

# The BRITISH MOTORSPORT MARSHALS CLUB



SAFER MOTOR SPORT

MOTOR SPORTS ASSOCIATION RECOGNISED

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# Newsletter

ISSUE 11

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Cover Story.

Sad to report the death of Adrian Boyd a couple of weeks ago. One of my hero's in the sixties Adrian and brother Derek were both highly rated drivers of the old school , amateur gentleman drivers who could compete against the best.

The 1960 Circuit was very much an Irish event but the surprise winner was Adrian in his little FrogEye Sprite. He would go on to fill his dining room with trophies running a Daimler Dart , a Sunbeam Repair and a Sebring Sprite not only on the circuit but at Cairncastle , Knockagh , and Craigantlet hillclimbs as well as racing at both Bishopscourt and Kirkistown.]

He won the Starlight Rally in 1965 , this rally would go on to be sponsored by Texaco and thanks to the U.A.C. became the International Ulster Rally which he won in 1971.

The 1971 Circuit had become an International event with B.M.C. Triumph , Ford , and Opel all entering works cars. Adrian had an Escort RS 1800 entered by R.E. Hamilton The Ford dealer in Linenhall Street Belfast and he dominated the event winning more than half the special stages. For many people , like Paddy Hopkirk , this would have lead to a professional career as a works driver but Adrian was content to run the family business at Boyd's Quarry just north of Belfast.

He almost won the 1971 Manx International finishing just behind Roger Clark,

Winner of the 1972 Galway Rally and 1973 Manx International racing fans will best remember he and his brother fighting for wins in the two R.E. Hamilton 3 litre Capri's at Bishopscourt , Kirkistown and Ingleston in the mid seventies.

His purchase of an ex works Alpine 110S meant he was one of Ireland's top rally drivers over the next ten years winning the Galway Rally the Manx International and more than 10 other National events.



His last appearance was the 2019 Donegal Desa Vu Rally when he drove the ex works green striped ex Wormbold BMW 2002 Tii.

It was Adrian who thought up and designed the Boyd's Quarry Rallycross track in 1979 and saw it become one of the most important and difficult tracks in the U.K. The track attracted many spectators and International stars like Martin Schanche and Will Galloway and is an event that could not be replicated today.

Our unlicensed Rescue Unit covered every Rallycross at Boyd's Quarry and as can be seen from the picture it was a far cry from today !



Crew Chief Jim Gordon-Baker checking out our Rescue Unit in September 1981. Jim 6 foot 4 and ex 2<sup>nd</sup>. Para said jump and you jumped ! The car was a 2.3 Vauxhall Ferenza donated by Pentland motors and converted by Harry Harper boss of Link Transport with help from the late Jim Todd , the late Don McCurdy and myself. It met a sad end being vandalized in East Belfast in 1982 and had to be scrapped.

Not Many People Know That !

Locals will be aware of the Ards T.T. races before the war and the Dundrod T.T. races in the 1950's but less well known is one of the first post war races in 1946. This , the Ulster Trophy race on roads to the west of Ballyclare attracted both new cars and international drivers. Maserati entered two new cars , Alfa entered a three litre car and local driver Leslie Johnstone entered a pre war 4.5 litre G.P. Delage. A late entry came from Prince Bira of Siam in his 1937 E.R.A. Prince Bira had been winning International races from the mid 1930's and although the Maserati's lead for much of the race Prince Bira went passed them to win . Pity that the event got headlines in England but very little coverage here.

In 1922 Bentley built a prototype of it's most successful car the open 3 liter touring car.

It was the first Bentley to be fitted with 4 wheel drum brakes so Bentley had to adjust the spring rates. Almost 100 years before computer aided design W.O. Bentley and his engineers came up with a novel design. Attach paint brushes loaded with white paint to the front axle and keep braking hard until there were no paint marks on the road. It worked and the new 3 litre and 4.5 litre Bentley's could brake as hard as they liked even in race trim without loss of balance between front and rear axles.

California boasts the highest ownership of electric cars in the USA but although it leads the way in the U.S. in utilizing renewable energy the truth is that over 70% of the electric produced to charge electric cars is by gas and nuclear fuel both of which are also pollutants'. What does this mean? Until the world can find a way to produce electricity by renewable means the idea that running an electric car to save the planet is, at best nonsense, and at worst Government telling us that petrol and diesel powered cars are the problem is less than true.

