

The BRITISH MOTORSPORT MARSHALS CLUB



SAFER MOTOR SPORT

MOTOR SPORTS ASSOCIATION RECOGNISED

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Newsletter

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Cover Story.

Cheating or just too smart for the F.I.A.?

Cover picture is the infamous Brabham Fan Car raced by Niki Lauda and John Watson in 1978. The Lotus 79 with full ground effects was unbeatable , almost 3 seconds a lap quicker ahead of its rivals so Brabham designer Gordon Murray designed a car which due to its wide flat twelve Alfa engine could not copy the Lotus twin skirts but instead had a massive fan which was supposed to cool the engine but in fact sucked so much air from under the car that the thing stuck to the road. Both drivers were told in practice and qualifying to drive at eight tenths as Gordon wanted to surprise Lotus in the race. Although Watson dropped out Lauda won the race by over 30 seconds . In spite of protests the FIA ruled that the car was legal but team owner Ecclestone decided not to run the car again as he was setting up F.O.C.A. (Formula One Constructors Association) and needed the support of the teams that protested the car. Gordon Murray Genius.

Lotus 88.

After the ban on ground effects and sliding skirts Lotus produced the twin chassis 88. One chassis supported the cockpit and running gear while the second acted as a large moveable wing creating massive downforce. The car was banned before it's first race. Lotus Cheat.

1997 McLaren MP4/12.

A photographer managed to get a picture of Mika Hakkinen's cockpit after the Australian Grand Prix. The picture showed that the McLaren had an extra pedal

fitted , clutch , then a very large brake pedal which on close inspection turned out to be two separate brake pedals. The driver could kill understeer by gently pressing the right side of the pedal slowing the right front and rear wheels or the left side slowing the left wheels. Left foot braking was used meaning he could still keep the throttle open turning into the corner. Ferrari protested the car and the F.I.A. after looking at the speed the McLaren could take fast corners at , compared with their rivals agreed and banned the device. McLaren Cheat.

2007 B.A.R.

The B.A.R. Lucky Strike car was lucky not to receive a total ban from F1 after it was discovered that they had fitted a second fuel tank to the car . The second tank with over 11.5 kg. of fuel meant the car did meet the 600kg. minimum weight at scrutineering but in race trim with the tank empty the car was well under the weight limit. B.A.R. Total Cheats.

2020 Mercedes Benz AMG steering.

The 2020 Merc had a steering wheel that not only turned right or left but could be clicked forward or pulled back. This meant that the drivers (Hamilton and Bottas) could adjust from the steering wheel the toe in of the front wheels at any given corner. Known as dual axis steering it reduces drag on the straights , allows a more even heat across the tyre meaning it lasts longer. Ferrari protested the system but there was nothing in the rulebook to stop it. In spite of this the system was banned. Mercedes Genius.

Finally the greatest of all had things gone to plan. CISITALIA 360.

In 1949 the Italian company had obtained technical details of the final version of the prewar Auto Union car. The Cisitalia 360 with input from Porsche used a tubular spaceframe with hydraulic damping , a flat twelve midships mounted engine with 360 BHP at 10,000 RPM and a revolutionally sequential gearbox which gave four wheel drive in corners and two wheel drive on straights. This was years before John Cooper built a rear engine G.P. car. The car was intended to compete in the first ever Formula 1 Grand Prix at Silverstone in 1950. Sadly the cost of production bankrupted the company , had it survived and won the race the history of Formula 1 might have been very different today.

Cisitalia and Porsche. Genius.

CLASSIC NEWS.

Would you pay top money for a unrestored car with 100,000 miles on the clock? No , me neither , but with early Audi Quattro cars setting record prices the later mid 1980's cars were growing in value. But with a 1985 Quattro valued at £30,000 selling for £24,000 it seems the bubble has burst. Not surprised as the car had 137,000 miles on the clock. Also the nice Ford Capri 280i with 100,000 miles sold below estimate at £23,000.

Lancia Beta cars are very rare as most were crushed after Lancia had to buy them back as front subframes rusted so badly that engines started falling out in less than five years due to the cars being built with untreated Russian steel brought by Fiat in a deal to open a factory in Moscow (which is a whole separate story in it's self).

So any Beta is now a real rarity , more so the 1984 VX supercharged model. Only 40,000 miles from new and kept in a heated garage to protect it from rust it sold for a record £23,800.

