

# BRITISH MOTORSPORT



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FOUNDED 1957

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# Newsletter

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## Cover Story.

**It takes a very special new car to leave the showroom with zero depreciation and to become instantly a modern classic collectors item. So the buyers of the limited edition BMW M4 GTS ( BMW will built only 50 RHD examples) are making a wise investment. Rather surprising that one of the first has sold , not to the Middle East or Japan but to a local owner. The car appeared at the recent Cars N coffee morning at Down Royal.**

**Costing double a standard M4 at £130,000 the car is the fastest production car BMW have produced with a top speed of 191 MPH. Lightweight bonnet , boot and roof saves substantial weight and the optional carbon compound wheels save even more weight at a cost of an extra £9,000 ! Inside the rear of the car features a lightweight but substantial roll cage together with lightened shell racing seats , full harness belts and a reconfigured and of course lightened dashboard.**



**The 2019 M4 GTS on show.**



**Also of interest is the limited edition Aston Martin DBS 007 , a tribute to the 1969 DBS driven by Bond. V12 twin turbo with 715 BHP only 50 will be built and interest is strong in spite of a £3000,000 PRICE TAG.**



The 2019 Aston Martin DBS  
Superleggera 007 edition

## Knockagh Hillclimb

## A lucky escape !



### Classic Car news.

May and June are busy months for Classic car owners who prefer to use rather than sell so at this time of year the auctions have a quieter time. In spite of this the sales still produce some eye watering results, not least the restored 1965 Fiat Multiple taxi selling for £30,000 or the rare 1990 Merc 560 SEC AMG 6 litre selling for £128,000 double its estimate.

For the serious collectors there was fierce competition resulting in a bidding war that saw 3 real collectors cars push past top estimate , firstly

**a 1985 Lancia Delta S4 Stradale one of 200 cars built to homologate the Group B rally car. It sold for £896,000 way above the £400K estimate.**

**Likewise the freshly restored 1955 Fiat 8V Coup with Zagato bodywork. No one expected it to make 7 figures but someone wanted it badly enough to pay over £1.3 million. The 1957 Porsche 550 spyder with race history was always going to be fought over but in spite of some condition issues £3 million was paid.**

**The next month sees a serious amount of events ,**

**7<sup>th</sup>. June Banbridge evening cavalcade**

**8<sup>th</sup>. June TSCC sprint and car show Kirkistown**

**9<sup>th</sup>. June Supercar outcast run from PMG Blackstaff way.**

**15<sup>th</sup>. June Kilbroney Classic Show Rostrevor.**

**16<sup>th</sup>. June Father day show Hillmount nursery.**

**16<sup>t</sup>. June Supercar show Slieve donard hotel**

**22<sup>nd</sup>. June Oxford island run round lough Neigh Banbridge Old vehicle club.**

**23<sup>rd</sup>. June A.O.V.C. Picnic in the Park Lisburn.**

**25<sup>th</sup>. June Classic car evening at Lady Dixon Park.**

**29<sup>th</sup>. June Brownlow house at Lurgan Park M.G. club static show**

**8<sup>th</sup>. July Newtownards Airfield open day.**

**I have attended many of these events over the years and can recommend a visit .**

**Not Many People Know That !**

**Can across an interesting story recently about Paul Bird Motorsport who some years ago ran , successfully , the U.K. Kawasaki Superbike team .Returning from a continental race in 2011 the team trucks were stopped and a large quantity of both Class A and Class B drugs were found together with a hand gun. Although the team claimed the drugs were planted the truck driver was convicted and jailed. In spite of the scandal PBM continue to be one of the U.K.s top Superbike teams.**

## Alec Poole.

One of my hero's of the late 60's early 70's was Dublin driver Alec Poole who in his Frogeye Sprite , Complan Mini and later turbocharged 3.5 Rover dominated the locals at Kirkistown. Alec would go on to win the British Saloon Car Championship.

Now thanks to Motorsport Mag the full story can be told.