## Old Car News

Strange news from Auction sites, on the one hand Anglia had some bargains while other auction houses were selling above estimate. Anglia's bargain buys included a lovely restored 1971 Mini 1000 for £4300 a 1998 Bentley Arnage Red Label with only 26,000 miles for £19,000 and a low mileage 1985 Jaguar HJ 3,6 SC with extras for £7290. Bargain of the year has to be the 1990 Chevy Corvette C4 with 21,000 miles, fully stamped service book, and a long list of extras selling for just under £10,000. Way below estimate someone got a great car at a silly price.

In contrast somebody paid over £19,000 at Historic's for a brown Triumph Dolomite Sprint while Bonham's sold a Mk2 Escort Mexico for £42,000 and Manor Park sold a similar Mexico in green for £38,000.

Historic's also struck lucky with a 1986 Lotus Esprit Turbo with over 80,000 miles on the clock. Valued just a year ago at £20,000 the car sold for £37,000 a new record. Historic's also had a win with a barn find Alfa Montreal, a very rare RHD car. In spite of needing total restoration someone paid over £43,500 on the car.

There has to be some sad story about the Brightwell's sale of the 1951 Jowett Javelin. Four years ago the Jowett was totally restored to a better than new condition and with few miles since it was expected to fetch big money. The owner (unknown) at the end accepted £8500 for the car which many expected to fetch £20,000 because of the condition. The £8500 paid would not get close to the cost of renovation so clearly someone got a bargain and someone got very badly hurt financially.

## Technology and Tragedy. The Lotus 56.

In 1965 Granatelli's STP indy car team stunned the racing world when he entered a turbine powered car for that years Indy 500 race. The car took pole and built up a huge lead when just a few laps from the finish a small bearing in the turbine broke up blowing the oil seals and the car pulled off the track.

Attempts to ban turbine cars soon followed but Granatelli took the case to court and the ban was lifted although the USAC ( United States Auto Club ) were permitted to impose restrictions on turbine size. Undaunted Granatelli attended the 1967 Canadian Grand Prix where he met Colin Chapman , Jim Clark and Graham Hill and introduced them to the boss of United Aircraft of Canada ( now Pratt and Whitney ). After much discussion UAC convinced Chapman that they could built a reliable small turbine which would be lighter and give more horse power over the whole rev range than the latest 3 litre Cosworth engine.

Chapman was convinced and signed a deal with Granatelli to build 3 cars for the 1968 Indy race.

Maurice Phillippe the Lotus Chief Designer was to design the car and both Granatelli and Chapman were fascinated by Stirling Moss's reports on driving the P99 Ferguson 4 wheel drive F1 car decided to look at using four wheel drive .



Early 1968 and Colin Chapman and Andy Granatelli unveil the car in America with Jim Clark at the wheel

Clark left soon after to compete in a minor F2 race at Hockenheim where for some unknown reason his Lotus left the road slamming into trees and Jim Clark was dead. Chapman was devastated but with Graham Hill's support he returned to America inviting British Driver Mike Spence to join the team. Mike was a popular F1 driver having raced in over 30 G.P. races scoring 27 Championship points and winning several non championship races. On May 7<sup>th</sup>. He lapped the car at 169 MPH and late in the afternoon decided to test chassis no2. He hit the wall at turn 1 and like Senna years later suffered appalling head injuries and died. Chapman left the scene in tears returning to the U.K. and for a time the future of Lotus was in doubt. Come race weekend and Chapman returned to see new driver Joe Leonard set a lap record at 171.5 MPH with Graham Hill a close second. Starting 1 and 2 Leonard and Hill drew away with third driver Art Pollard retiring the third Lotus early after a brush with the wall. Hill completed 110 laps behind Leonard before pulling off with a loose front wheel and 9 laps later the leading Lotus stopped when the fuel pump failed. The dream was over and as expected turbine engines were banned at the end of the year.



In 1974 the Bulletin of Atomic Sciences in America condemned the ban stating that further development of small lightweight jet turbine engines for automotive use would be cost effective. Both G.M. and Ford decided to ignore the report !

# Robert's RallyBuzz

## JONNY GREER IS NI CHAMPION

Callum Devine may have dominated the Go Power Tour of the Sperrins Rally last month, but third place was more than enough to insure Jonny Greer became the 2021 Northern Ireland Rally Champion.

For Greer and co-driver Kirsty Riddick in their Citroen C3 R5 it was their second NI Championship. The pair had previously won the title back in 2017.

