

The BRITISH MOTORSPORT MARSHALS CLUB



SAFER MOTOR SPORT

MOTOR SPORTS ASSOCIATION RECOGNISED

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F.1 Business as usual.

NORTHERN IRELAND REGION MAGAZINE

Newsletter

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Cover Story.

Picture is the fabulous Portimao Circuit in the Algarve built into the hillside above the tourist resort of Portimao town and soon to host it's first Grand Prix. When I was last in Portugal (June 2015) the circuit was under threat from huge forest fires which turned the sky black for three days. Thankfully it survived as the dramatic changes of elevation make it a real challenge. The revised G.P. timetable looks like this .

September 6th. Monza 13th. Mugello 27th. Sochi

October 11th. Nurburgring 25th. Portugal November 1st. Imola.

Watch this space for more races from the middle East !

So F1 is back along with the usual politics , backstabbing and general moaning ! Good news is the return of Alonso next year , just hope Renault get their act together and give him a decent race car. Bad news is the very public falling out between Ferrari and Vettel. Vettel is not a robot in the Schumacher mould , he has and does make mistakes but he is a World Champion and deserves better.

And , what about Racing Point , lot of fuss about the car having signs of Mercedes DNA. Who cares about the shape of their brake ducts ? I well remember the late Colin Chapman's early work on ground effects , copied by the Williams team and within a few months every team of the grid (including Ferrari) had copied the design !

Classic Car News.

Never has there been a better time to sell a Classic Car. While the whole of the modern industry is suffering badly demand for Classics has reached record levels. In spite of warnings that the bubble will burst once the pandemic goes away more and more people see the classic car market as either a safe investment or hopefully as a way to let off steam and enjoy the great outdoors.

Two bidders were serious about owning a Triumph TR6. This well restored car was offered by Historics Auction in July and set a record selling for £57,700 against an estimate of £35 grand. In the same sale a Lotus Elan Sprint sold way above estimate at over £44,000. H and H also recorded a record price for a low mileage Pug 205 GTI , £23600 almost 5 grand over estimate. A restored 1977 Ford RS 2000 sold for £36,500 and an average Aston DB2/4 with a rebuilt engine sold for £112,000. A standard Sierra Cosworth (not an RS500) also sold at £52,500 and at Silverstone Auctions someone paid £29,000 for a restored Porsche 924S valued at £10 grand. Elsewhere while I would not give room to a BMW 535i , not one with 169,000 miles , someone was willing to bid up to £9 grand to own it.

Funny Story.

In the mid 1960,s both the late Peter Curry and myself were running Sunbeam Talbot cars. Peter had a Mark2 (2 litre) and I had A Supreme (Mark 3 2.4 litre engine). No idea what happened to Peter's but mine was bought for £ 22 and when the gearbox seized about 8 months later it was sold for parts for £10. Te buyer only wanted the rev counter , the bucket seats , the chrome grill, and the 16 inch wheels everything else went in to the crusher.

I only mention this as last month a barn find Sunbeam Talbot 90 (same model as Peter's was offered for sale by H and H auctions. Off the road for over 30 years and needing God knows how much restoration it needs it sold for £18,000. Properly resorted the car may well be worth £40/£50 GRAND . Cost of restoration ? £70,000 + Does this make sense to anyone over the age of three

Hard to believe but the Kings of rust as many people called them in the day the Vauxhall range has suddenly became cool. Viva and Magnum models have doubled in value from 2018 and even the terrible Victor FB is selling well. Maybe all the kids who got a higher score in A Level welding need a hobby.

2 unique and very , very valuable cars will be on show for the first time in many years at Hampton Court Palace on 6th. September.



The first is a 1938 Bugatti Type37S Atalantic . In 1937 a wealthy French man bought

a Type 37S rolling chassis and charged famous coachbuilder Gangloff to design and build an art deco styled alloy body. Unique features included longer wheelbase , wider and longer wings and an extended boot holding the spare wheel. The car was very expensive and the only one built by Gangloff.



