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# Newsletter

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## Cover Story.

**Congratulations , firstly to the Northern Ireland team of Sam Bowden , Mark King and Steven and Trevor Ferguson for winning the Ken Wharton Memorial Trophy at Chateau Impney last month. This trophy first held in 1958 has been won 38 times by Northern Ireland with the Republic of Ireland runners up for the seventh year running. I remember marshalling it many years ago when it was hosted by Larne motor Club and year after year Paddy Hopkirk set FTD.**

**Congratulations also to Colin Turkington once again BTCC Champion after his fantastic drive in the final race of the season. Starting 25<sup>th</sup>. Looked an impossible task but Colin fought his way to 8<sup>th</sup>. Place in an incident packed race. What a drive ! At the same meeting Belfast driver Jack Young became the first N.I. driver to win the British Clio Cup Championship while in Japan Charlie Eastwood became the first N.I. driver to win a World Endurance Race after a storming drive in the Fuji 6 hour race**

**As if this was not enough local man 18 year old Dan Harper became the youngest driver to win the Porsche G.B. Junior Championship and last but not least Jonathan Rea won World Super bike for the 5<sup>th</sup>. Time and in the process set a new record for the number of wins in World Superbikes. For a country the size of Northern Ireland we are punching way above our weight , long may it continue.**

## New Car News.

**It might be my age but the fact that over 90% of new car news concentrates on 2020 electric cars is depressing. I , and I suspect you , are not interested in the electric Vauxhall Corsa , the new Kia or Honda's E city car. In fact with one notable exception electric cars are boring.**

**However thanks to Italy the all new and exclusive Pininfarina Battista due late 2020 is aimed at multi millionaires who want , not to save the planet , but to**

**Experience something different.**



**The Battista uses new battery technology to power 4 large electric motors giving four wheel drive and a power output of just over 1900 BHP. Some very fancy and expensive computer power controls wheelspin and both understeer and oversteer at the limit. As the limit is in excess of 200 MPH I doubt many owners will use it. Hats off to the Italians for daring to build a car that is on one hand environmentally friendly and on the other hand a car that upstages Ferrari , Alfa Romeo , and Lamborghini .**

**Old Car News.**

**Much more interesting !**

**First the strange story of the son of Equatorial Guinea's President who the Swiss arrested recently on serious money laundering charges. His assets were lifted under Proceeds of Crime and all were sold at auction. The assets included a Vyrion , McLaren P1 , along with more than 40 other sports cars. This kid was really living the high life in Switzerland !**

**Star of the show was the very rare 700 BHP Lamborghini Veneno , a limited**

**edition model which sold for well over £6 million.**



**Ugly but nice and proof that crime almost pays the Veneno's 6 million will be donated to an African charity.**

**Closer to home the market is all over the place some bidders still paying silly prices but others picking the moment to steal a real bargain. I admire the guy who at the start of the year bought a 1964 Mini Cooper S for £29,000 and last month sold it for £44,000. In contrast a 1997 Toyota Supra sold for £27 grand is way above value , as is over £10 grand for a original TR7. In contrast a 1979 Bristol 412 with complete history (2 box files full ) sold way below estimate at only £14,000 less than half it's 2018 value. A Bentley S2 V8 with over £13,000 in restoration bills was also well below estimate selling for £22 grand , in spite of being valued at £35/£40 grand. Some one got a bargain.! Now is not the time to sell your E Type , in 2018 people were willing to pay well over £100,000 for an early E type but over the last few months prices have dropped sharply with very good S1 E Types struggling to sell. Dealers may well be advertising these car at £100,000 plus but Historics recently sold the 18<sup>th</sup>. 4.2 Fixed head coupe built , and in pristine condition for £67,000.**

**I known V12 Bentley Continental cars are scary due to potential 12 mpg concerns but Historics have just sold one for £11 grand. Keep the mileage down and in a few years it might be worth £30 grand.**