The Sperrins event was a great success for organisers Magherafelt and District Motor Club. The final round of the Championship was the first closed-road rally to be held in Northern Ireland this year. Three repeated stages were the order of the day; Dens Folly (4.77 miles), Davagh and Straw Mountain (7.25 miles). The weather was very changeable with fog early on and then heavy rain for the second passes.

My job as part of the safety plan was to cover a mid-point radio on SS2/5 Davagh. The longest stage at 7.33 miles, Davagh is a well known stage used many times on various rallies over the years. This time, despite delays caused by spectators moving around, both test ran smoothly apart from a huge accident before my location on the second run. Philip Allen and his "celebrity" co-driver Eugene Donnelly slid off at high speed, clipped a telephone pole and rolled into a field. They had been just 4.9 seconds off the rally lead at the time in their Fiesta R5 and were on a charge. Thankfully neither crew were injured.

It was good to see people out watching rallying again after all our problems of the past 18 months. 100 cars started the rally and there were 82 finishers. As I said Callum Devine won the event. The Co.Derry man and co-driver Brian Hoy were in the same Ford Fiesta Rally2 which took them to victory on the recent Cork 20 and Donegal Harvest rallies. Running at number 105 Devine was a late entry. Second place went to Desi Henry and Niall Burns in their Hyundai i20 R5. They were 34.7 seconds down. Jonny Greer was third and Peadar Hurson fourth in his Fiesta WRC.

Defending champion Stephen Wright finished back in eighth place on the Sperrins but the Fiesta R5 driver still managed to claim second place this year seven points behind Greer. Completing the 2021 NI Championship podium, Peadar Hurson was third. Barry Morris won the 2WD category with his Darrian T90 GTR.

## LOOKING BACK

### 20 Years Ago.....2001

Nine of us BMMC/BRMC members attended the Network Q Rally of Great Britain. This was the final round of the 2001 WRC. The rally was based in Cardiff and we would marshal a sector on three of the seventeen stages from Friday 23rd through to Sunday 25th November.

Colin McRae was leading the World Championship, one point ahead of Tommi Makinen and two clear of Richard Burns. Carlos Sainz had an outside chance of the title but needed to win Rally GB and the other three contenders not score at all.

Makinen retired his Mitsubishi on SS1 and then McRae and Nicky Grist had a huge accident on our Friday stage while leading the rally.



We were at junction 12 of SS4 Rhondda, but McRae retired one mile before that. His Ford Focus barrel rolled four times flat in fifth gear and was destroyed. Luckily neither Colin nor Grist were injured. Next car on the road was Richard Burns. Having just seen what happened to Colin, Richard briefly lost concentration and spun at our location losing a few seconds. I still have the broken tail-light of the Subaru which made contact with a log pile. The biggest incident we had was when Belgian driver Francois Duval rolled his little Ford Puma into a small river. Both crew members were extracted without any injuries.

Following McRae's dramatic exit, it was just a matter of Richard Burns pacing himself and staying on the road for the rest of the rally. The Englishman was on course to win the World Championship on Sunday, providing he finished Rally GB in the top four.

On day two Saturday we covered a sector on SS11 Brechfa. We were based in Swansea so all the South Wales stages were within a half-hour journey. The Brechfa stage was cancelled following an accident prior to our location. Carlos Sainz who was running in fifth place, crashed his works Ford Focus into a marshals car and spectators at a junction. 14 people were injured, two seriously.

Only 50 cars made it through to Sunday's final stage SS17 Margam Park 2. For the first time all weekend, it was wet and windy as we drove through the 28 kilometre stage to our allocated sector, junction 17 near the finish. Apart from dealing with lots of spectators we had an incident free day.

Marcus Gronholm won the rally and his Peugeot 206 team-mate Harri Rovanpera was second. Richard Burns and Robert Reid finished third in their Subaru Impreza S7 '01 which was enough to make sure of the 2001 World Rally Championship. Further down the order, Ulstermen Nail McShea and Michael Orr in their Citroen Saxo finished second behind future World Champion Sebastien Loeb in the Super 1600 class.

## LOOKING FORWARD

The 2022 Northern Ireland Rally Championship is scheduled to run with five tarmac events. Kirkistown in February, Bishopscourt in March, The Dogleap in May, Tyrone Stages in June and the Down Rally in July.

The 2022 ANICC Gravel Rally Challenge is due to consist of three events. Fivemiletown in February then the Lakeland Stages and Bushwhacker in September.