The second car , which few people will recognise unless you look closely at the grille and badge is a Jaguar XK150. Three Jag chassis were sent to Bertone in Italy as a design exercise and this is the only example . Cost of restoration is not known but well into six figures I suspect.

NEW CAR NEWS.

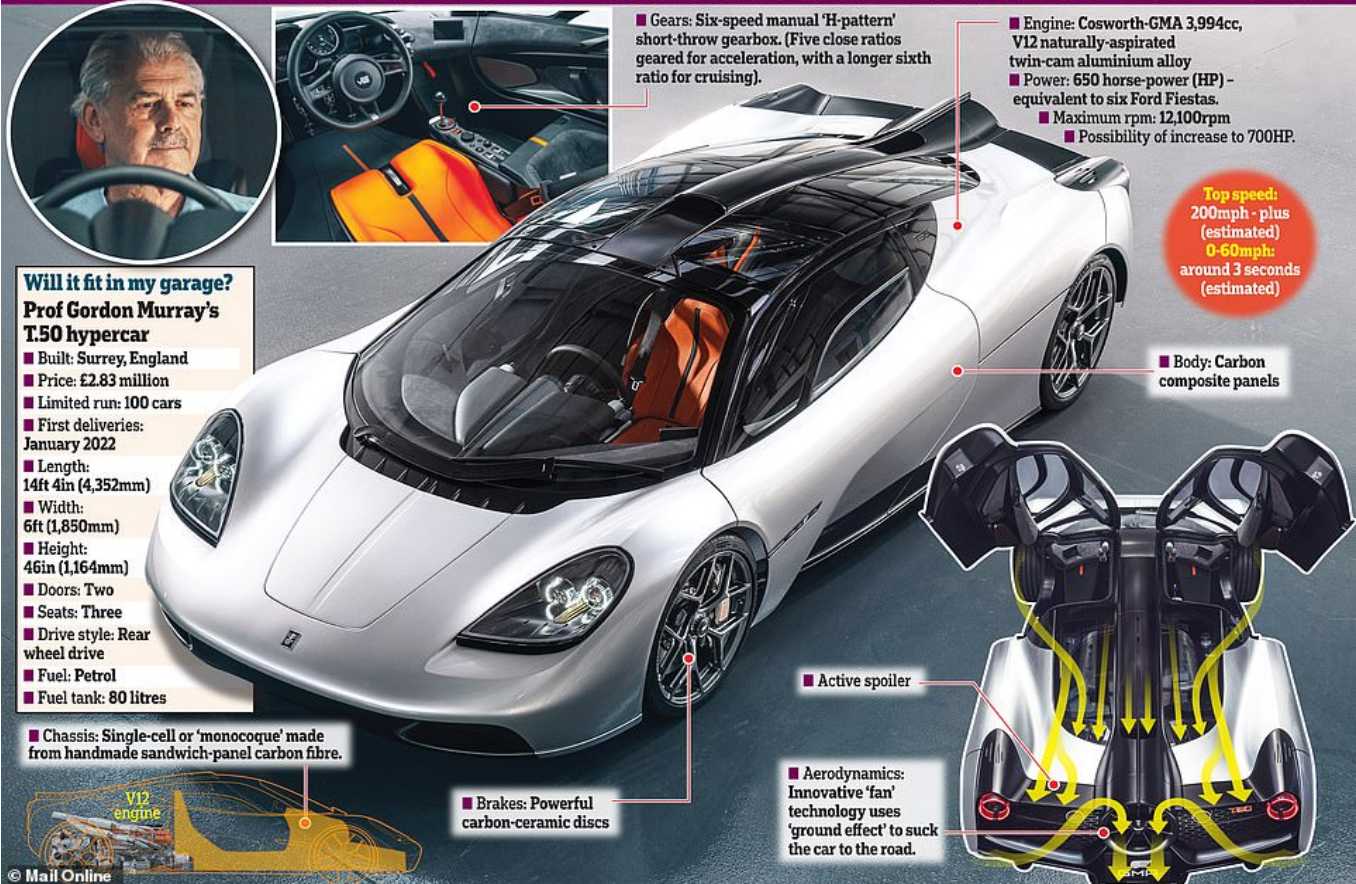
Big news is that F1 guru Gordon Murray has split with McLaren to built his own supercar. The Murray is a 2020 update of the McLaren f1 still a three seater with the driver in the middle but lighter , faster and the very latest chassis and suspension technology.