Star names add value to any car but the 1966 Ferrari 275 owned by Jane Fonda drew a lot of attention at Sotherby's selling for well over £1.9 million.

The BMW Z3 and Z4 cars have been selling for as little as £3,000 in recent years but as predicted by Quentin Willson they are starting to appeal with low mileage examples selling for close to £10,000.

The VW Karman Ghia is another undiscovered Collectors item. With 356 Porsche cars hitting the £100K mark early Karman Ghia cars with similar but detuned engines are now selling for over £16,000 more than double before the pandemic.

Cannot believe what I have just read , with classic Mini shells available to buy at around 2 grand someone who wanted his Cooper S to be totally original as possible has spent £20,000 on restoring the bodywork of his 1969 Mini Cooper (not a Cooper S just a 998cc Cooper) On top of this he spent thousands on an engine and gearbox rebuild , a respray and a complete retrim in black leather. The car is now as new but the money spent will never be recovered.

Another dodgy decision was buying the nice 1972 BMW E9 3.0 CSL at Anglia Car Auctions . In spite of a very good older restoration the car was not a 100 % concour's winner but clearly more than one person wanted it paying above the odds at over £111,000.

For a few very rich collectors the new Alvis Car Company set up at the end of 2012 can supply you with a prewar Alvis built in the traditional way but with a few modern updates including fuel injection to meet modern emission standards in the U.S. and rack and pinion power steering.



The Lancefield bodied Alvis Art Deco car fitted with a 4.3 litre 6 cylinder engine , but now fitted with fuel injection to pass emission tests is ready for European Touring.



New Vanden Plas with 4.3 Litre engine and modern six speed gear box is for a

**collector in Japan. (Don't even think of asking the price !)
New Car News.**

Ex TVR engineer Graham Mullholland has now put his new car on the market. The Mullholland Legend 480 is he says, A true successor to the last TVR with a 480BHP V8, and selling for £90,000. The front engine rear wheel drive car has little in the way of driver aids and is indeed a true old seat of the pants rear wheel drive supercar. Pity about the looks !.



Cars which never depreciate .

Few and far between , but there have been a few cars which were wise buys and if owners were smart enough not o abuse them and keep the mileage reasonable are now worth a lot more than new.

It should not come as a surprise that most are Hot Hatches.

1980 Renault 5 Turbo Mark 1.

Costing £12,000 new most of the mid engine 5 Turbo cars were either crashed badly or suffered from terminal rust in structural areas. Surviving cars in good condition are now selling for between £75 / 90 grand.

1984 Peugeot 205 GTI T16.

Costing £25,000 new the T16 was a road version of the infamous Group B car. Rare and requiring a skilled driver at the wheel , which most rich owners were not , survivors are now selling for £100,000.

2008 Renault Megane R26R.

The stripped out lightweight Megane was rated as the best front wheel drive car ever in the dry but a real handful in the wet . Costing £22,000 in 2008 a low mileage example is now close to £30 grand.

2018 VW Golf Clubsport S.

Costing £34,000 the stripped out 2 seater Clubsport S had over 300BHP and was quicker round the Ring than a 2018 Porsche 911 S.

The guy who owned my Honda Civic R exchanged it for one, lucky guy , current value £ 40 grand+

2015 Volkswagen XL 1

With only 200 built and a price tag of £92,000 this Hybrid running a tiny 800cc turbocharged diesel engine mated to a rear engine electric motor had a top speed of 100 MPH and did 300 miles to a gallon of diesel. The car was a mobile test bed for VW testing the limits of low aerodynamic drag and rolling resistance.

In 2017 one arrived in Northern Ireland and I understand was quickly sold on to America at a profit. In Germany one was recently sold for well over £100,000.

From the archives.



IF I TOLD YOU there was a Volkswagen anyone could buy but that it cost £92,000 , seats just two , and is slower than a base model Polo , be a nightmare to service , and is only available in left hand drive , would you want one ? Probably not . However if I told you that in normal driving the car was capable of around 300 miles to the gallon would you reconsider ?

But that is the proposition placed before you by VW , The Volkswagen XL 1 , a genuine fully crash tested production car on sale now , but in limited numbers. VW intend to build 250 cars and with many already sold to museums and private collectors only a small number will reach the open market.

