

The BRITISH MOTORSPORT MARSHALS CLUB



SAFER MOTOR SPORT

MOTOR SPORTS ASSOCIATION RECOGNISED

FOUNDED 1957

Issue 12

December . 2021



MERRY CHRISTMAS AND A SAFE AND HAPPY NEW YEAR From ROY.

NORTHERN IRELAND REGION MAGAZINE

Newsletter

ISSUE 12

Xmas 2021

Strange year , I did manage to get to all race meetings , usually about three hours late , a couple of sprints but missed all the hillclimbs. If it was not for Fel and others aware of my situation and I think them I would have to give up altogether. Not sure about 2022 , Norma was had another fall sustaining a serious head injury and a broken arm so not sure I will make next year .

Top Gear.

Tried to watch the first episode of Top Gear last month but turned it off after twenty five minutes , is it just me or is the programme crap , really crap ?

John Sprinzel An extraordinary life.

John Sprinzel who passed away earlier this year was one of the most successful race and rally drivers of the 1960's but also a talented engineer , designer , and a very smart business man.

Born in Berlin in 1930 , his father worked for Paramount News , the family fled to London in `1934 after Hitler came to power.

John as a child discovered a passion for engineering and in 1955 saw an advert in MotorSport for that years RAC International Rally. In spite of not having a car John decided to enter and when his entry was accepted " persuaded his mother to lend him " her early 803cc Austin A 30. One of the slowest cars in the rally John took 6th. In class in the 1 litre catagory beating several works BMC , Ford and Triumph cars with twice the power.

Marcus Chambers BMC Compitition Manager saw the result and supported John in rallies and races in 1957. He was entered for the BARC National race at Goodwood which he won , to everyone's surprise , in a little Austin A35.

Interviewed after the race John claimed the car had been prepared by SPEEDWELL a made up name but with interest mounting he opened a tuning business in London called SPEEDWELL. The business started as a very small store selling modified cylinder heads for A and B series engines but quickly developed into a much larger business selling performance parts for A35 , Morris Minor , A series and B series BMC engines , exhaust systems and uprated brake and suspension parts designed by John.

By 1959 not only was the business a roaring success but John in his works prepared Frog Eye Sprite partened by Stuart Turner won the RAC British Rally Championship and the BTRDA Rally Championship.

He also raced Triumph TR2.s MGC's HWM Jaguar , and in Greece a Ferrari 250 GTO during the year with considerable success.

At the end of 1959 he joined the Donald Healey Motor Company and when a replacement for the Frogeye Sprite was being considered John suggested to Geoffrey Healey that an alloy bodied Coupe version of the Mk2 Sprite might do well in racing and the first of the "Sebring" Sprites was built , winning its class in many international events.

In 1968 John led the organising team for the famous London to Sydney Rally which he entered in an MG Midget but failed to finish.

In the `1970's John was a works Rally driver for Austin Healey , MG , Triumph , Saab , Porsche and Datsun with considerable success. He also became the main agent for Marcos Cars and set up a company modifying MINI COOPER S cars which also proved a great success. By 1979 John sold up and with his wife moved to Corfu opening a Windsurfing school. Another great success , so much so that John represented Greece in the 1982 , 1983 and 1984 World Championships. He returned to England several times appearing at both Silverstone Classic and Goodwood driving a 7 litre Ford Galaxie but his heart was in his new home , Hawaii where apart from a successful windsurfing business he was able to write several books about his life in Motorsport. He passed away peacefully in Hawaii aged 91.

CLASSIC CAR NEWS.

With Ford Capri cars fetching what many people consider silly prices it is not surprising that , to me a better car , is catching up. A nice Manta GTE sold last month for £17,000 but that is still less than the cheapest Capri on offer. Good original Manta's are now expected to rise in price to match Capri prices soon. Too many Capri's are being offered at present so with far fewer Manta's on sale prices are expected to rise.

Some weird and wonderful things are happening at auction , making one wonder if the virus has an unknown effect on the frontal lobe of the brain which controls reasoning ? Bonham's in November offered a 1964 Fiat 500D Transformable restored some years ago. Someone paid £48,518 for it about three times its value. Artcurial also sold a tired Mercedes 190SL convertible needing work for over £90,900. A nice restored one could be bought for less than £20 grand more.

In contrast a very nice 1970 Sunbeam Stiletto with the Sport version of the IMP engine and only 55,000 miles in 50 years sold for £8480 in spite of the fact that the family who owned it had clearly cherished it , both the bodywork and the interior were perfect. Another decent sale from The Market was a 1992 Jaguar XJR-S. This top of the range model had a full service history , the interior had been retrimmed in the correct leather at some point , It sold online for £12,000 well below estimate.

