim Motor Club event would use a total of 8 stages using the tarmac drives of Ballycastle and Ballypatrick forests. The rally was won by George Robinson in his Subaru Impreza S6 WRC. Top 2WD finisher was local man Declan McNaughton in his Escort but the top points scorer was Michael Conlon in fifth. Andrew Bush still led the Championship despite not taking part in Ballycastle.

We covered all the finish time controls on the five-stage tarmac Tour of the Sperrins in Davagh Forest. The Magherafelt and District Motor Club event was round four of the MSA Hankook NI Rally Championship. Derek McGarrity came from behind to win by just 1.3 seconds from the well driven Mk.2 Escort of Declan McNaughton. Conditions were atrocious with heavy rain all day.

BMMC member Billy Stevenson driving his 1959 Ford Popular 100E, the oldest car in the event, finished an incredible 10th overall in the Historic Rally Car Challenge at Loughgall Country Park. A total of around fifty cars took part. The seven-stage rally was part of the Festival of Motorsport organised for the third year by North Armagh Motor Club and Armagh Lions Club. Three of us were on timing duties on what was a changeable day weather wise.

Rally Diary

Monday 6th May May Day Stages Rally

Enniskillen Motor Club are the organisers for this annual single venue stage rally. Based at St. Angelo Airport near Enniskillen we are providing rescue cover as well as stage marshals. Sign-on is early from 07.00.

Sat. 11th May PPP Group Targa Rally

This Targa event is organised by Magherafelt and District Motor Club. The base for the rally will be the Elk Inn Complex, Toomebridge. Marshals and timekeepers are welcome. Sign-on from 07.00.

Sat. 25th May NAMC May Targa Rally

North Armagh Motor Club are running this event sponsored by Burkes of Comascriebe. We normally support the event with marshals and timekeepers. Based at Loughgall Football Club sign-on is from 07.00.



Colin Robinson BMMC NI Region

April 21 at 11:26 PM

Did anyone come across this girl on the Easter Stages? Heard she might have been timekeeping with Victor and Robert?



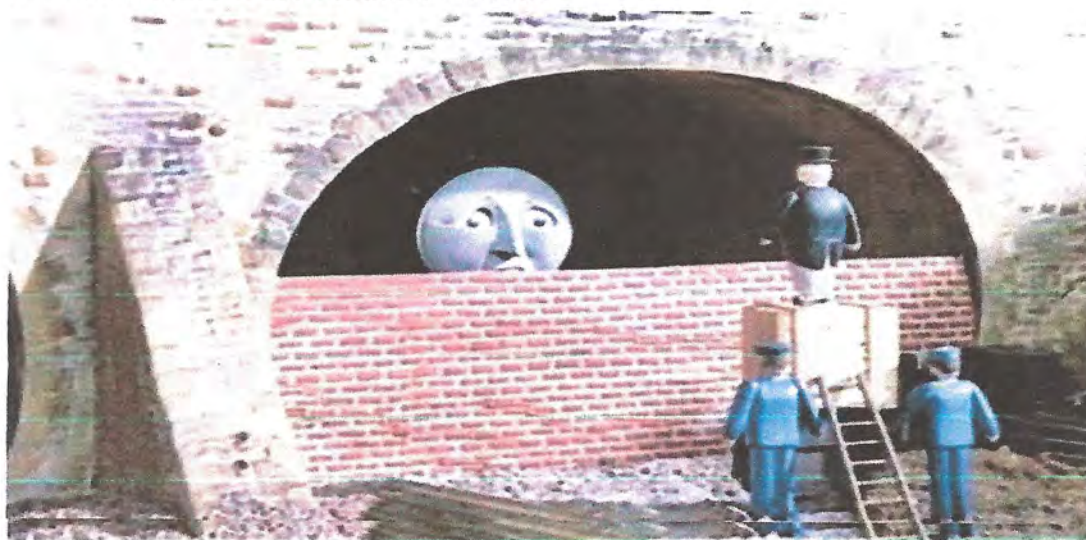
Yes Spotted at the end of Stage 3 , she gave McGarrity a time of 7 months 21 days rather than the 8 minutes 23 seconds requested by the co-driver !

So Brexit has been further delayed to the end of October which just happens to be Halloween. Trick or treat ? Not funny as we are forced into E.E.C elections which cost millions of pounds and are totally meaningless . If you have any sense for God sake do not vote. Hate to admit it but ashamed to have voted in the last two general elections for what ? W*ers W ***ers all.**

Brexit has many downsides but it would be nice for the Irish to see a British famine. Frankie Boyle.

If at first you don't secede try , try again.

Live scenes from the Channel Tunnel.



Americans dumbest crooks.

James Washington suffered a massive heart attack in 2012 while in prison for robbery. In hospital a Priest administered the last rights and with a deathbed confession Washington admitted to killing a female prison officer in 1995. He stabbed her then set fire to the body. The next day after keyhole surgery he was told he would make a full recovery. Charged with first degree murder he had 51 years added to his sentence.

Levi Chas Reardon from Montana appeared on America's CrimeStoppers. When his mugshot appeared on Facebook he 'liked' it and was arrested the next day.

Jimi Lescowitch Jun. Had been on the run for several months when he decided to expose 'the local Police incompetence' on Facebook. He was arrested 45 minutes later.

Donald A Pugh was on the Most Wanted list but hated his mugshot. He emailed a much better photo of himself to the Police dressed in a suit with shirt and tie. He was arrested within 24 hours.

A 19 year old bank robber was so unimpressed with the information the police had released that he emailed them correcting their description and giving details of his getaway car. He was soon arrested.

19 year old Hannah Sabbatch stole a car at gunpoint, carried out an armed robbery, and posted selfies on You Tube of her holding the stolen money and posing with the stolen car. She got 10 to 20 years in prison.

In Coudery County the Police received a 911 call from a young couple who had just been burgled. The patio doors were smashed and there were clear footprints inside and outside the property. The Police responded quickly, within 7 minutes and while investigations were ongoing the phone rang. It was the young wife's father. She explained to him in French that they had money troubles and would be making a large insurance claim to cover their debts. Unfortunately one of the Police spoke perfect French and when he found a hand written list of very valuable 'stolen' items the game was up. Both were arrested and jailed.

27 year old single mum Danielle Sexton went on a massive shoplifting spree which included a very expensive and unique designer dress, her friends and her then decided to film a modelling session with the clothing and post the results on You Tube. Several upmarket boutiques were able to recognise the stolen goods and within a couple of days Danielle and a couple of friends were arrested on charges of theft and handling stolen property. All three were sent to jail.

Fantasy G.P.Results 2019.

Latest from Baku.

FANTASY G.P.	AUS	BAH	CHI	AZE	Sp	Mon	Can	SCORE
ROY B	26	20	33	26				105
James C	23	26	29	26				104
Robert C	23	23	26	24				96
Tony M	21	20	26	23				90
DANIEL C	26	20	20	23				89
Nigel McC	21	19	21	26				87
Colin W	16	26	23	20				85
Rab C	25	16	18	21				80
Wright H	19	20	14	20				73
Rory O'N	22	13	15	18				68
Paul B	18	13	17	18				66
Colin W 2	17	18	13	14				62
Paul 2	15	13	15	17				60
Rodger C	16	12	13	14				55
Colin R	16	10	9	14				49
Goff E	7	8	7	8				30
CHRIS W	10	5	4	8				27