

# The **BRITISH MOTORSPORT** **MARSHALS CLUB**



SAFER MOTOR SPORT

**MOTOR SPORTS ASSOCIATION RECOGNISED**

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# Newsletter

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## Cover Story.

A very rich young Londoner in 1934 decided to build a car factory in Henley on Thames . Adrian Squire employed the best designers and coachbuilders he could find , his Squire sports car was to be the best ever British Sports car ever. His failure and his bankruptcy in 1937 makes Squire one of the rarest cars on the planet and of the nine cars built 8 still survive , each one valued at over £1 million. When new the car cost nearly double the price of an Aston Martin Ulster so orders were slow. However he did attract some important customers including Donald Healey , Cecil Kimber the founder of M.G. , and Malcolm Campbell who bought a Squire to compare it with his Aston Martin. It does appear that the Squire was the better car with its supercharged twin cam engine giving 110 BHP, 15.5 inch magnesium drum brakes, adjustable suspension and superior road holding. Indeed American Collector Bill Harrah after driving a 1934 car in America spent years waiting for one to come onto the market so he could own one.

Adrian Squire went on to join the Bristol Aircraft Company but was killed in an early air raid in 1941.

As was the practice in the 1930's customers had a choice of body styles Squire built the first body but Corsica and Vanden Plas offered different styles. In the 1990's American collector Pat Hart and coachbuilder Don Vogelsang restored and modified the Corsica body of car BGB 34 winning awards at Palm Beach ,Amelia Island and Pasadena.

A 1934 Squire with a Squire body.



Pininfarina. The man and his Cars.

Battista 'Pinin' Farina opened his design house in May 1930 and by 1939 he had contracts with Alfa Romeo , Lancia , Enzo Ferrari , Cisitalia ,Fiat and had been consulted by Rolls Royce in England and Cadillac in America. The first postwar Pininfarina was the 1946 Cisitalia 202 a very advanced sports car , so good that the Museum of Modern Art in New York bought one in 1951 and it is still on show there. The design and construction of the car influenced many constructors including Donald Healey and Sydney Allard in England and Ghia and Carrozzeria in Italy. In 1946 Farina designed the Cisitalia 202 , an advanced sports car which would be the basis for Many future designs including the Ferrari 166 Inter , the Ferrari 250 Europa GT and the 1959 Ferrari 250 SWB.



The 1947 Cisitalia Coupe and Spyder cars.

PininFarina had arrived! In the early sixties PininFarina employed a young graduate Leonardo Fioravanti who had studied both car design and advanced aerodynamics . Aged only 26 he was given the task of designing a road version of the Ferrari 250LM race car. When Ferrari discovered that Leonardo's road car was more aerodynamically efficient than the race car Ferrari became PininFarina's best customer. Leonardo worked there for a further 24 years during which time the Alfa spyder , the Austin A40 Farina ,the Ferrari Dino and 250GTO , the Daytona and Testarossa , the Peugeot 406 Coupe , the Fiat 124 spyder, the Maserati Quattroporte , the Lancia Gamma , and last but by no means least the Maserati Birdcage 75 and the mighty Ferrari F40 all came out of PininFarina.



The Maserati Birdcage 75 built by PininFarina to celebrate the firm's 75<sup>th</sup>. Birthday. A

fully functioning car it has won several awards around the world. Value ? Priceless.

Classic News.

Another strange month .

Two very special BMW cars are up for sale , the very first 1972 BMW 3.0 CSL at £280,000 which would be a record , and the original 3.0 CSL E9/R1 racecar offered at £800,000.

Even the experts can't believe it , a 1986 Mercedes 280 TE estate car valued at £4000 went into BRIGHTWELLS in December , five bidders lifted the price to over £20,000.

Why ? Yes a one owner car but with 99,000 on the clock it does not make sense.

In contrast H&H sold a rare Renault Dauphine Gordini prepared for Classic Car Rallies way below estimate at £7,650. Someone lost £20,000 on his lovely prepared car and someone got a real bargain.

Quentin Willson ran a Mercedes SLS in 2011 and regrets selling it. Not surprised , the original SLS models are currently selling for over £150,000 more than double the 2019 asking price. Quentin bought his when they were £50,000 cars and got his money back after two years but no one saw the rate value was rising.

Jeff Uren spent time in the 1970's converting Mk2 Cortina cars into Savage Cortina's fitted with 2.8 and 3.0 V6 Ford engines . Not many survive , the power was often more than the chassis could take and there are several stories of serious accidents involving Savage Cortina's. So when a Mk.2 Cortina Savage Estate was offered last month by Historic's it sold for £39,200 a record. Another record at CCA Auction was a 1972 Fiat 500L stored for 30 years and recently recomissioned , it sold way above estimate at £17,300.

I once had a weekend with a Ford Escort Xr3i and hated it . Less than 40,000 on the clock it had warped discs , shocking understeer in the dry , lost traction at 50 MPH in the wet and was the complete opposite of my very nice 5 cylinder Focus ST. So why someone would pay over £20,000 for a low mileage one defeats me , it is low mileage because the one owner didn't like to drive it ?

1995 Saab 90.



The 1995 Saab 90 is a rarity a mix of the old 99 body with the new 900 nose fitted. An entry level model only 10 are left on U.K. roads but ACA are offering this one at £5000.

A smart buyer may be one to a good thing.



# Robert's RallyBuzz

## No Rally Northern Ireland In 2022

Craig Breen is among the many people who are disappointed that the World Rally Championship will not be visiting Northern Ireland in 2022. The works M-Sport Ford driver, who along with co-driver Paul Nagle finished a hard earned third on the Monte Carlo Rally in the new hybrid Rally1 Puma, said in a stage-end interview that he regrets the Championship will not be coming to these shores in August.