To give some idea of the level of detail Murray has put into this he specified a maximum weight for every part of the car including the DAB radio and speakers ! Perfection does not come cheap and the car is expected to cost around £2.85 million.

Remember Murray's Brabham Fan car , banned after just one Grand Prix , well the Murray T50 as the new car is called has a rear mounted fan which not only provides downforce but cleverly reduced drag by extracting air.

The engine built by Cosworth is a 3.9 litre V12 which revs to 12,000 RPM and produces 653 BHP. The original F1 had a kerb weight of over1130 kg. But the new car is only 980kg.

THE 'ULTIMATE ANALOGUE SUPERCAR': GORDON MURRAY'S £3MILLION T.50 IN DETAIL



The Eagle Company , well respected in Jaguar circles , have been carrying out very high class restorations of Jaguars for many years and have now set up a small production line to build reproductions of the original works E.Type lightweight racers. Known as the Eagle Lightweight G.T. the car features a hand built 4.7 litre 6 cylinder Jag engine with 380BHP , Performance is 0to 62 in under 5 seconds and a top speed of 170 MPH. The wheels are magnesium as is the sump , the gearbox , diff and bell housing saving over 200K from the weight of a standard E Type. Trimmed in leather and polished alloy the car , fully road legal is finished to a very high standard. Only 4 cars a year will be built , the cost a cool £800,000

Somewhat less expensive is the recently released BMW M2 CS. Not content with the recently available M2 competition and its 404 BHP the CS has 444 BHP and a carbon roof which not only reduces the centre of gravity but with other mods makes the car lighter than the Competition model which was already lighter than a standard BMW M2 !

Also new is Volvo's Polestar 2 , an all electric car with over 400 BHP and a 0 to 60 time of only 4 seconds thanks to its 4 wheel drive system. Cost is £46,900 which is 6 grand cheaper than the New Mercedes electric E

class.

One car you will not be able to buy is Ford's new concept car , the totally bonkers Ford of America Mach-E.

7 electric motors 1400 BHP , choice of four or rear wheel drive , an hydraulic handbrake for highspeed handbrake turns.

Pro drift champion Vaughn Grittin Junior was tested the car and admits it scared him.



Ford's new toy Ford Mach-E

The collector.

Essex man Steve Horne has built up an impressive collection of , mainly , pre war cars. As a teenager he traded up from a 1930's Morris Minor to an A.C. 16/80. Steve like me is old enough to remember when cars were just old cars , not collectable in any way (my 1951 Triumph Renown 2 litre was bought for £10 in spite of the wife of the late owner not wanting money to take it away , but that is another story !)

The collection contains a number of cars worth hundreds of times what he paid for them although he admits that in some the cost of restoration will

never be recovered. One of his favourite cars is a rare Alvis SA two door with Vanden Plas sports saloon body. The body alone cost him £55,000 to restore. In contrast his 1966 Morris Minor 2 door could be rebuilt for less than £4,000.

The current list is quite an eyeful.

**1931 Rolls Royce Phantom Phase 2 1932 Delage DS 1932 Alvis SA
1933 Alvis Vanden Plas 1934 Rolls 20/25 1934 Bentley 3.5 litre,
1936 Alvis SD Speed 20 1951 Alvis Tickford drophead , MGA 1500
1958 Alvis TC 1966 Moris Minor 1977 MGB GT.**

Of all the cars the Rolls 20/25 is the most precious . Ordered new by American heiress Miss Evelyn Saint George it has a unique body built by Park Ward and titled as the Brougham de Ville.