But whether a car with only 67 BHP is worth £92,000 is hardly the point. The sensible way to look at it is as a test bed that VW has decided to place into the public arena so it can test in real time with real people on public roads . It will then take the myriad technologies forward into cars you and I can afford.

These include a carbon fibre reinforced monocoque , a tiny 800cc two cylinder diesel engine , a hybrid electric drive and refinements to minimise aerodynamic drag and rolling resistance.

The car is as extraordinary as it looks . It is by a vast margin the most fuel efficient and environmentally car ever in production.

It has a drag coefficient below 0.19 , will do 313 miles to the gallon and weighs 795 kg , less than a Lotus Elise.

Robert's RallyBuzz

WRC bound for Northern Ireland ?

It now looks likely that Rally Northern Ireland will be included in the 2022 World Rally Championship. That is of course IF funding can be found for the new Belfast-based event. Time is of the essence for organisers to agree funding between Motorsport UK, the British Government and the Northern Ireland Executive. It is understood that the final calendar will be announced in October. Nine of the twelve rounds have already been confirmed. Northern Ireland (UK), Finland, Croatia and New Zealand are tipped to fill the remaining four places. Next year of course sees the WRC enter a new hybrid era with new cars for the three manufacturers, Toyota, Hyundai and M-Sport Ford.

Meanwhile the 2021 Motorsport UK Northern Ireland (Tarmac) Rally Championship steps up a gear this month with two single-venue events. The Dogleap Rally is on Saturday 7th at Ballykelly and then two weeks later we have the Loughgall Country Park Rally. Expect full entry lists for both these events. Following on from that, two classic gravel rallies in Enniskillen and Omagh take place in September.

Three closed-road rallies are due to take place in NI later this year. The Tour of the Sperrins in October and then the Tyrone Stages plus the Ulster Rally in November. It is hoped by that time some of the current stringent coronavirus restrictions will have been lifted, allowing these events to take place without any problems regarding marshalling and most importantly the safety of local communities. It looks like we will all have to learn to live with Covid-19 and its associated restrictions for some time to come, unfortunately.

Looking Back

20 Years Ago.....2001

The SEAT Lurgan Park Rally was dominated by Gwyndaf Evans in his Seat Cordoba WRC. The car was the latest and last development of the Cordoba, the EVO.3. It had been a miserable day for us marshals with continuous rain falling throughout the nine-stage event. Derek McGarrity was second in a 2000 spec. Subaru Impreza WRC and Kenny McKinstry third in an older Impreza. The end-of-rally Challenge Time Trial was also won by Evans but SEAT donated the total £5,000 prize money to charity.

I predicted way back then that Garry Jennings and Kris Meeke would be "Two to Watch" as they competed in the nationwide 2001 Peugeot 106 Cup series. Quote; "Both of these young chargers from Northern Ireland offer us hope for the future and hopefully they will go all the way to the top of the tall tree that is the pinnacle of our sport" Well they both did quite well didn't they. By the way there are lots of rumours around regarding a Kris Meeke return to the WRC with a new manufacturer, watch this space!!! Meanwhile the 2013 Irish Tarmac Rally Championship winner Garry Jennings is competing in the National section of the BRC this year in a right-hand-drive Ford Fiesta R5.

The Foot and Mouth outbreak was still creating havoc with both the Lakeland Stages and the Bushwacker cancelled. The 2001 NI Championship restarted in August with round two the Dogleap Rally. Trevor Moore won the gravel event in his Escort Cosworth. Denis Biggerstaff was second in his Metro 6R4.

I made the trip to Naas for the World Rally Masters rally sprint event at Punchestown Race Course. Richard Burns, Freddie Loix and Miki Biassion were the stars but only performed demo runs. Burns and Loix were in the latest Subaru and Mitsubishi World Rally Cars respectively.

10 Years Ago.....2011

Darren Gass took his second win in succession at Lurgan Park. Driving a Subaru Impreza S10 WRC with sister Kerrie co-driving for the first time, the Armagh man won every stage and was 18.4 seconds ahead of Kenny McKinstry and Noel Orr in their S8 Impreza. Denis and Stuart Biggerstaff were third in their family S9.