Historic's in November saw two bargains , a nice 1973 Triumph GT6 Mark 3 selling for £8800 well below estimate and a 1968 Lotus Elan plus2 in full works livery for £12,000. One car which deserved to sell but did not sell at it's £80,000 reserve was a fully restored ex works Chevette HSR rally car in full Group 4 trim. Entered by Opel Ireland and driven by Dessie McCartney and James Docherty the car won the 1985 Shell Oils Rally Championship. With tired Rally Escorts fetching this sort of money the Chevette was a real steal at £80,000 !

SIR FRANK WILLIAMS. R.I.P.

Sorry to report the recent death of Sir Frank Williams the founder of the Williams F1 team. Frank first entered MotorSport in 1966 with a F2 and an F3 car mainly driven by Piers Courage. In 1969 he purchased a Brabham F1 chassis which Piers scored 2 second place finishes.

In 1970 he teamed up with DeTomaso but the relationship ended after Piers was killed at that years Dutch G.P. In 1971 he ran a March F1 car but in 1972 he built his first F1 car the Williams FX3 which Pescarolo managed to write off at its first race. Frank was broke for the next couple of years carrying out business from public telephone boxes after his telephone and electrics were cut of for non payment of bills.

In 1976 Canadian Oil Millionaire came to the rescue with the Walter Wolf F1 car designed and built by Frank. A year later Frank and his engineer Patrick Head set up their own company Williams Grand Prix Engineering in Didcot Oxfordshire. 1979 saw Williams take its first F1 win at the British Grand Prix going on in 1980 to with both the Driver's and Constructors Championship with Alan Jones and

they would win six more drivers Championship and eight more constructors Championships between 1981 and 1997.

The late Don McCurdy and myself were lucky to meet Frank Williams in 1981 thanks to our I.O. at Woodcoote Corner being a friend of Franks. We were shown round the Williams Pits on the Friday evening and found a man , not an F1 team boss but a very ordinary man with no airs or graces who was , rightly proud of his team.

Come 1986 and the accident in France when he rolled his rented Ford Sierra into a ball breaking his back in two places and in a wheelchair for the rest of his life. In 1994 he was charged with manslaughter in Italy after Senna's crash but was later exonerated and in 2012 retired his daughter Claire taking over as C.E.O. of the team. As one of the most successful privateers or as Enzo Ferrari nicknamed them English garagateers he took on the best and beat them no less than 114 times.



Robert's RallyBuzz

Two-Horse Races

2021 has been a year of down-to-the-wire-two-horse-race motorsport championships. Hamilton and Verstappen in F1, Rea and Razgatlioglu in World Superbikes, Edwards and Price in the British Rally Championship and of course Ogier and Evans in the WRC. All of these championships have been decided on the final event of the year.

Congratulations must go to Sebastien Ogier and Julien Ingrassia. They claimed their eighth and final World Rally Championship together on Rally Monza last month.

Going into the 12th and final round of the 2021 WRC the French pair were 17 points ahead of Elfyn Evans and Scott Martin. The Toyota team mates were head and shoulders above everyone else this year. After three days of swapping the lead they finished first and second in Monza. Ogier won the rally by 7.3 seconds claiming the title by 23 points. Hyundai's Thierry Neuville was third 31 points behind Evans. Toyota claimed the 2021 WRC Manufacturers Championship.

Sebastien Ogier has now semi-retired and will only compete on selected WRC events for Toyota next year, denying him the chance to equal fellow Frenchman Sebastien Loeb's record of nine drivers titles. For co-driver Julien Ingrassia, Rally Monza was his final event, he has announced his immediate retirement.

In the British Rally Championship only two drivers were in contention this year. Welsh team mates Osian Pryce and Matt Edwards headed to the Ulster Rally, the seventh and final round, knowing that it would be a winner takes all situation. Pryce was ahead by 8 points but when dropped scores were taken into account, Edwards could take his third BRC title if he won the rally.

The Modern Tyres Ulster Rally moved to mid November as apposed to the usual mid August date due to COVID restrictions. Using the same stages just north of Newry as on the last event in 2019, the narrow lanes of McGaffins Corner, Bronte Homeland and Shinn Bridge proved to be tricky, damp and slippery. The three stages would be run three times with the final loop finishing in darkness.

Ninety nine cars started and sixty one finished the 93.78 stage mile event. Pryce and Edwards traded fastest times and the rally lead from the start. Such was the speed of the two identical Melvyn Evans Motorsport prepared Volkswagen Polo GTI R5's that they were almost two minutes ahead of the rest of the field after stage seven. Then it all went wrong for Osian Pryce and Noel O'Sullivan. On stage eight the 13.47 miles of Bronte Homeland 3 they crashed out of the rally, the Polo ending up on its roof.