"It isn't as though I'd planned a career in motor racing," he says. "My grandfather built up a motor business just outside Dublin, importing MGs and Wolseleys and so on. Later we got involved in assembling them in southern Ireland, too. In the 1960s the British Motor Corporation was one of the biggest car manufacturers in the world. We thought it would always be there. Anyway, I was sent over to England to become a BMC apprentice in order to learn the ropes. You'd get shunted around departments and soon learned to use your time to your advantage. You'd get

transferred to SU Carburettors, the glassfibre shop; anywhere that might prove useful to the cause. At the end of the week, most other apprentices would go home while guys like me, who came from farther afield, would work on our cars and enter whatever event we could. It could be a driving test, a road rally and so on. That is how I got started."

7

After initial runs in an MGA and an MG Midget in the early '60s, Poole soon began to attract attention on track aboard a series of Frogeye Sprites. The most successful was a 'bitsa' built on a pocketchange budget. "The MG factory at Abingdon was the place to be as an apprentice, especially as that was where BMC's Competition Department was located. I was moved to Abingdon and soon got the lie of the land. In the grounds of the factory was a Sprite shell that had been used by the company that made the convertible roofs. It had been returned to the works after it was of no further use. I didn't mess about. I went straight to John Thornley, who was the general manager there, and explained that I was looking to build a race car. He enjoyed winding me up, making me work for it. From me it was all 'yes sir, no sir'. He looked very serious, and insisted that he couldn't just give it away. It would cost me five whole pounds!

"Geoff Healey then let me have a one-off aluminium front end and a glassfibre rear, while Eddie Maher came up with a 1275cc engine from the experimental department and Jimmy Cox of Special Tuning bought it up to Formula Junior-spec. I think I had maybe £25 invested in it." Our hero claimed the John Gott Trophy spoils in 1965, dovetailing sports car exploits with runs in another shoestring racer – a demon Wolseley Hornet that dominated its class in Ireland and also beat John Rhodes' Downton Mini on the Brands Hatch GP circuit that season. "There was a rationale behind using a Hornet," Poole says. "It was a bit like when I was racing the Sprites. You'd have all these other Austin-Healey guys using Sebring-style nosecones, fastback roofs and whatever, but you got more attention if your car looked relatively ordinary, when it wasn't expected to be quick. And that was the same with the Wolseley. It had been brought over to Ireland for appraisal and was then used as a courtesy car before I got my hands on it. I gradually developed the car until it was about the fastest thing out there. You'd be up against 15 or so Mini Coopers and having the only Hornet got me noticed."

\*

Yet it was aboard another development hack that Poole made the leap to international player. In May 1966, he and friend Roger Enever descended on a sodden Brands Hatch for the Ilford Films 500

8

endurance race where, improbably, the duo finished third overall behind a 7-litre AC Cobra and a Ford GT40. They were sharing a borrowed MGB. "We got a bollocking from clerk of the course Nick Syrett for using all of the track and quite a lot of the grass, but it was a great result. That got us thinking that we should look at long-distance races. Anyway, lying around the factory in Abingdon was an MGB that had been used for testing the five-bearing version of the B-series engine. We were able to wangle a deal and we then set about turning it into racing car. Roger and I did the 1966 Marathon de la Route in it, which was 84 hours around the Nürburgring – both the Nord and old Sudschleife. It was so foggy, you had to drive around from memory and it wasn't an easy circuit to learn. That year we'd lapped the entire field at one point but then a driveshaft broke with four hours to go. I went back the following year, sharing a works Mini with Clive Baker and Roger. It was foggy most nights, naturally, and I overtook Vic Elford's Porsche shortly before leaving the road. I rolled the car and Vic told me later that he'd wondered how a helicopter had managed to land in the fog, not realising that it was just my car's headlights going around and around in mid-air...

"I loved doing the long-distance stuff. In 1966 Roger and I did the 1000km race at Montlhéry and in '67 we tried to do as many big events as we could afford, towing our MGB behind an old Z-series Midget. That year we also did the Monza 1000km race. Roger's dad – Syd Enever, MG's chief engineer – kindly filled both of the B's 12-gallon tanks before we left. We then drove around the corner and drained both of them so that we had enough fuel for the Midget. Luckily, we managed to get some more petrol out of Shell at the track but even then we were broke. We were camping, too. Well, we finished the race with bald tyres and somehow won our class. Then we went to Spa and won our class again. We now had prize money so found ourselves a hotel. We never did go back and retrieve our tents! One of the things I remember most fondly about those Continental races, though, was meeting Denis Jenkinson. He took an interest in what Roger and I were doing, and wrote some very nice things about us in Motor Sport. His encouragement meant a lot to a couple of young lads."



