

BRITISH MOTORSPORT



MARSHALS CLUB



SAFER MOTOR SPORT

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Sir Stirling Moss 1929 to 2020 R.I.P.

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Newsletter

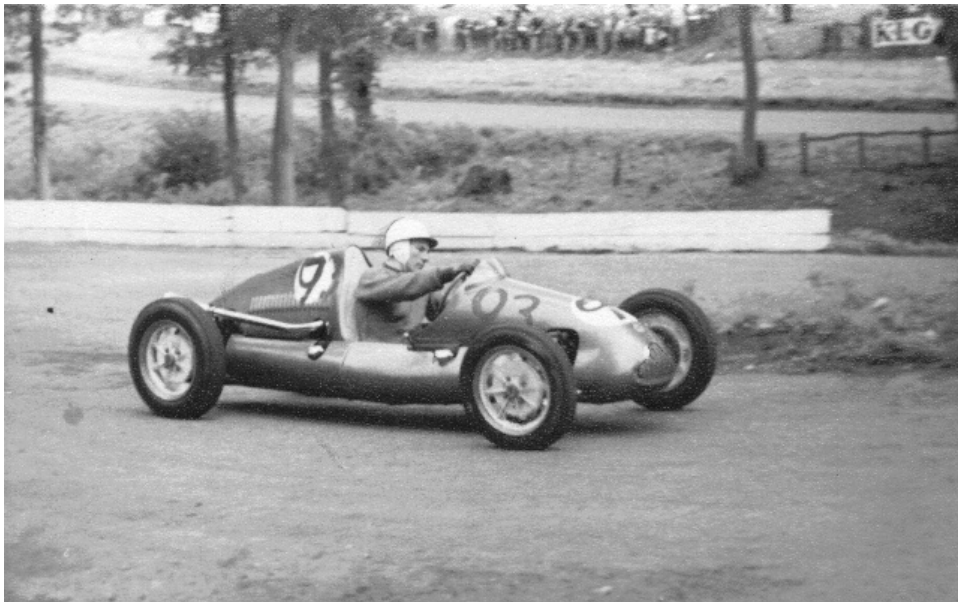
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Cover Story.

Sad , sad news with the passing of Sir Stirling Moss 'the greatest driver never to win the World Championship'. I met him twice , Phoenix Park 1980 where he won his class in the Sports Car race in a 1500cc Elva and at the 2002 British Grand Prix where he signed my Silverstone club baseball hat before roaring off on , of all things , a Lambretta scooter.

Cover picture is Moss and Denis Jenkinson after winning and setting a new record on the 1955 Mille Miglia Race. In spite of a number of stops for fuel and tyres Moss covered 1000 miles in just over 10 hours , a remarkable feat.



Where it all started 20 year old Stirling racing his Cooper Norton In hill climb events. Less than a year later he would win the 1950 Tourist Trophy race at Dundrod in a borrowed XK120 beating the Jaguar works cars.

He would go on to win Dundrod in 1952 driving a C type Jaguar and again in 1955 in the Mercedes 300SLR. Always up for a challenge he joined Sunbeam for the 1952 Monte Carlo Rally and finished 2nd. As the result of an off which cost them 9 minutes. But for this he may well have won the Monte at his first attempt.

Moss won a total of 16 Formula 1 Championship races and won 212 races from 375 starts, even more impressive was the fact that when you discount retirements Moss finished almost every race in the top 6 places.



DUNDROD **ULSTER TT** CO. ANTRIM
 1950 RAC TOURIST TROPHY RACE - JAGUAR XK120 DRIVEN BY SIR STIRLING MOSS

Unlike today's superstar drivers made their money not by Grand Prix wins but by driving all sorts of cars all over the world. Moss went on to win races throughout the 1950's and early 1960's in Australia , New Zealand , America , Argentina , Brazil as well in Europe. In sports cars he won races for Aston Martin (DBR 1 DBR2 DB4GT) Maserati (300S Tipo 61 Birdcage) Ferrari (250M 250 GT) Porsche (718) and Lotus Climax sports cars.

A Unique Triumph.

Unique is sometimes an overused word , I remember Murray Walker's famous quote " The leading Lotus is unique except for it's sister car currently in third place". I can say however that Mike Weaver's restored 1972 Triumph 2500 Estate is a unique piece of British automotive history. Reg YKV 201L and badged as a Triumph 2500 FV this car was built with a 3 litre Stag engine and a Ferguson Formula four wheel drive system and Ferguson's anti lock braking system.