Following Pryce's retirement, Matt Edwards and co-driver Darren Garrod were able to cruise to victory on the final test, eventually finishing 2 minutes and 31.2 seconds ahead of Northern Ireland Champions Jonny Greer and Kirsty Riddick's Citroen C3 R5. The recently on-form Callum Devine was back in third after a huge stage one spin in his Fiesta R5. Best two-wheel drive finisher was Jason Black in his Toyota Starlet back in eleventh place. Although they finished second to Eamonn Kelly and Conor Mohan, Belfast crew William Creighton and Liam Regan won the Junior BRC title in their Fiesta R4.

For Matt Edwards this was his third successive British Rally Championship win, the first person ever to achieve this. Edwards finished 5 points ahead of Osian Pryce. To put the “two-horse race” into context, the next nearest challenger Matthew Wilson was a massive 53 points behind Pryce in third place. Next year the BRC will not be visiting the island of Ireland at all.

The Ulster Rally is hoping to return to its traditional August date in 2022 when it will be a round of the Irish Tarmac Rally Championship. It all depends on whether or not the World Rally Championship will be visiting Northern Ireland at that time. If that’s the case then the Ulster Rally organisers say they have contingency plans to move their event to a different date.

I would suggest that the “Ulster” tags on to the back of the WRC event as a National Rally. This would boost the entry as there will probably only be ten top category Rally1 hybrid cars competing and probably not very many in the supporting WRC2/3 categories.

As I indicated last month we should know by 15th December if the UK’s round of the 2022 World Championship will finally be ratified as Rally Northern Ireland. We are all holding our breath! More on this next month.

Rally Diary

Monday 27th December.....It’s Not The Boxing Day Rally

Organised by the Ulster Automobile Club this Targa Rally is based at Kirkistown Race Circuit in Co.Down. The traditional festive event was not held last year due to the COVID restrictions. A maximum entry of 120 cars are due to start around 9am. There will be over 15 tests. The UAC are appealing for marshals. All officials and marshals are required to sign-on remotely through rallyscore.net.

Wednesday 29th December.....Turkey Run Rally

Maiden City Motor Club are the organisers of this the final stage rally of 2021. Sponsored by mcevoy motorsport.com the five-stage single venue event is based at the famous Shackleton Complex in Ballykelly. A maximum entry of 80 cars are expected to start from 9.15am. We are providing rescue cover and marshals. Again please sign-on remotely at rallyscore.net.

Seasons Greetings to everyone 🎁

SEASONS GREETINGS From CRAP CORNER.



AS I was paying the man for my 8 foot 3 inch Christmas tree he asked " Are you putting I up yourself ?" " No actually , I am putting it up in our living room."

Why is Santa always so jolly ? He knows where all the naughty girls live!

Why did young Rudolph fail his 11+. He went down in history.

What nationality is the real Santa Claus ? North Polish.

What is the legal term for Santa's helpers ? Subordinate clauses.

What sort of car do the small elves drive ? Toy Yoda.

50 years after Ian Wilson and I raced in the original model shop in Queen Street he is still racing at this fantastic 6 lane LeMANS track in Colofons France.



Best Jewish Joke ever ?"

An ISIS terrorist has got separated from his fellow fighters and for 72 hours spends hot days and cold nights wandering in the desert. Disorientated, dehydrated, suffering from heat stroke he sees a man sitting on a deck chair. Is it a mirage? Is it real? He crawls toward the figure and sure enough it is real! An elderly Jewish gentleman on a deck chair with a large suitcase beside him. "Water" begs the Guy " Water please" "Sorry" says the old guy, No water but I have ties, opening the suitcase, Silk ties from Italy, nylon ties from Hong Kong which look like silk but are cheaper, Clan ties from Scotland made of Irish Linen and IVY League ties from America. Good price on any type of tie you fancy"

" Water " says the guy "or I will kill you, I will behead you, I will cut your throat" reaching for his knife, not knowing he dumped all of his equipment two days ago. "You are not really lost" says the old Jewish gentleman " see that hill behind me, on the other side is the state highway and across from it is a Lebanese owned French Restaurant which had gained a Michelin Star'. A couple of hours later the Jewish gentleman leaves but finds the ISIS fighter lying at the side of the road.

" What is wrong, you could not have got lost again?" says the old Jewish gentleman. The guy is so weak he can only whisper and he says with his dying breath " I wouldn't I couldn't, I wouldn't be able to get in without a Tie.