Jonny Greer brought his fabulous Skoda Fabia S2000 to the Bishops court Clubman Stages and dominated the time sheets by around 10 seconds on each of the eight stages. Unfortunately he and Brian Crawford were not competing, they were in the zero course car, testing for the forthcoming Ulster Rally. The rally was won by James and Heather Kennedy in their Mk.2 Escort with the Mitsubishi Evo.9 of Marc Johnston/Rodney Hicks second. As Chief Timekeeper on the day I had the support of five other club members on what was a good day weather wise and ran to schedule without incident. 55 cars started the Ballynahinch and District MC's event which was round two of the ANICC 2WD Rally Challenge.

5 Years Ago.....2016

2016 saw the last ever Lurgan Park Rally (to date anyway). Winners were Garry Jennings and Michael Moran for the fourth year in succession. They were in was the same Subaru Impreza S12B as on all previous occasions. In fact that particular car won at Lurgan five times. Kevin Lynch drove it to victory in 2008. Kenny McKinstry/Noel Orr finished second yet again this time in a Subaru Impreza S14. Declan Boyle and his cousin Brian were third in a Fiesta WRC.

We were covering all the fire points as well as assisting on radio. The crowds were well down on the 10,000 who flocked to Lurgan Park in the glory days, possibly indicating the end of an era. This had been my 36th year marshalling in the park and my 20th year as Fire Officer. BMMC / BRMC have officially supported the event since 1982.

North Armagh Motor Club would love to bring back the Lurgan Park Rally. The only problem is a lack of sponsorship. It takes a huge amount of money and commitment to stage an event like this in the modern era. Hopefully all is not lost. We would love to see this unique event back on the calendar.

Rally Diary

Sat. 7th August Dogleap Rally

Round 2 of the NI Championship this Maiden City MC event takes place at Shackleton Airfield, Ballykelly Co.Derry. Sponsored by Eakin Bros. Brian James Trailers. We are covering rescue and radio. Due to the current regulations no spectators are permitted to the single-venue rally. A full entry of 100 cars are due to start the six stages. Jonny Greer and Derek McGarrity are set to continue their battle for the championship. Sign on was electronic and through rallyscore.net.

Sat. 21st August Loughgall County Park Rally

Round 3 of the NI Championship. Organised by North Armagh MC. Originally the club had planned to use a closed-road stage as well as tests in the Country Park but due to problems with regard to the stiff Covid-19 regulations it has now been decided to hold the complete event within the confines of the park. There will be six tarmac stages (two repeated three times)

This is the first time the championship has visited Loughgall Country Park although the stages are well known to clubmen who have competed there many times over the past number of years, Damian Toner winning on the previous five occasions in his Mk.2 Escort. This time could be different though with Greer and McGarrity etc. expected to set the pace in their more powerful four-wheel drive machinery as the race for the 2021 NI Rally Championship heats up. A maximum entry of 100 cars is expected. Officials sign-on is electronic through rallyscore.net.

We will be covering radio points and other marshalling duties on the day. Spectators are permitted but the current Covid-19 regulations will apply. The event will be sponsored by PRM Group and RPM Motor Sports.

