

# The BRITISH MOTORSPORT MARSHALS CLUB



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MOTOR SPORTS ASSOCIATION RECOGNISED

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# Newsletter

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Happy New Year !

Cover Story.

Brand New Year.....Same old crap.

It was the worst end of the season ever. Mercedes think Hamilton was robbed Red Bull think Max won fair and square , everyone thinks the F.I.A. manipulated the results , some lunatic claims the accident was deliberate to bring out the safety car , what do we know ? firstly we know that the F.I.A. did not want to end the race behind the safety car , secondly we know Red Bull took a big risk bringing Max in for another set of tyres , Mercedes took an even bigger risk with a decision to leave Lewis out on worn tyres when they had at least a chance to bring him in , put new tyres on and take a chance on track position. So Red Bull rolled the dice , Mercedes rolled the dice , the FIA rolled the dice and Max Verstappen won. Stop complaining it is ruining the sport.

Rumours are that Hamilton is thinking of retiring and seeking a career in music. However his request to join the Group Musical Youth has been rejected on the basis that he " Could not pass the Dutchie on the left hand side."

When was the last time you saw a Vauxhall Viva on the road ? No , me neither , so I was surprised to find that one family in England are still running one. I do remember that a mate's mother had one , a nice metallic brown with tan seats, one night she rang as she had a puncture. Mate went out jacked the car up until the sill folded and the jack went up through the floor. Further inspection showed that the floor on the passenger side was rotten , the floor was in fact separating from the bulkhead. Plates were welded in , under the seats , between floor and bulkhead ( no M.O.T. in those days ) but a few months later the fuel tank fell out of a rotten boot floor and the car was scrapped.

In January 1978 Miss Anne Rustin visited her local Vauxhall dealer Coombs in Bexhill on Sea and ignoring adverts for the all new Chevette ordered an HC Viva paying £2498 which included extras like a cigarette lighter , an ashtray and a passenger side sun visor. (those were the days) . In 1982 she married Richard Byrant and in spite of a thirst for oil the Viva continued as a daily

driver until 1994 when the bodywork needed attention. No expense was spared. The car got new wings, sills, floor panels, a driver's door, a bootlid, a respray, and new seats and carpets at a cost of £2,600. This turned the tired Viva into a car as good as when it left the Vauxhall factory. The car is still used by the Byrant family on a regular basis and after further Waxoyl treatment it has 111,000 miles on the clock and is still going strong.



## CLASSIC NEWS.

More surprises from last month with bargains from Sandown and the opposite elsewhere. Sandown sold a nice older restored 1974 Scimitar SE5 with 90,000 miles on the clock for £5775, well below estimate and a rare 1072 Flatlands VW Beach Buggy for £7480. Even the lovely totally restored 1967 Renault 10 Alconi (a updated version of the Renault 10 sport) was below estimate at £13 grand.

In contrast (and I would love to hear what GT6 owner Paul Robinson has to say about this) a restored Triumph GT6 Mk2 sold at Silverstone for £40,500.

It did have a comprehensive restoration with receipts for over £ 90,000 ! Do not know how anyone could spend that sort of money ! Almost as silly one of the 1965 Mini Mokes built for the 1960,s TV series THE PRISONER went on sale at the N.E.C. It sold for £69,000 ! RM Sotherby also scored a hit with a 1969 Alfa 1750 cc boat-tail spyder which clearly had been the subject of very careful ownership over 50 years. Low mileage , presented in class 1 condition , it sold for £69,500 a record.

Barings also sold a nice 1978 Mini 1275 GT with only 25,00 miles from new for £27,500 , I remember buying an 18,000 mile one in Antelope Brown from the late Peter Curry for just under £1,000.

If you want silly the 1980 MGB Le was the limited final run of the MGB. The rubber bumper car with more U.S. emissions controls fitted and higher suspension settings , weird paint colours and multi tone velour upholstery and one of the last to be fitted with obsolete Triumph Stag wheels the car was royally slated both in the UK and the US. This one went into a private collection i.e. somebody hid it away so good luck to the man who paid £33,000 for it.

Two very important Classic Cars , very different , but both valued at well over £100,000 are back on the road after careful restoration.

The first a 1964 Mini Cooper S was bought by Lord Snowden as a present for Princess Margaret. As a friend of Issigonis who oversaw the build the car was delivered firstly to Downton Engineering where 999FLY was treated to an new experimental engine the XSP 1293 Downton Road/rally unit. This lifted power to 86BHP dropping the 0 to 60 time from 14 seconds to 9 seconds. The car was then delivered to Hooper and Company for a luxury retrim with walnut dash , wilton carpets , and seats doorcards etc. In Connelly Hide. The Cooper S badges were removed and replaced with Austin Mini badges representing Anthony and Margaret. The car was a regular feature feature of London nightlife in the 1960's /1970/s before being sold.