## **Forgotten Hero's. Wally Hassan and Harry Mundy.**

**Walter ' Wally' Hassan OBE was born in 1905 of Northern Ireland parents and joined Bentley aged 15 as an engineering apprentice. He worked on Bentley's 3 litre engines and by 1930 , still only 25 years old was Chief Mechanic to the Bentley Le Mans team. Bentley Chairman and successful racing driver Woolf Barnato became a close friend and when Bentley were taken over by Rolls Royce at the end of 1931 he left and worked for Barnato as his race engineer. In 1933 he designed and built a lightweight race car called the Barnato Hassan which broke the lap record at Brooklands.**

**In 1936 He joined E.R.A. concentrating on chassis design with many Hassan ERA. cars still racing almost 80 years later. In 1939 he Joined a new company soon to be called Jaguar but following the outbreak of war was allowed to join the Bristol Aero company developing and tuning engines for the RAF. As soon as the war ended he returned to Jaguar to design and build a six cylinder twin cam engine called the XK. Hassan's engine would power Jag's from 1946 to 1992 and his designs for cam shafts and cylinder head modifications allowed Jaguar to win Le Mans in 1951 , 1953 , 1955, 1956 and 1957.**

**Harry Mundy was born in 1916 and aged 14 joined Alvis Motor Company . By 1935 Mundy was designing gearboxes for Alvis cars and in 1937 he left to join ERA building engines to put into Hassan chassis. This started a life long friendship between the two. At the end of the war Mundy joined ERA now called British Racing Motors to design and build a race engine capable of beating anything Italy could offer. The result was the complex V16 BRM engine with 600 BHP at 12,000 RPM , unheard of for 1.5 litres. As Mundy admitted later the engine was fine but the quality of components mainly gaskets and oil seals could not cope with a high revving engine leading to poor reliability.**

**Wally Hassan moved to the small engineering firm of Coventry Climax in 1950 and quickly invited Mundy to join him. Coventry Climax were aware that the Government were looking for Fire Brigade fire pumps to replace the existing bulky pre war pumps used throughout the war and Hassan and Mundy looked at the Government's specifications and in 1951 designed and built a FW pump ( feather weight ) which was an all alloy 4 cylinder engine with a single overhead camshaft which far exceeded the Government's spec. Orders were placed for 5,000 pumps and Coventry Climax suddenly became a large manufacturing company almost overnight. The engine was on show at the London Motor Show where a number of young up and coming racing drivers**

**saw the potential and Mundy was tasked with converting the pump into a FWA ( featherweight auto ) . This 1100cc engine proved almost unbeatable in sports car races. It was soon followed by a 1500cc FWB and then a twin cam Climax engine used by Jack Brabham to win not one but two World Championship in the Cooper Climax. By this stage Mundy wanted a new challenge and at the end of 1955 he joined Autocar as technical editor.**

**In 1963 Jaguar Cars bought out Coventry Climax with Hassan joining Jaguar's technical design team and aware that Mundy as well as working at Autocar was also working with Colin Chapman at Lotus , Sir William Lyons the Jaguar boss worked hard to get Mundy back into Jaguar. In 1964 Mundy rejoined Jaguar and soon he and Hassan were designing a four cam V12 for racing and a twin cam V12 for road use. Versions of this engine powered the Le Mans winning Jaguar , the V12 E type , the XJS and the Win Percy racing Jags and the Broadspeed Jaguar Coupes.**

**Hassan and Mundy between them built race winning engines and cars from the mid thirties to the mid 1990's , a remarkable achievement. Mundy kept working on a part time basis for Jaguar until his death in 1988 and Hassan who retired in 1972 died in 1996 aged 91.**

### **The Strange Pegaso Story.**

**Spain in 1950 was one of Europe's poorest countries. Torn apart by the Spanish Civil War and suffering isolation and desperate food shortages throughout the second world war Spain was the most unlikely country to produce a ultra modern supercar. Yet with Government support it was decided that to enhance Spain's reputation for engineering the Pegaso company , builders of Trucks and suppliers of buses and coaches to the Spanish nationalised Transport industry , would design and built a sports car.**