Equipe Arden Cooper 970S for a British Saloon Car Championship campaign in '69. "We had an incredibly quick Mini. Jim Whitehouse built some great engines, and managed to get a lot from ours with fuelinjection, eight-port heads and so on. We had a good season." By which he means he won the title outright...

Poole also joined great mate Paddy Hopkirk and Tony Nash to finish second in that season's gruelling London-to-Sydney Marathon. Unfortunately, a clash with Richard Longman's Mini at Brands at the end of '69 put a dampener on things, Poole recovering in time to tackle the 1970 World Cup Rally alongside Roger Clark in a Ford Escort: they made it as far as Brazil before connecting with a civilian's VW.

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No matter, Poole continued to race Minis, his Complan-backed Cooper putting out 190bhp once it gained a turbo part-way through 1970. Other radical Minis followed, before Poole came out of left-field for a tilt at Super Saloons. Though nominally a Skoda 110R, his housed a two-litre Cosworth BDG four-banger. "The car belonged to Derek McMahan who sponsored me, and Dick Bennetts did our engine. We gave the Vauxhalls a fright [he was second to Gerry Marshall in the '75 Tricentrol series], but then we started coming up against rebodied F5000 cars. To my mind, they spoiled a good category."

So Poole moved back to sports cars, rounding out his frontline driving career with Diego Febles Racing. "I got to know Diego when we did some end-of-season races in the Caribbean in the early '70s," he says. "He'd raced in Cuba before Castro took over and was now living in Puerto Rico. I joined him for Le Mans in '76 in an ex-Peter Gregg Porsche 3.0 RSR. Unfortunately, we didn't finish as the gearbox broke. Our best result was two years later in the Daytona 24 Hours. We had a great race and made up a lot of ground as the turbo cars broke. We ended up third overall [and class winners]. We then did the Sebring 12 Hours and were well up the order at half-distance, in about fourth place. I was having this almighty battle with another Porsche – had been for about half an hour – and got past him just as this wheel came flying past. I remember thinking 'great, that's him out'. Then I put the power down and realised it was one of mine."

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There would be further outings, but business interests soon took precedence. Then followed a full-time comeback from the other side of the pitwall as Nissan Europe's competitions manager, Poole masterminding the marque's BTCC campaigns during the '90s.

Factory driver Anthony Reid only narrowly missed out on the '98 title, but Laurent Aiello went one better the following year – 30 years after his boss had been similarly crowned.

Poole subsequently managed Nissan's Dakar Rally bids and, more recently, he and former World Rally Championship co-driver Fred Gallagher have turned their attention to historics via their well-received Tour Britannia events. "It's only afterwards, looking back, that you realise how lucky you were," he says. "I'm glad I raced when I did. I cannot imagine starting out today. I don't think I'd get very far with a car built for £25, would I?"



### Fantasy G.P. Results 2019.

FANTASY G.P.	AUS	BAH	CHI	AZE	Sp	Mon	Can	Fra	SCORE
James C	23	26	29	26	26	27			157
ROY B	26	20	33	26	23	22			150
Robert C	23	23	26	24	26	26			148
Nigel McC	21	19	21	26	24	30			141
Tony M	21	20	26	23	21	20			131
DANIEL C	26	20	20	23	23	17			129
Rab C	25	16	18	21	18	20			118
Colin W	16	26	23	20	10	12			107
Wright H	19	20	14	20	14	15			102
Paul B	18	13	17	18	21	14			101
Rory O'N	22	13	15	18	17	15			100
Paul 2	15	13	15	17	12	17			89
Colin W 2	17	18	13	14	16	10			88
Rodger C	16	12	13	14	14	12			81
Colin R	16	10	9	14	12	14			75
Goff E	7	8	7	8	7	9			46
CHRIS W	10	5	4	8	7	8			42

# Robert's RallyBuzz

## Here Comes Summer

This month heralds the start of the summer rallying season. The highlight must be the Joule Donegal International Rally. Round five of the Irish Tarmac Championship, the only three-day rally left in Ireland takes place from Friday 21st until Sunday 23rd.