The second and possibly more significant the 1969 Mk1 Escort Twin Cam of Roger Clark first used in the Coupe des Alps Rally. ETW 883G also appeared on the Circuit and the Acropolis , before being returned to Borham for a refit including a new LSD diff. Other drivers included Irish Rally Star Rosemary Smith and Tony Fall who used it on the Total Rally in South Africa. Sold off after several years it appeared on a number of English events in the early 1980's before disappearing. David Watkins the current owner has restored it to it's original Coupe des Alps spec. Current Value £150/200 Thousand.

In the Highlands of Scotland a 1957 Lotus Seven has been discovered in a barn.

Not just any Lotus Seven but chassis no.4 which was the car which introduced the Lotus seven range in 1958 and appeared in the Lotus brochure and adverts. Lotus fan Robb Halley from Edinburgh has bought the car and with a friend has started a detailed restoration.

Chris Smith 1944 to 2021.

Chris Smith after a career as a privateer F3 driver founded the Westfield Car Company in 1982 creating the Westfield 7 S1 which was an instant success. A few years later he started a limited run of Westfield 11 cars which today are highly prized , in fact the value of these has doubled over the last couple of years. His decision to update the Seven to Series 3 spec resulted in a messy Court case with Caterham but undeterred he produced the S8 in 1991 with Rover V8 power and the dramatic lightweight FW400 in 1998. As well as running a successful race series for Westfield 7.s in the U.K. he designed and built in 2001 a sports racing car powered by a tuned Suzuki Hayabusa engine which set a new lap record at the Top Gear test track , faster than a Pagani Zonda which cost substantially more ( like 5 times more! ) He may not be a household name but he sold

TRIUMPH SPITFIRE.

It's 60 years from the Triumph Spitfire went on sale and often dismissed as a poor relation to the Midget and Sprite Triumph were to change that by building 5 Lightweight Race versions To take on stiff competition from France and Italy at the toughest race The 24 Hours at LeMans. 3 cars were entered in 1964 , ADU 1B , ADU 2B and ADU 3B. Car 1B and car 3B both crashed during the race but ADU 2B finished the race with a third in class award. Had all three cars failed it is doubtful that Triumph would have continued but the Board approved a further budget to return the cars in 1965. Rebuilding the cars now running in the 1300cc class the standard Spitfire chassis was rebuilt with lighter tubes and the bonnet was made longer with faired in headlights. These changes , not dramatic were enough to see the cars hit over 130MPH at LeMans.

To test the cars 3 were sent to the U.S.A. to take part in the Sebring 12 Hour Sports car race. ADU 1B crashed out early but the other two cars surprised the Yanks being faster through the corners than cars with three and four times the power. At the end of the race ADU 2B took 3<sup>rd</sup> in class just behind ADU 4B second in class. Not only did this bode well for LeMans but more importantly it opened the U.S. market to sales of 1300 Spitfires. It worked , exports of Spitfires soared over the next 2 years.

So to the 1965 LeMans race . Alpine had entered 3 1300cc cars Alfa had a strong entry in the class but after the Alpine retired Spitfire's were the class of the field ADU 4B winning the class with ADU 3B taking 2nd.

What happened next is sadly all too predicable , they changed the rules so that lightened chassis were banned so 1966 cars had to use the standard steel chassis so although Triumph considered fitting the cars with the 2000cc Vitesse engine or entering the new GT6 it never happened.

Having extracted so much performance out the 1300 Spitfire many people are convinced that had the same team been kept in place the GT6 could have been developed into a serious race car. So , the question has to be asked , did Triumph miss a real chance to be a player in the World Sports Car 2000cc championship in the late 1960's ?

Tazio Nuvolari.

On Wednesday the 20<sup>th</sup>. August 1930 a large group of dignitaries including Lord Craigavon , the Duke of Abercorn ,and Commodore Shillington and Hugh McConnell from the Ulster Automobile Club met in Belfast to welcome a very special guest Tazio Nuvolari leader of the Alfa works Team and Italy's most successful motorcycle and motorcar racer of the late 1920's. Alfa had entered 3 cars to challenge the mighty Bentley team of 4 cars and also the works Mercedes Benz and the Fox team of supercharged Talbot cars.



One of the three works Alfa Romeo 1750 S supercharged cars which took part in the 1930 Ards T.T. race.

In the early stages of the race Tim Birkin in the 4.5 litre works Bentley was the leader but after almost 6 hours Campari in the Alfa took the lead with Nuvolari close behind . Campari was penalised for ignoring the No Passing zone in the centre of Newtownards, was called into the pits but resumed to take second behind winner Nuvolari with team mate Varzi in third. A clean sweep for the new Alfas.. Nuvolari returned in 1933 in a little MG and went on to win again.

## Gordon Murray The car Collection.

The factory which built Gordon Murray's T50 supercar now houses his car collection. A collection mainly devoted to the best lightweight car models designed and built, both modern and classic.



The cars include the new Murray T50 , his V12 supercar with 654 BHP and alongside it the extreme Murray T50 S a non road legal track day car which is as close to F1 performance as any owner is likely to experience.