The early history of the car is not recorded although it is known that a standard 6 cylinder 2500 was also fitted with 4 wheel drive (perhaps for the Police to access ?)



Triumph 2500 Estate with V8 Engine and Ferguson 4 wheel Drive system. Unique.

Talking of unique cars , one very special car is coming up for sale later in the year.



In 1963 the Roman Police version of the Flying Squad took delivery of two hand built Police cars , 1962 Ferrari 250 GTE's. One was written off in a high speed accident 18 months later (bet the driver was popular !) but the second not only survived but has been lovingly cared for in a private collection for almost 50 years. The collection is now being sold and this car still totally original will be the star of the show.

No estimate given but £10 million+ is not out of the question.

Forgotten Hero's. Mick Hill.

I am not being unkind but at a time when Bishopscourt was running an annual Mini Grand Prix (entries of 40+ cars) and both Bishopscourt and Kirkistown were running very successful Formula Libra races dominated by Bangor man John Pringle who had fitted a 5 litre Oldsmobile race engine into a 1.5 litre F2 Cooper the new circuit at Mondello Park was a bit like Australia , We knew it was down there but didn't care very much.

All that changed in the early 1970's when Mondello started to attract English racers (The rumour was that Mondello were offering start money something neither Kirkistown or Bishopscourt could afford to do !)

When we found out that the new SuperSaloon Championship was coming to Ireland late mates Don McCurdy and Peter Curry agreed to a visit to Mondello (a very long journey in those days meaning an overnight stay in Naas.)

Main reason for going and star of the show was Mick Hill and his little VW Beetle , winner of the Championship the previous year.



Mick Hill was born in Derby in 1944 and although a Post Office engineer by trade he was also a fabulous , self taught car engineer. Starting in the late 1960's he like many people first raced a mini cooper followed by a home built Lotus 7. Wanting something different he had the idea to built something different and in 1970 the Janglia appeared .

A lightened 105E Ford Anglia fitted with a full race 3.8 Jaguar engine was soon winning races (when it didn't break down , the transmission failing 9 times in the

year) so the car was soon replaced with the **BOSS CAPRI**.

The Capri actually looked like a Capri but under the body It was virtually all Lola T70 with its Gurney Weslake V8 engine. The car was sold to an Irish collector in 1972 after 31 race wins and replaced with an even more extreme Capri. Again this was Lola T70 based , full spaceframe , and running a 6 litre can am engine. Mick won the BRDC Esso Championship and the prestigious Silverstone Driver of the Year Award with the car.

In 1974 Mick founded the **British SuperSaloon Association** , a National Championship event which he won with the Capri in both 1974 and 1975.

1976 was the year of the Beetle and the first visit to Mondello. We made the trip and it was worth it just to see the Beetle in action. The paper thin body which shook like mad when the engine was started was at the time the most extreme racing car we had ever seen. The car was a Formula 5000 Trojan , 530BHP , weighted less than a standard 1200 Beetle and performance was close to a 1970's Formula One car. Needless to say he won the championship again in spite of rivals like Gerry Marshall in the 500BHP Vauxhall Big Bertha.

Mike would go on to build and race more unique cars , the 1978 XJ Jaguar was a 7 litre CanAm car , his Skoda Rapide was a new Lola F5000 car later fitted with a plastic BMW M1 body for Sports car events.



scanned from an original photo from the Hill family collection.
photograph by John Gaisford, dated 25 May 1980

Gone , he died in 2014 , but for anyone who saw him at Mondello , not forgotten.

Classic Car News.

In spite of the lockdown some Classic Car auctions are running on line auctions and along with some dealers a commitment to store purchased cars until the lockdown is lifted.

Bidding has been brisk in spite of the current situation with only some Porsche models , Subaru Impreza WRXcars , and Aston Martin selling below estimate. Classic Car Auction sold a nice 2001 Aston martin DB7 Vantage for £17,000 well below estimate. At the same time a Mk1 Ford Escort Twin Cam sold for £47,000 in spite of lack of history and “ bodywork issues”.

Well above estimate was the 1972 Jensen Healey , its only claim to fame , the car was road tested by Autocar back in the day. The £23,600 paid is more than top money for one of these. Also in spite of rarity Mk1 Golf GTI models rarely make £10,000 so £15,390 paid at the end of March is a result.

Capri's are still catching attention with a 3000GLX , 84,000 miles selling for£28,600 and a Mk3 3000S without history selling for £23,700.