Based as usual in Letterkenny there are six stages on Friday on the Inishowen Peninsula while classics Knockalla, Fanad and Atlantic Drive feature on Saturday and Sunday. For our part we are due to provide timekeepers on all three days. There are a total of 20 stages and a capacity entry of 160 cars are due to start.

Leading entries include runaway unbeaten Tarmac Championship leaders Craig Breen and Paul Nagle. This time they will be in a Ford Fiesta WRC and not an R5 machine. That means of course no championship points, but they want to win the prestigious Donegal International Rally and think that WRC power is required to achieve that. They may return to the R5 car later in the year.

Second overall in the ITC series Alastair Fisher and Gordon Noble have a chance to close the points gap to Breen, they will be in their usual Fiesta R5. Donegal winner for the past three years Manus Kelly is seeded number one in his Hyundai i20 R5.

Other top drivers who fancy a 2019 Donegal Rally win have also chosen to compete in World Rally Cars. These include local man Donagh Kelly in his Ford Focus. Donagh has been trying to win here for years. He had been using a Skoda Fabia R5 on some events this season, but without any success. Fermanagh's Garry Jennings, also a previous Donegal winner, is due to run his Subaru Impreza S12. Two more past victors, Declan Boyle and Sam Moffett will run Ford Fiesta WRC's and Desi Henry has switched to a Fiesta WRC after selling his Fabia R5.

In fact a total of 14 World Rally Cars and 11 R5's are on the entry list. Just a pity we don't have a level playing field then. Perhaps if everyone was in an R5 we would see who the BEST driver was!

In the modified or national section of the Donegal Rally expectation has been high ever since USA superstar Ken Block announced that he would take part. The original "Hoonigan" is bringing over his specially built Ford Escort Cosworth to compete against the usual mad men in their Mk.2's. Letterkenny will be buzzing all weekend with drifters and young people cramming the streets to show off their motors. Let's hope they behave themselves.

## Wales Moving To Northern Ireland?

The news that the British round of the 2020 World Rally Championship could move to a Belfast base has shocked us all. Apparently the deal would be for one year only with Wales Rally GB returning to the principality in 2021. The move has been recommended by

the WRC promoter. He insists that moving out of Wales to other regions every few years is the only way to insure Britain keeps its round of the World Championship.

Talks have already started with all interested parties, although with no government in place in Northern Ireland, backing for the deal could prove to be difficult. The rally would continue to be sponsored by the Welsh government (hence the title) who are reportedly supportive of the proposed changes.

Wales Rally GB (or should that be Wales Rally UK) would use the famous closed road stages of Northern Ireland for the three-day event. The last time the WRC visited NI was back in 2009 when some western stages were part of Rally Ireland. This time round as well as Tyrone's Sloughan Glen we could see classic tests such as Torr Head in Antrim and County Down's Hamiltons Folly in use. The only fly in the ointment is the October date, the weather could be ok or it could in fact be shite! Anyhow a decision on whether the move to Belfast is on or not is due this month, check press for details.

## Looking Back

June memories

### 30 Years Ago.....1989

David Llewelin and Phil Short driving their Team Toyota GB Celica GT-4 scored a dominant win on the Donegal International Rally. We were timekeeping as usual on the three-day event. Second was the Toughmac BMW M3 of Bertie Fisher and Rory Kennedy who finished one minute and 30 seconds down. James Cullen and Ellen Morgan were a further two and a half minutes back in a Sierra Cosworth. Austin McHale (that's the way he spelt his surname back then!) had a big accident at Wilhares Corner on Knockalla crashing his Sierra at over 100mph but escaping injury.