**In charge was Ricardo Ricard a Spanish born engineer who had designd and built the Alfa Romeo 152 Grand Prix car. Berlinetta were tasked with the steel body which proved too heavy and quickly replaced with a space frame design and lightweight alloy panels.**

**The first Pegaso arrived at the London Motor Show in 1951 to the utter amazement of visitors , it had the first ever alloy V8 4 cam engine in a road car , it had 200BHP , almost unheard of in 1951 and a body which rewrote the rules in aerodynamics.**

**Downside , it was built at any cost so the first cars cost more than twice the**

**price of the new Aston Martin DB2 which was from the outset winning races both at home and internationally.**

**Rarity helped the Pegaso to sell but in six years it only built and sold 84 cars some with 4.9 litre engines before the money ran out and the project was cancelled. Today some of the later Pegaso cars sell for well over a million pounds.**



# Robert's RallyBuzz

## N.I. Championship Goes Down To The Wire

The most exciting Northern Ireland Rally Championship for years will be settled this month on the Glens of Antrim Rally. Three drivers have a chance of lifting the crown. Reigning champion Derek McGarrity won the penultimate round last month putting the Glengormley man right back in contention. Stephen Wright and Derek McGeehan are the other two who can still challenge for the title in the forests of Co.Antrim.

The Tyrone Stages Rally took place on Saturday 19 October on the tarmac tests of Magilligan Point in Co.Derry. Run by Cookstown Motor Club the event attracted a small but competitive entry. Only 48 cars started the short but challenging 14 special stages. In a repeat of last year's rally, just two private closed road locations were used. In the morning each stage, 2.7 and 3.5 miles long respectively, ran four times. These were reversed in the afternoon and used three times each.

BMMC/BRMC marshals covered timekeeping, rescue and radio points on the Tyrone Stages. For example, Victor and myself were on the stage end radio for seven tests. The weather was dry but cold with a biting wind. No major incidents occurred and the day finished for us on the final stage at around 6pm. I had left home at 06.30 so a long day all round.

As I said earlier the winner was Derek McGarrity co-driven by Paddy Robinson. They were in a Skoda Fabia R5 this time out. Just TWO SECONDS back in second place was the Fiesta R5 of Stephen Wright and Liam Moynihan. William Creighton and Liam Reagan finished third in Jonny Greer's hired Fiesta R5. Top 2-wheel-drive finisher was the Darrian T20 of Barry Morris/Declan Campbell in seventh. Just 39 of the 49 starters finished the Tyrone Stages.

Next year the Tyrone Stages Rally moves back to closed-roads around Cookstown and becomes a round of the Motorsport UK Asphalt Rally Championship as well as the NI Championship. A summer date in July will be much more appealing with regard to marshalling.

Last month I made the trip to Llandudno as a spectator on Wales Rally GB (2-5 October). The WRC event started in Liverpool this year but the first stage was later that Thursday evening at Oulton Park in Cheshire. It was very wet and dark, reminding me of 1992 when I was last there marshalling two stages of the then Lombard RAC Rally. In those days the entry list contained no less than 165 competitors while the supporting Rally Britannia had 113 entries. We signed on at 2am and were stood down at 9.30pm.

Before our visit to Oulton Park my son David and I attended the shakedown stage in Gwydir forest near our base for two nights in Betws-y-coed. David had not seen the new breed of World Rally Cars and he was impressed by their speed. In contrast to 1992 this year there were only 61 on the International entry list. Of these there were only 11 World Rally Cars. A supporting two-day National Rally had 63 entries.

Friday was the first day proper on WRGB. We had a World Rally Pass costing £123 each. This gave us access to shakedown and all 20 stages over the four days of the event, so we had to make the best of it. Extraordinarily, admission to Oulton Park cost us an extra £10 each at the gate.