Fantasy 2020 Latest scores.

2020 Fantasy G.P.	A1	A2	H1	S1	S2	Sp	Spa					SCORE
R Coursey	11	18	21	18	23	18	25					135
D McGregor	18	19	19	18	21	20	18					133
No Name ?	11	18	21	18	20	18	25					131
R.Bowman	14	19	18	18	18	15	21					123
P Boyle	12	13	16	16	21	20	25					123
J. Connelly	11	12	22	21	21	15	19					121
W Holland	8	12	22	21	18	18	21					120
D.Connelly	8	9	16	18	18	15	18					102
Colin Wilson	15	9	17	18	18	11	13					102
Chris Wilson	7	13	16	11	21	17	15					100
Colin Robinson	2	7	12	21	14	14	16					86
G.Evans	7	9	8	9	9	12	14					68
N.McCutcheon	2	9	12	8	12	10	10					63
P.Robinson	4	1	8	12	11	9	2					47
R O,Neill	0	-1	6	12	12	7	7					43

New leader after Spa Rory looking forward to getting the wooden spoon !

Robert's RallyBuzz

No Stage Rallies Until 2022?

Due to the ongoing effects of the coronavirus pandemic, it is not beyond the realms of possibility that proper stage rallies, that we all know and love, will not return to the British Isles until late next year or indeed 2022. I hope I can be proved wrong. Until a tried and tested vaccine is readily available, the deadly virus will not go away! This will continue to be problematic with regards to the return of meaningful events.

No clubs are willing to organise a full blown stage rally, with all the extreme measures required to combat the spread of Covid-19 in place, at the present time.

The rejigged World Rally Championship calendar has already hit problems. Rallies Germany and Japan have now been lost to the pandemic. Rally Belgium has moved onto the date vacated by Japan. Rally Estonia based in Tartu (4th-6th September) kicks off the WRC restart. Three remaining events are scheduled to follow; Turkey (18th-20th Sept.) Italy (29th Oct.-1st Nov.) and then Belgium (19th-22nd Nov.)

Also affected by the ever changing effects of the coronavirus is the European Rally Championship. The latest news shows that the Azores Rallye, due to run this month, has now been cancelled, leaving just three events still to run. Next up here is the Cyprus Rally in mid October. The ERC organisers are frantically searching for replacement events to possibly add to their 2020 calendar.

Well done to VW Polo R5 driver Oliver Solberg and his Co.Tyrone co-driver Aaron Johnston who won Rally Liepaja in Latvia last month for the second year in a row. This was round 2 of the ERC. Alexey Lukyanuk who was third in Latvia behind non-registered Mads Ostberg (both in Citroen C3 R5's) leads the championship on 70 points. Solberg, still only 18 years old, is second on 66.

The delayed 2020 FIA World Rallycross Championship got off to a spectacular start with a double header in Sweden last month. A week later saw the series move on to Finland for rounds 3 and 4. Former champions; Swedes Johan Kristoffersson (VW Polo) and Mattias Ekstrom (Audi S1) dominated the first two events and look set to be the pacesetters this year. Search for World Rallycross on YouTube to catch all the action from the semifinals and finals. Believe me it is well worth seeing! There are 10 World RX rounds in total, finishing with Germany in December.

Here in Northern Ireland, Omagh Motor Club ran the successful Cam Trophy Rally Time Trial last month. A fairly large entry of 70 competitors started. Each were allowed five runs (the best two to count) over a 2.65 mile stage in Cam Quarry near Coleraine. A dusty dry day for all.

We had marshals in place as well as providing rescue cover. I think this was the first rally-type event to take place in the UK since lockdown back at the end of March.

The Time Trial took place under new Motorsport UK "Covid-19 friendly" regulations. Of course no spectators were admitted as the event ran behind closed doors. Apart from a slightly delayed start to insure all was correctly set up, everything ran smoothly.