Murray is a great fan of Lotus , and in particular the early work of Chapman so it is no surprise that he owns the first Lotus F3 car , an early Elan a Climax engined Elite and an early 1000cc Lotus 11. As a nineteen year old Murray designed and built his first racing car which looked very similar to a first generation Lotus 7 but had much more sophisticated suspension and took wins in several South African club races and Hill climbs.

With his years at Brabham he is the proud owner of the radical F1 Brabham fan car and the very successful Brabham BT44B the suspension of which was soon copied by many teams.

After settling in the U.K. he designed a LeMans car for race driver De Cadenet and built for himself a Murray Formula 750cc race car which was soon a race winner. Rare cars bought for their design quality are a 1964 DeTomaso Vullielunga one of the first min engine supercars , a 1969 OSCA Zagato Coupe, a 2000 full race Arbarth 2 litre Coupe and another of his own designs taking the mini based FWD Mini Midas and redesigning it a a rear wheel drive Midas powered by a 1500 Alfa boxer engine.

His 1950 Mk 4 Cooper 500cc car is another example of a car built down to the minimum weight allowed and he admits to two cars , not lightweight by any means but important in terms of both design and performance. Firstly the LeMans Ford GT40 Mk2 and the 2002 Mercedes Benz SLR McLaren. Both cars the ultimate example of their design.

Top Gear have viewed all the cars in the collection and their report is worth watching as it is available of You Tube.

## Robert's Rally Buzz

### No Decision On WRC Rally NI

A new year and a new era dawns for the World Rally Championship. Rally Monte Carlo on 20-23 of this month will feature the all new hybrid Rally1 cars for the first time. Toyota, Hyundai and M-Sport Ford all bring brand new cars out to play this season. The big question for us is will we be able to see them here in Northern Ireland late this summer?

Although the World Motor Sport Council met in December and were expected to ratify the complete 2022 WRC calendar, one of the thirteen rounds has yet to be confirmed. Round 9 should have been Rally Northern Ireland (18-21 August).



Unfortunately it would appear that an agreement could not be reached by the time of the December meeting and nothing was decided. The date remains open and hopefully funding will be forthcoming but time is running out for the Rally NI organisers.

Armagh City, Banbridge and Craigavon Council have pledged £65,000 to part finance Rally NI, but that is just a drop in the ocean with regard to what would be required to totally fund a WRC event. An unbelievable three million pounds is thought to be the going rate!

Apparently backing from the NI Executive has not been forthcoming in view of the expense involved in dealing with the ongoing coronavirus pandemic. Also there is uncertainty over Brexit and the “Northern Ireland Protocol” at the present time. The Democratic Unionist Party are threatening to collapse the power sharing NI Executive unless the protocol issue is sorted soon. Not good.

If the United Kingdom were to fail to secure a round of the WRC this year it would mean that we have not participated in the premier series since Wales Rally GB in 2019. It's anybody's guess if and when the World Championship will ever return to these shores!

Finally this month I must mention the retirement of possibly the most influential motorsport journalist to ever come from Northern Ireland.

Sammy Hamill has been working for the Belfast Telegraph for as long as I can remember. Specialising in rallying, Sammy has reported on and interviewed all the local stars throughout Irish rallying's golden era from the 1970's to the present day. Never afraid to say what he thinks, Sammy always got to the heart of the big motorsport issues with his in depth stories. He even penned a book on the Circuit of Ireland Rally called “Fifty Years On” back in 1981. His column in the “Tele” was the main reason I bought the paper.

Thanks Sammy for all your excellent work over the years. The Belfast Telegraph will never be the same again. Enjoy your hard earned retirement. Now for the ultimate book of your motorsport memories.

Have a happy and safe 2022 everyone.

ROY'S ideal Rally Car.



**CRAP CORNER.**

## Hillsborough's up its own hole status given Royal seal of approval

By The Ulster Fry. - June 1, 2021



There were muted and well mannered celebrations on the street of Hillsborough today as the Queen officially declared the village to be the most Royally up its own hole place in Northern Ireland.

Speaking exclusively to The Ulster Fry, Her Majesty explained that she had been following the annual "Town most up its own hole" award with interest.

"One was most disconcerted to find that Portstewart had won last year," she told us. "As a regular visitor to Northern Ireland, it is pretty clear to me that Hillsborough is much more up its own hole than that jumped up little seaside town."

"By conferring the title "Royal Hillsborough" on the village one hopes to put an end to this debate once and for all, so one does"

Representatives of similarly up their own hole towns around the province have reacted furiously to the news.

"This is an unacceptable intervention by the Royal Family which cannot be allowed to influence the judges in future competitions," said Moira Mother-of-Two, a mother of two from Moira.

"We cannot accept Hillsborough forming some kind of breakaway "superleague", at least not

Glenarm man Glen Arme was similarly disconcerted. "What about small, up and coming, up their own hole towns like ours?"

"We dream of winning the award and qualifying for big European competitions like the Champiholes League. Hillsborough is creating a closed shop, albeit a quaint little boutique style closed shop, selling interesting artisan candles."

No one from Hillsborough was available for comment as they were all too busy playing croquet and enjoying small triangular sandwiches in an elaborate marquee.