Last month we lost two great supporters of Irish motorsport who will be sadly missed.

Lowry Scarlett R.I.P. A great supporter of Kirkistown for many years and in recent times a fan of TSCC and Classic Car events Lowry in addition to his Porsche GT3 had a very nice Austin Healey 3000 and at one stage a couple of classic bikes. A gentleman always ready for a chat .



Lowry Scarlett .

A true gentleman and a dedicated petrol head.

He will be sadly missed by all who knew him.

John Price R.I.P.

One of the greatest supporters of Irish Rallying for many years John in his Renault 5 Turbo and Austin Rover 6R4 won several International rallies including West Cork on a couple of occasions . He made many friends over the years especially in Cork ,Galway and Donegal.

His record is something special , 859 Rally appearances , U.K. Asphalt Champion in the Renault 5 maxi turbo in 1984 , Champion again in 1988, 1989 , 1991 , 1992 , 1997, 1998 , 2000 and 2004 all in self built Metro 6R4's.

National News.

GRADING MATTERS

Due to the current unprecedented situation, a number of you may be concerned about being able to attend suitable training and/or sufficient events this year to maintain the Marshal grades you currently hold. Motorsport UK have stated that they "... would like to reassure the Marshal community that their current Marshal grades will not be affected, should they not be able to meet their grade maintenance requirements in 2020." There will be updates on the criteria for 2020 released, and as soon as this information is available it will be passed on.

Any grading applications should be sent electronically (scanned copies of PRC and Motorsport UK application forms) to your Regional grading Officer for processing until further notice. Please do not send items in the post at this time.

Fairly obviously, Motorsport UK are currently in the same situation as the rest of the country. As such, any upgrades or new members applications that have been sent to them recently will only be processed once things get back to normal and they return to Motorsport UK House. Please bear with them as they work through the backlog. All new members have been added to the BMMC database and should now have access to the volunteering system.

As ever, Stay Safe!!

Rob Mugurian
BMMC NW Regional Grading Officer
BMMC National Grading Officer

Robert's RallyBuzz

Nothing Happening Anytime Soon!

Nothing has changed since last month. We are all still in lockdown, with no change to the strict rules and of course no return to any form of motorsport on the horizon. In fact I suspect all UK and Irish rally championships will be cancelled for 2020. Perhaps we could have some special one-off rallies later in the year? A sort of championship shoot-out?

As things stand, the remaining two closed-road rounds of our local 2020 McGrady Insurance Northern Ireland Rally Championship will not happen.

The Tour of the Sperrins due on Sat. 6th June has been postponed but the chances of Magherafelt and District MC finding a new date later this year are extremely remote.

The Tyrone Stages Rally scheduled for Sat. 18th July has been cancelled. The organising Cookstown MC say they will now concentrate on plans for next years event.

The new four-round McGrady Insurance Northern Ireland Forest Rally Challenge was due to start in September but even that is doubtful as I write. At the present time the North Armagh MC clubman Loughgall Country Park Rally is still down to run on Sat. 4th July but that could change. I will know more next month.

Looking slightly further afield. The Donegal International Rally which was due to take place in mid June has been postponed but may end up cancelled altogether. The Donegal Motor Club had hoped to reschedule their extremely popular three-day event for an August date, but now all mass gatherings of people in Southern Ireland have been banned until 1st September at the earliest. The host town of Letterkenny stands to miss out big time as the Irish Tarmac Championship rally was a huge money spinner for local businesses. Last year thousands of spectators spent the summer weekend in or around the Co. Donegal town.

Sorry but I for one am not at all into the latest fad for so called E Sports. I would much rather watch old rally films on YouTube, but then I am old school and must be showing my age! All I can do here is to look back at some memories on the marshalling front over the years in which I have been involved. I hope you are all well and not TOO bored. Just stay safe and obey the rules. At least the weather has been very good, it hasn't rained here since lockdown began!

Looking Back

30 Years Ago.....1990

David Llewellyn and Phil Short won the BIF Circuit of Ireland Rally in a Toyota Celica GT4. This was the first victory for a Japanese car on the Circuit. I was timekeeping on Sally Gap for the first time as well as on other stages. Other club members were also officiating on the three-day event which started on Saturday 14th April from Dunadry in Co. Antrim and finished in Dun Laoghaire on Easter Monday.