The overall winner was Jason Mitchell in his Fiesta R5. Gareth Sayers was second in a similar car followed by David Condell's New Fiesta R5 Mk.2. Top 2-wheel-drive finisher was Jordan Hone in his Opel Adam.

Brian Patterson

Many media tributes have been paid to Brian Patterson who sadly passed away last month after a short illness. Brian and his wife Liz were responsible for changing the face of how results of stage rallies were communicated during the events to the public and indeed competitors.

The couple from Glengormley Co. Antrim started their RallyNews bulletin service way back in the 1980's. Originally they covered news from the Donegal Rally, but so successful was the venture that most major events in the British Isles, including the WRC Lombard RAC Rally then utilised their services. All this was way before the advent of the internet and mobile phones.

When officiating on events, such as Donegal or Rally GB, if possible, I made sure to visit Brian and Liz in the service park to collect a set of bulletins in order to keep up with the latest news and results. Liz would type as Brian dictated the information collected from the rally crews at stage ends. Then they ran off the bulletins on a copier from the back of their Mercedes van. There could be as many as 15 different bulletins per event. All were full of quotes and entertaining snippets as well as the ongoing results.

RallyNews bulletins dating from 2000 to 2018 are still available on the internet at rallynews.net. Check them out if you get a chance. Well worth a read. Happy memories indeed!

I remember sharing drinks and conversation with Brian as we sailed back to Belfast after a Rally GB in the 90's. Brian was a gentleman and always ready to talk rallying. All the inside information and gossip of the day was thrashed out on that boat trip!

The Patterson's four sons are also involved in rallying. Chris is of course a well known and experienced co-driver whom I know well. We helped him and Kris Meeke out after a big accident on Rally GB one year. Eldest son Michael also helped out with RallyNews, but he and his Dad ran "Patterson Pacenotes" helping to keep competitors from all over Ireland, the UK and beyond, safe on the rally stages. Davy as well as an accomplished marathon motorcycle rider, was employed by Prodrive during the Subaru "hay days". He used to chauffeur David Richard around at events.

On one particular occasion a few years ago, Victor and I were coming home on an easyJet from Rally Spain. The 2hour journey from Barcelona to Belfast was made a lot more enjoyable and entertaining as Davy Patterson sat with us telling tall tales of his experiences in rallying or otherwise! Brian's other son Jody also competed in certain events.

Along with Sammy Hamill of the Belfast Telegraph and Alan "Plum" Tyndall of RPM fame, the Patterson family have done so much to promote rallying here in Northern Ireland and beyond. Brian was press officer for the much-missed Lurgan Park Rally. He was responsible for bringing some of the World's best drivers to the popular single venue event. The pre-rally press conferences were legendary, and handled so professionally by the one and only Brian Patterson.

To Liz, Michael, Chris, David, Jody and the rest of the Patterson family circle, our deepest condolences from all of us involved with BMMC Northern Ireland.

Looking Back

They may not be running in 2020, but over the years both the Lakeland Stages and the Bushwacker Rally were the best and most popular gravel rounds in the NI Rally Championship. Here are some of my memories of these classic September events.

30 Years Ago.....1990

Mervyn Hill and Kevin Shaw won the Lakeland Stages Rally in the forests near Enniskillen. This was Hill's first victory in the Northern Ireland Rally Championship. The pair were in a Ford Escort Mk.2 as were the second placed crew of Philip Young and Richard Hogg. Third went to the Toyota Corolla of David Greer/Mark Crowe. BMMC/BRMC club members were timekeeping, covering rescue and providing radio crews on this Enniskillen Motor Club event.