Two stages were the order of the day on Friday, Aberhirnant and Slate Mountain. Unfortunately due to unruly behaviour from Belgian spectators, the first run of Aberhirnant was halted after nine cars had passed our brilliant vantage point mid stage. At least we saw the fastest competitors including rally leader



Kris Meeke, Neuville, Ogier and Tanak. The rain was incessant until we got to the days final test at Blaenau-Ffestiniog. The short mile-long spectator special stage was in a disused slate mine and called Slate Mountain. Busses ferried the hundreds of spectators to the quarry on the outside of town.

For the Saturday we based in Aberystwyth and elected to visit the nearby Sweet Lamb bowl. Having been here before we knew what to expect. The cars are visible for miles right from the start of the 15 mile Sweet Lamb Hafren stage. The weather had improved slightly and by the second run of the test it was completely dry. By now Ott Tanak was in control of the rally and on his way to an historic win. The Estonian is odds on to take the World crown this year. It would have been possible to see the final spectator stage at Colwyn Bay on Saturday night, but it was pissing with rain so we gave it a miss.

Sunday was a disappointment for David and I. We stayed overnight in Llanddulas and set out early for SS 20 the famous Great Orme stage. Having never been there before I was looking forward to seeing the cars on the tarmac coast road. We found a great vantage point near the stage finish but after the zero car had passed at full speed, word filtered through that the stage had been cancelled. Apparently an essential safety boat containing divers couldn't launch because of rough seas. Now why it took so long for the organisers to realise that conditions were bad beats me. Needless to say there were lots of angry spectators. The car park was full. At least it was dry, after heavy overnight rain.

No time to go to another stage so it was down into nearby Llandudno and a last look at the service park before the long trip down the M6 to Bristol. David lives there and this was where our journey began on the previous Wednesday. I flew back to Belfast on the Monday. Next trip would be to Salou for Rally Spain, the penultimate round of the 2019 WRC.

Before Spain though, Victor had asked me to accompany him on a prize winning trip to Brands Hatch for the final rounds of the British Touring Car Championship. Dan Harper from Northern Ireland was already crowned Porsche Carrera Cup Champion. We both had sponsored his car during 2019 and Victor won a draw that Dan had organised. Neither of us had been to Brands Hatch before so to see the historic venue was fascinating. We were accompanied on the trip by Robert Harte who's idea it was to place the sponsors names on the roof of Harper's car. Over 100 people paid £50 each for the privilege.

Porsche looked after us well and we also were able to see young Jack Young from Belfast take the Renault Clio Cup. Jack is the son of former NI Rally Championship driver Phillip Young who knew both of us. Meeting him again was nice we had a bit of a catch-up.

Dan Harper was fifth on the Saturday in the first Porsche race but won the final race of the season on Sunday. To cap a fantastic weekend of course our own Colin Turkington won his FOURTH BTCC title with an unbelievable final round in which he started 22nd and finished 6th.

Turkington was brilliant in qualifying on Saturday with a pole position for race one on Sunday. In that race Colin finished fifth but got punted off by Honda driver Matt Neal in race two and was 25th by the finish. Starting the final race from row 13 by the end of the 15-lap race Turkington's BMW 330i M Sport was up to 6th and with his main rival Dan Cammish crashing out two laps from the end Colin Turkington was Champion by just TWO POINTS.

SIX Championships then on the BTCC bill and THREE of them won by drivers from Northern Ireland! Not bad for a small part of The UK is it?

Just a week after the trip to Brands we were off to Barcelona on Wednesday 23 October. The 55th Rally Spain (RACC Catalunya-Costa Daurada) began in Salou on the Thursday.

On Tuesday night the Catalunya region had seen severe thunderstorms and the worst flooding in years causing untold damage and loss of life. In one night, three times the average monthly rainfall fell around

Salou. The depth of water varied somewhere between knee and mid-thigh on the poor marshals. For 36 hours the organisers of the rally worked flat out to drain flood water and turn a swimming pool back into a shakedown stage. It was an unbelievable effort. All 17 special stages would run as per schedule.