The rally was a round of the Shell Open Rally Championship and the Dunlop Tarmac Championship. Only 70 odd cars started the 31-stage event. Malcolm Wilson/Nicky Grist were second in their works Q8 Team Ford Sierra Sapphire Cosworth while a young Colin McRae and co-driver Derek Ringer finished third in a similar R.E.D. run car. Bill Swan was Clerk of the Course.

20 Years Ago.....2000

To celebrate the Millennium, "The Fisher Engineering Summit 2000 Rally" was held on Saturday 20th May. A one-off addition to the Irish Tarmac Rally Championship, the one-day eight-stage event was held over Slieve Rushen Mountain on the Fermanagh/Cavan border. 54 competitors were on the entry list. The organisers were Enniskillen Motor Club. We had around 20 club members in attendance, ranging from service area officials, rescue crew, timekeepers and sector marshals.

Derek McGarrity and co-driver Chris Patterson topped the final time sheets, but their Subaru Impreza S4 WRC was later excluded as it was found to be 12.5 kilos underweight. Andrew Nesbitt/James O'Brian's newer Impreza S5 was then promoted to first place. Austin McHale and Brian Murphy were second in a Toyota Corolla WRC and Daniel & Michael Doherty third in their Subaru Impreza 555.

Two former World Rally Champions took part. Stig Blomqvist and his co-driver for the day, Ulsterman Mark Crowe, drove a Subaru Impreza 555 to fourth place, while Hannu Mikkola and his son Juha finished tenth in their Impreza S4 WRC. Mark Fisher won Group N in a Mitsubishi and finished fifth overall. A large crowd of spectators attended the Summit Rally, but nowhere near the predicted 13,000!

The Tour of the Sperrins in May 2000 was a mixed-surface event. Magherafelt and District Motor Club organised the latest round of the NI Championship. Two morning tarmac stages in Davagh Forest saw the Mk.2 Escorts of local drivers Glenn Allen and Camillus Bradley dominate.

They were equal on times. In the afternoon the rally moved to the gravel tests and Trevor Moore set the pace in his Escort Cosworth, he won by 20 seconds. Keith White was second and Denis Biggerstaff third. Twelve of us covered timing and radio on four stages.

10 Years Ago.....2010

A massive entry of 110 cars lined up for the Tour of the Sperrins on Saturday 8th May. Held over 3 repeated 8-mile closed-road stages in the Sperrin Mountains, this Magherafelt MC event turned out to be the best round so far of the 2010 Northern Ireland Rally Championship.

For our part, seven club members were marshalling and timing the third stage in the loop, "Stone Circles". Unsurprisingly, pre event favourites Derek McGarrity and James McKee won the rally in a newly acquired Subaru Impreza S12C, but it was far from plain sailing for the current champ.

Sean Devine and Robert McDaid led from the start in their older S11 Impreza, McGarrity had set-up problems with his Ex.Eamonn Boland machine.

Going into the final stage (Stone Circles 2) Derek was 13 seconds behind Sean but he stormed through the 8 miles to record a time on our clock 16 seconds faster than the Donemana builder. Victory went to the Glengormley man by 2.9 seconds!

Derek McGeehan with Eugene Donnelly co-driving was third in a Toyota Corolla WRC, while top 2-wheel drive competitor was Camillus Bradley who finished fourth in his Escort Mk.2. Altogether 84 cars finished the final stage, with Stuart Biggerstaff in the S9 finishing just outside the top ten to remain 6 points behind McGarrity at the head of the NI Championship.

Wesley Patterson dominated the Loughgall Country Park Rally in his Escort Mk.2. On the hottest day of the year so far, the Lisburn man finished the 6 tarmac stages well ahead of the similar cars of Mervyn Wedlock and John Waring.

The non-championship Loughgall event (organised by North Armagh MC) had been running for some years and was only open to 2-wheel-Drive cars. A total of 89 started and 76 finished.

Most of the top twenty were in Mk.2 Escorts. Two of us were covering radio points on the day.



The late great John Price winner of multiple National and International Rallies in one of Metro 6R4 rally cars.

JOHN PRICE R.I.P.

CRAP CORNER .

Covid 19 news from France Thanks Ian !



Renoir and friends arrested after being spotted picnicking in a Paris Park.



French scientists hailed for new safety mask invention taking France by storm.



Police in Nice warn tourists “Go home or we will fine you 1000 Euro’s” !

**IF PROPERLY FITTED, ONE MASK CAN
SAVE MANY THOUSANDS OF LIVES**

- Dr. Fauci



Last week the family ran out of toilet rolls and had to use newspaper. Let me tell you the Times is rough , really rough.