20 Years Ago.....2000

Denis Biggerstaff insured that the battle for the 2000 Northern Ireland Rally Championship would go down to the wire with second place behind Robbie McGurk's state-of-the-art Subaru Impreza on the Bushwacker Rally. Having rolled out of the Lakeland Stages earlier in the month, MG Metro 6R4 driver Biggerstaff would now move on to the final round in November, the Toshiba Rally in the Antrim forests, ready to go head-to-head for the championship with Robin Phillips. Just as they did in 1999! We were timekeeping and covering rescue on the Bushwacker in the Co.Tyrone forests. The rally always ran in late September and was organised by Omagh MC.

10 Years Ago.....2010

A rally long battle on the Lakeland Stages between Alastair Fisher and Jonny Greer was resolved on the final gravel stage when Fisher claimed his first NI Championship victory by just one second. Both drivers took turns to lead the rally and were level on times going into that last 4.6 mile stage. The two 22-year-old chargers were in Mitsubishi Evo.9 Gp.N cars. Kenny McKinstry was third but almost a minute back in his Subaru Impreza S8 WRC. We were timekeeping two of the eight stages. The club was well represented as usual, providing rescue and radio crews. Enniskillen MC provided a meal for us at the rally finish in the Killyhevlin Hotel.

Two weeks later we were all back in action on the Bushwacker Rally. Based in Omagh the gravel stages were in West Tyrone near Castlederg. Omagh MC always look after us well, feeding us during the event and at the finish venue. Martin Cairns/Andrew Purcell won the rally in a Subaru Impreza S9 WRC while just 8 seconds behind, James Gillen was second for the umpteenth time. For this event Gillen and Jason Haron were in a Subaru Impreza S6 (one of the first World Rally Cars) Donagh Kelly/Kevin Flanagan finished third in their Mitsubishi Evo.9. This was Cairns first NI Championship win. There were 84 starters and 62 finishers.



The late Brian Patterson with his famous Rally Bulletins

CRAP CORNER.

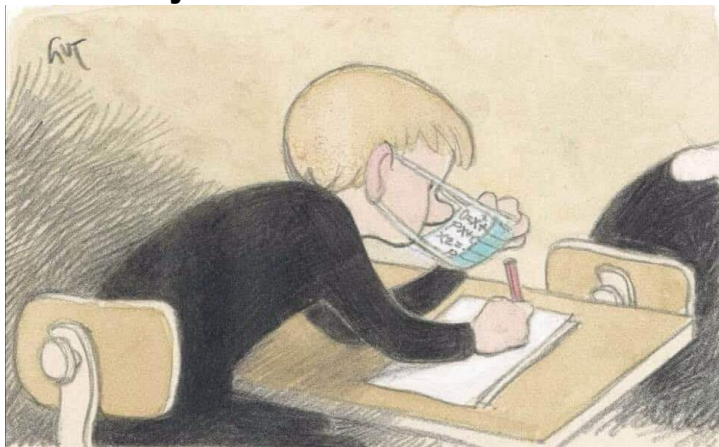
LOCAL WEATHERMEN CLASH AMID PLANS TO ABOLISH SEASONS.



Northern Ireland's top meteorologists Barra Best and Frank Mitchell are at loggerheads after BBC man Best revealed audacious plans to do away with Spring , Summer and Winter , amid growing evidence that our weather always feels like Autumn.

"For decades now we have been seeing our seasons gradually morphing into one" claims Professor Best. " It has become apparent that describing a brief warm spell in June as summer is pointless." "It's usually followed by two months of pissing rain , with a brief respite over the 12th. If God is feeling Protestant" "Then the rest of the year consists of wind and rain , rain and wind , blustery showers and the occasional spells of gusty dampness . Basically we live in Perma-Autumn."

His U.T.V. counterpart Frank Mitchell reacted furiously to the pronouncement. " Best is talking out of his ass" argued Dr. Mitchell " It is apparent to even the amateur meteorologist that we can expect three frosty mornings in December followed by a dusting of snow over high ground during January." "To compare that to a couple of warm days in August is ridiculous , unless you live in Katesbridge where you should plan for six foot of snow any time of the year".



No wonder so many kids did so well in their exams !