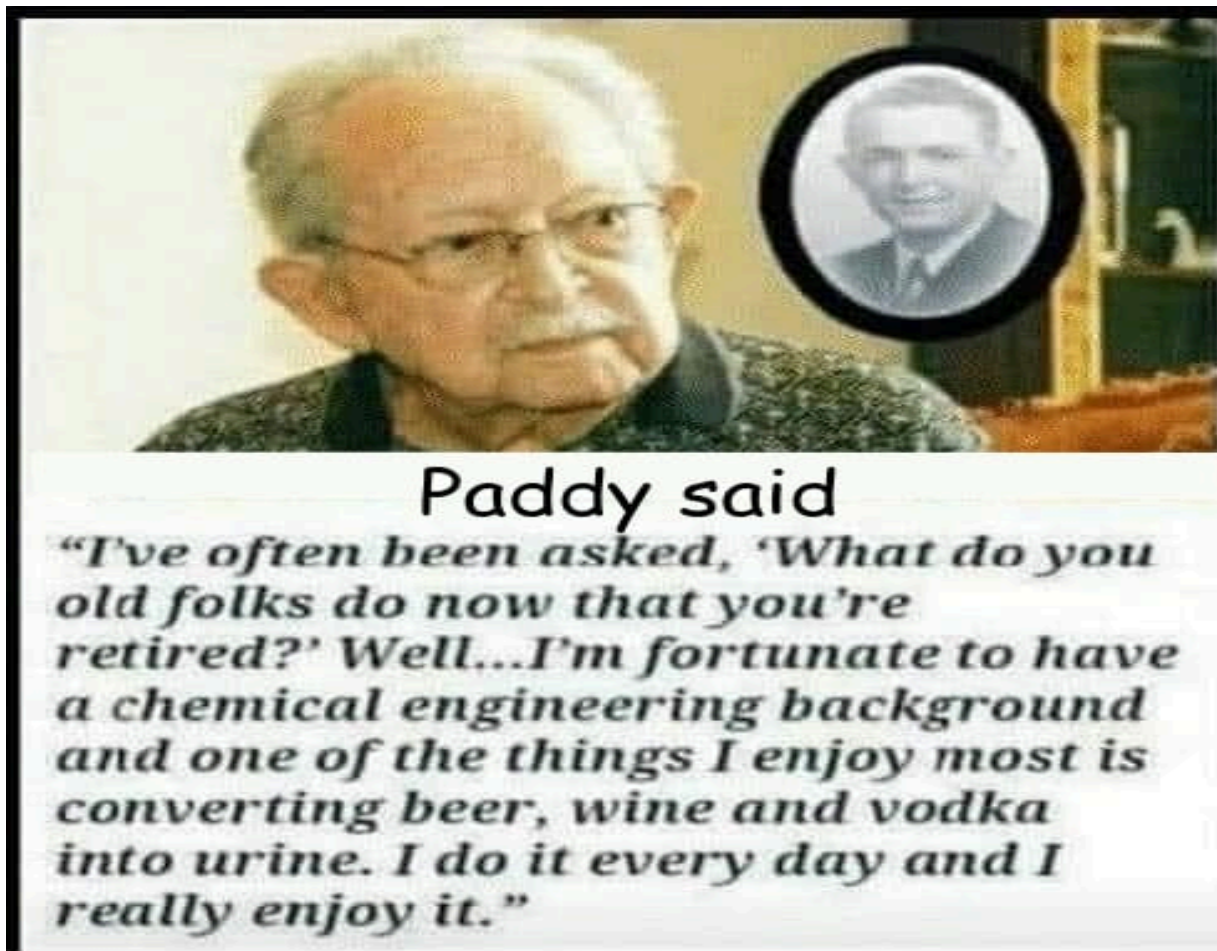
Sat. 4th September Lakeland Stages

Enniskillen MC are the organisers of this gravel event. Not part of any major championship this year. We will be helping with timekeeping, radio and rescue. The stages are the usual ones close to Derrygonnelly. Sign-on electronically with rallyscore.net The current Covid-19 regulations with regard to motorsport will apply.

Blast from the past Circuit Retro 1990 ? Phillip Surtess 1944 Willys Jeep.



CRAP CORNER.



Paddy said

"I've often been asked, 'What do you old folks do now that you're retired?' Well...I'm fortunate to have a chemical engineering background and one of the things I enjoy most is converting beer, wine and vodka into urine. I do it every day and I really enjoy it."

Commenting on the weather one Dublin newscaster noted “ There have not been as many tans in Ireland from the troubles in 1920 !”

BRIXIT VACCINE MAY NOT BE READY ON TIME.



Scientists working to develop a vaccine to protect NORN IRELAND from the effects of Brexit are concerned it may be available for some time.

The news comes amid growing concern about the possible systems of the Brexit virus which include persistent smuggling across the border.

The virus is believed to have originated in Nigel Farage's house then reaching here via an infected Sammy Wilson. Although the whole population of the U.K. might face infection it seems that the unusual genetic of Northern Ireland people leave us most at risk.

The hybrid Irish/Scots/ English DNA makes it difficult to deal with the situation says Professor Hugh Genics from the University of Moneylane. “Ultimately the inability of our Politicians to reach agreement on anything makes us more susceptible.

One lot want to protect the Good Friday Agreement by putting border posts at Larne and others want to stick them at Newry while the other side say NO Protocol no Border. Until a vaccine can be produced to available to everyone the Government has decided to restrict social gathering to 6 people with no bubble to include people of different religions.

The D.U.P. has asked to amend the law to exclude same sex couples from any 6 person bubble.

“In the absence of a co-ordinated approach to dealing with the problem officials look likely to instruct local businesses to stay shut. We will have less people around us to argue with” explained Professor Genics.