The next day was in complete contrast to the night before. Having picked up our hire car at Barcelona Airport we travelled the 90 minutes to Salou arriving late on Wednesday afternoon. Temperatures had risen into the mid twenties, it was sunshine all the way. In fact Brenda, Darren, Victor and myself had excellent weather throughout our stay. Not a raindrop in sight!

Rally Spain was the penultimate round of the 2019 WRC. Day one on Friday had six gravel stages while Saturday and Sunday would see a further eleven tarmac tests. Rally GB cost an arm and a leg to spectate on but Rally Spain attracted thousands of spectators, more than ever before, and access to all stages was completely FREE. There were few traffic problems, everyone behaved themselves, and not a single stage was lost!

Thursday saw us take in the shakedown stage and a first visit to the nearby service park in Port Aventura. Kris Meeke was fastest on shakedown in his Toyota Yaris WRC. Was this a good omen or not? Great to meet Declan and Gerry from the Maiden City Motor Club that evening in downtown Salou. They would be travelling with us to see the stages on Friday and Sunday.

Friday was gravel day and after an early start we all headed for the third stage. At 24.14 miles La Fatarella-Vilalba was the longest of the rally. We drove out to the village of Vilalba dels Arcs, well known to us from previous visits. This year the stage finished here and we had an excellent view from a vantage point last visited in 2017. Then after the 60 odd cars passed it was off to find stage four and another great vantage point. At the end of the day Sebastien Loeb was leading from Thierry Neuville and local Dani Sordo, all in Hyundai i20's. Kris Meeke was the leading Toyota driver in fourth. As in Wales, 11 World Rally Cars started.

Saturday we spent the morning in service before attending SS13 the Salou superspecial on the sea front that evening. Historic cars preceded the main event of which the highlight was young Kalle Rovanpera whacking his Fabia R5 off a kerb and breaking his rear suspension in the process. He wasn't alone, two other Skoda drivers did the same thing! Meeke crashed out on the second Saturday stage while trying to chase down the Hyundai's. Overnight Neuville was leading from Sordo and Tanak had nipped past Loeb into third place.

The final day on Sunday and we all started out at 05.30 for the famous roundabout on the Riudecanyes stage. A massive crowd, bigger than 2017 we thought, assembled on the cliff side to watch the two stages SS14 at 07.41 and SS16 at 10.54. The atmosphere was electric in the natural arena with banners for and against Catalunya independence. Apparently there is a 50/50 split on this issue. After the second run there was only SS17, the final power stage, to go.

Thierry Neuville won the rally but as expected Ott Tanak was crowned World Rally Champion 2019. Tanak won the power stage and overhauled Sordo in the process to finish Rally Spain in second place with his Yaris WRC. Outgoing six time World Champion Sebastien Ogier had mechanical problems on stage two from which he never recovered. The Citroen C3 driver finished back in eighth place. Apart from Neuville, Ogier was the only other driver who could have challenged Tanak for the title. The 15 year French domination of the WRC was over!

The huge contingent of Ott Tanak supporters were ecstatic at the final podium. It was estimated 15,000 Estonians were in Salou for the event! The last person to leave Tallinn put out the lights! Now Tanak leaves Toyota for Hyundai in 2020. Can the little "Estonian robot" defend the title with his new team? Who would bet against it? Will he even crack a smile?

On Monday we left Salou at 04.10 and arrived back at Barcelona Airport for 05.30. Our flight to Luton was on time as was the connecting one to Belfast.

Despite civil unrest and street riots on the streets of Barcelona over the weekend we had managed to survive the trip completely unscathed. Mind you it was the same in 2017, the natives were restless then as well. Coming from Northern Ireland we are well used to restlessness!