### 20 Years Ago.....1999

I attended the Scottish Rally as a spectator. The top drivers in the British Championship were in F2 Seats and Renaults and they were spectacular on the dusty gravel stages of the Galloway forests. Then Roy Bartlem and myself were timing on the Donegal International which was dry Friday, wet Saturday then dry on Sunday. James Cullen and Ellen Morgan won in a McKinstry hired Subaru Impreza after a first stage puncture dropped them way down the leaderboard. Andrew Nesbitt, also in a Subaru, fell back to 114th place after stage one but he also charged back to eventually finish fourth.

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

Derek McGarrity won the NI Championship Mourne Rally driving a Subaru Impreza S12B. Kenny McKinstry retired his S8 while leading and is now 29 points behind McGarrity at the half way point in the 2009 series. I was Chief Timekeeper and had Victor, Goff, John and Anna helping to cover the 10 stages in Slieve Gullion and Camlough. 86 cars took part.

Gareth MacHale the youngest son of Austin took a surprising start to finish win on the Topaz Donegal International Rally. Twelve years since his dad last won the ITC classic, Gareth and co-driver Brian Murphy who sat with Austin in that 1997 win, dominated the 09 event leading in their 06 Ford Focus WRC from stage one on the Friday until they crossed the finish ramp on Fathers Day, the longest day of the year, Sunday 21st June. This was

the young MacHale's first major rally victory. Eugene Donnelly was second in his Skoda Fabia WRC while Sean Devine finished third in a Subaru S11. Victor, John, Anna and myself were timekeeping for the three days. We were on the finish of the class Malin Head, Fanad and Atlantic Drive stages. The first two days were dry but Sunday was wet and miserable.

## Rally Diary

**Fri. 21st—Sun. 23rd. June Joule Donegal International Rally**

Based in Letterkenny as usual the only three-day event in Ireland is round five of the Irish Tarmac Championship. BMMC/BRMC members will be timekeeping for the three days.

**Sat. 6th. July Loughgall Country Park Rally**

Open to all types of rally cars including four wheel drive this clubman event uses six short tarmac stages within the confines of Loughgall Country Park in Co. Armagh. Sponsored again by Rainbow Communications and organised by North Armagh Motor Club, BMMC/BRMC will be providing marshals and radio crews. Sign-on by 8am. Rally starts 09.30.



**Recently offered for sale is this ex works Opel Ascona , History includes Monte Carlo with Walter Rohrl and the Safari Rally with Ari Vatanen and Terry Harriman.**

**Price on application but it won't be cheap !**

**I do not approve of either local election jokes or indeed European election jokes as to my dismay many of them get elected !**

## Ryanair begin charging customers to look out the window

By **The Ulster Fry** - April 29, 2015



In the aftermath of today's Ryanair theft scandal, in which hackers stole \$5 million from the company, the famously frugal airline have announced their latest money-spinning innovation – which charges passengers to look out the window.

The new system has already been trialled on a select number of Ryanair's Boeing 737 planes operating in Scandinavia, however it will now to be rolled out across their entire European fleet 'within days'. Ryanair confirmed that passengers are able to gawk out the window for a good 'two to three minutes', simply by inserting a Euro into the coin slot provided.

As expected the announcement got a mixed reaction from passengers at Dublin airport today. "I didn't really mind it as I slept most of the way" said Sligo man, Seamus Emirates. "But I do enjoy seeing the plane coming into land, so I spent 6 euro on watching that. It's just as well I broke that €20 to buy two tiny cans of Heineken to be honest, the leftover change was just perfect."

However not all travellers have seen the positive side. "It was awful flying into Stockholm," complained Derry woman, Maureen Etihad. "All the nice views were on the right and so everyone on that side was firing euros in for about an hour. Then suddenly the plane lurched to the side and started going into a tailspin with the extra weight. The pilot eventually righted it and managed a bumpy landing, but Jaysus it was scary biccies!"

Ryanair have famously made tens of millions in recent years by applying levies on everything imaginable, including excess luggage, overweight kids, in-flight vomiting and folk doing really smelly shites. This new initiative takes these charges a step further.

Company spokesman Gerry Lufthansa said "The system is all sorted now and it's entirely optional for passengers to use. It's just a bit of fun really. Like having your own arcade machine at your seat."

However he refused to be drawn on speculation that any Tampax and condom machines in their toilets would be replaced with spare change machines for breaking notes.