The UAC Circuit of Ireland Rally, a round of the Irish Tarmac Championship, is planned for the Easter weekend 15th-16th April 2022.

Although the Ulster Rally is pencilled in for 19th-20th August 2022, it is widely believed that this event will not take place. Instead we expect the World Rally Championship to visit these shores at that time.

A "To-Be-Announced" tarmac rally is presently listed for 18th-21st August on the 13-round 2022 WRC calendar. Reliable sources say that confirmation of Rally Northern Ireland taking place on that date will happen next month when the World Motor Sport Council meets on 15th December to ratify the 2022 calendar. I just hope that (fingers crossed) those sources are correct. It would appear that the required funding is now in place to allow a Belfast-based WRC event to happen.

## Rally Diary

Sat. 20th November.....Modern Tyres Ulster Rally

The seventh and final round of the 2021 British Rally Championship. Organised by the NI Motor Club. Based in Newry Co.Down with Rally HQ at the Mourne Country Hotel and service park nearby at the Carnbane Industrial Estate. Originally planned for mid August, until COVID-19 intervened, the new date could mean rain, sleet or ice on the challenging tarmac lanes of Ulster.

We will be out in force as usual covering stage marshalling, rescue, recovery, refuelling areas, timekeeping and radio. There are nine closed-road stages (3 repeated 3 times) in counties Down and Armagh. Lamp pods will be needed because the third loop of stages will probably finish in darkness.

As I write 109 entries have been received including almost 30 of the top British and Irish R5 competitors. With regard to the British Rally Championship, Welshmen Osian Pryce and VW Polo GTI R5 team-mate Matt Edwards go head-to-head for the title. A maximum of 120 cars are allowed to start. The seeded entry list is due to appear on [rallyscore.net](http://rallyscore.net) on Tuesday 9th November. Rally Guide 2 will appear on the [ulsterrally.com](http://ulsterrally.com) website from Wednesday 3rd November.

If rumours are to be believed, this might be the last Ulster Rally for awhile. Personally I have only missed one or two since 1979 which was my first marshalling experience.

Interestingly the calendar for the 2022 British Rally Championship reveals that for the first time in 21 years the series will not visit the island of Ireland. In fact the BRC has been running for 64 years and 2000 was the ONLY year an Irish round didn't take place.

Fri. 19th - Sun. 21st November.....Rally Monza (Italy)

Obviously we will not be involved in this one, but on the same weekend as the Ulster Rally, the 2021 WRC finishes in Italy with Rally Monza. After his second place in Spain, Elfyn Evans is just 17 points behind Sebastien Ogier. The Toyota team-mates go head to head for the title. Last year Evans was leading the championship going to Monza (which again was the final round) but Elfyn ultimately lost the title to Ogier when he slid off the road and into retirement on an icy road test.

With a maximum of 30 points available for the rally win and top power stage points, the little Welshman will be looking for revenge this time out. On the other hand this will be Sebastien Ogier's last full-time drive so he would love to lift an eighth World crown. Ogier will only take part in selected events for Toyota in the new hybrid WRC next year.

The rally uses the famous Monza Grand Prix race circuit and its perimeter roads plus challenging closed-road mountain stages to the north of the circuit. Unlike last year spectators will be allowed to attend. If you want to follow the action live stage-by-stage log on to WRC+ (if you can afford it) or alternatively catch the hour-long highlights on ITV4 the following week.

In Advance of The A.G.M. I would like to thank Robert for his contribution to the Mag for over 20 years

## Formal Notice of 2021 A.G.M.

Thanks to the ongoing situation our AGM will be held on Zoom.  
It will take place on Sunday 12<sup>th</sup>. December 2021. At 2.00 PM.

Agenda.

- 1 Apologies
- 2 Minutes of 2020 AGM
3. Chairman's Report
- 4 Sec. Report
- 5 Treasurer's Report.
- 6 Election of Officers.
- 7 Fantasy G.P.
- 8 A.O.B.

In accordance with Club Rules the following Committee members are required to stand down. Robert Coursey Wright Holland Steve Reeves.

Nominations for Committee must be submitted to Sec. Rory at least 7 days before the meeting. Nominations proposed and seconded must be made by post or Email.

Rory O'Neill 83 Kilrea Road Upperlands BT46 5SB

Rory [roneill435@outlook.com](mailto:roneill435@outlook.com)

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My nomination for Committee is

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Proposed by .....

Seconded by .....