P.S. Wales Rally GB 2020 returns to the principality and takes place from 30th October-1st November. In 2021 the event could move to a base in Belfast under a WRC Rally Northern Ireland banner. Rally Spain will not run in 2020 but should return to the calendar in 2021 on a rotational basis.

## Rally Diary

### Sat. 9th November The Glens of Antrim Rally

Organised by Mid Antrim Motor Club this is the much-anticipated final round of the Motorsport UK AN-ICC McGrady Insurance Northern Ireland Rally Championship. The Glens of Antrim is sponsored by BlueSky Resource Recovery and based in Loughguille. Containing just a total of 30 stage miles, the rally is using two repeated gravel tests, the classic Slieveanorra (3 times) and Parkmore (twice). We will be providing rescue and timekeepers for this event. The Championship has been one of the most exciting in recent years.

Going into the Glens of Antrim Rally three drivers can still clinch the 2019 title. With dropped scores taken into account, Stephen Wright on 144 leads by just one point from Derek McGarrity with Derek McGeehan third on 136 points. A further compilation apparently involves bonus points available on this final round! Whatever happens we will know the winner at the end of this event in Loughguille. What a great year it has been for this popular series.

### Sat. 23rd November Friends of the Cancer Centre Power Targa Rally

Organised by North Ulster Car Club in association with the ANICC, this special event will be run in memory of John Mulholland who sadly passed away earlier this year. The Targa Rally is supported by and starts from John Mulholland Motors Ltd. in Randalstown, Co.Antrim. Our own John Hughes is Chief Timekeeper so any help would be appreciated. The first car starts at 10am.

## **CRAP CORNER.**

**I have said it before , but The Ulster fry are the best site for political satire anywhere !**



**Emergency services were called to the Houses of Parliament recently amid fears that East Antrim MP Sammy Wilson's head may explode at any moment. It is understood that Mr. Wilson spent the afternoon giving interviews about Boris Johnston's brexit deal and grew increasingly agitated as the day wore on.**

**"At first he was half making sense" we were told by one onlooker " saying things like the D.U.P could not support the deal but by the third or forth interview he was beginning to lose it ".**

**He kept shouting things like "Lundy Traitor "and his face was getting redder and redder. Then his head started to swell and steam started comu=ing out of hie nose and ears.**

**Suddenly someone yelled get down he is going to explode and everyone ran for cover.**

**Fortunately Mr. Wilson's head failed to detonate allowing police to throw a cordon around the M.P. and call in Army Technical experts.**

**"It's a very complex operation" admitted a bomb squad spokesperson " but we have a robot alongside and a pair of snips inserted into his left ear" "Now we just have to work out do we cut the red wire , the white wire or the blue wire !"**



## **Parades Commission block Asda / Sainsbury merger.**

**Following news that the proposed merger between Asda and Sainsbury's was in jeopardy , the Ulster Fry has learned that the Parades Commission were the main objectors.**

**"While amalgamating the green and orange logos of these two leading supermarkets will not cause much of an issue in England , Scotland or Wales , it could destabilise the entire Northern Ireland peace process" explained spokesman Noah Walken.**

**"With Brexit already creating uncertainty , the economic impact of a suspiciously republican looking supermarket chain could be catastrophic."**

**"Sure look at the bother we had when they tried to erect Orange phone masts in South Armagh , the signal has never recovered."**

**D.U.P. leader Arlene Foster agreed " No self respectable Unionist would be seen dead shopping under a tricolour. The DUP are opposed to this heinous merger plan."**

**However Sinn Fein's Michelle O'Neill claimed that the new supermarket chain would create equality. "Tesco's colours are entirely red white and blue" she pointed out "so many Irish republicans find the symbolism of this British retail giant totally offensive. A new green white and orange supermarket would give nationalist shoppers equal rights."**

**However Mr Walken remains unconvinced " I don't give a toss what any of them think , No way these lorries would get through Larne or Carrickfergus"**

**Alliance Party leader Naomi Long has criticised both DUP and Sinn Fein for not shopping in Marks and Spencer.**