A deal could not be worked out for a 2022 WRC Rally Northern Ireland and Motorsport UK pulled its support of the event last month. The sports governing body blamed the Stormont Executive's Department for the Economy as the main reason for a lack of financial commitment to the project.

It is now hoped that something can be sorted for 2023. Otherwise it looks as if the World Rally Championship may never return to the United Kingdom.

The Monte was decided on the final stage in favour of Sebastien Loeb's Puma over Sebastien Ogier's Yaris. The two "Monte Masters" were in a class of their own at the head of the field swapping the lead throughout the event. Following a puncture on the penultimate test rally leader Ogier went into the Power Stage 9.5 seconds adrift of Loeb. Then Ogier jumped the start incurring a 10 second penalty. Loeb was 9 seconds slower than Ogier on the stage, but with the penalty applied, Sebastien Loeb won the rally by 10.5 seconds. So close but M-Sport got the victory and the whole team were ecstatic at the Monte Carlo harbour finish.

At 47 Sebastien Loeb is the oldest driver to win a round of the World Rally Championship. This was his 8th Monte win (same as Ogier) and his 80th WRC victory. Loeb's co-driver was Isabell Galmiche 50. Her day job is a maths teacher. She goes rallying for fun at weekends! This was her first WRC rally. It just happened to be the Monte Carlo Rally and she won it with the legend that is Sebastien Loeb! Isabell is the first female co-driver to win a WRC round since Fabrizia Pons on the same event with Piero Liatti in 1997.

Of course neither Sebastien's Loeb nor Ogier are doing a complete season this year, just selected events. That leaves the World Championship wide open between Breen (M-Sport) Rovaniemi, Evans (Toyota) and possibly Neuville and Tanak (Hyundai) who were both disappointing in Monte Carlo.

The teams now head to Rally Sweden this month which should suit the Scandinavian drivers and Elfyn Evans who won last time it was held in 2020. Esapekka Lappi will be driving the spare Toyota this time out. He will be in a strong road position. Rally Sweden runs from 24-27 February.

If the start of the new WRC hybrid era is as exciting as it was on the Monte, then the live coverage of events on WRC+ will be unmissable this season. You should sign-up now if you haven't already.

Back home and the sealed-surface 2022 Northern Ireland Rally Championship gets underway this month. North Armagh Motor Club are the organisers of round one at Kirkistown. Then the following weekend the Northern Ireland Gravel Rally Challenge starts in Fivemiletown. Two more rounds of this are due to be held in September.

After Kirkistown the NI Rally Championship moves to another circuit-type event at Bishopscourt in March. Round 3 on 21st May will be a closed-road event, The Maiden City Stages based in Strabane. Round 4; The Tyrone Stages Rally is due to run by Cookstown MC on private military roads at Magilligan near Benone on

4th June. The fifth and final round is the closed-road Down Rally organised by Rathfriland MC. If any of these events fail to run, provisions have been made to organise a reserve event on 15th October.

The Galway International Rally kick starts the 2022 Irish Tarmac Rally Championship this coming weekend 5-6 February. A full entry list of 140 competitors contains five former champions and the current British Champion all in Rally2 or R5 cars. Alastair Fisher and Gordon Noble (winners last time out in 2020) are the number one seeds in their VW Polo GTI R5.

The rest of the 2022 Irish Tarmac Rally Championship calendar is as follows;

Round 2: West Cork Rally, Clonakilty (19-20 March)

Round 3: Circuit of Ireland Rally, Northern Ireland Easter weekend (15-16 April)

Round 4: Killarney Rally of the Lakes (30 April-1May)

Round 5: Donegal Rally, Letterkenny (17-19 June)

Round 6: Cork 20 Rally, Cork City (30-31 July)

Round 7: The Ulster Rally, Newry (19-20 August) With the news that there will be no WRC event in Northern Ireland, the one-day-of-competition Ulster Rally can now go ahead on its intended date of Saturday 20th August.

Let's hope 2022 will be the year that motorsport in the whole of Ireland gets back to something approaching normality and that all the afore mentioned Rally Championship events can take place without too much disruption. COVID-19 and all its variants might still be with us, but we will just have to learn to live with it and carry on with our lives. All we have to worry about now is Russia!

Remember; Only sign-on as a marshal or official for an event if you feel that it is safe to do so. It's up to you, we are all volunteers at the end of the day.

## Rally Diary

### Sat. 19th February.....Orchard Motorsport Kirkistown Stages

Round 1 of the 2022 McGrady Insurance Motorsport UK Northern Ireland Rally Championship. Organised by North Armagh Motor Club. Marshals required. Sign-on remotely via. [rallyscore.net](http://rallyscore.net) or contact Chief Marshal Caroline McGuinness. A maximum entry of 100 competitors are expected. Six stages around the Co.Down race circuit. First car starts 09.30am.

### Sat. 26th February.....Samsonas Rally Fivemiletown

Round 1 of the 2022 McGrady Insurance Motorsport UK Northern Ireland Gravel Rally Challenge. Organised by Omagh Motor Club. Not held last year because of the pandemic. Based in Fintona at the Ecclesville Equestrian Centre. Sign-on remotely via. [rallyscore.net](http://rallyscore.net) We are due to cover rescue and radio points plus other marshalling duties. Expect a big entry for this 9-stage loose surface event which uses the forests south of Fivemiletown on the Tyrone/Fermanagh border.

### Sat. 12th March.....McGrady Insurance Bishopscourt Stages

Round 2 of the Northern Ireland Rally Championship. Organised by Ballynahinch and District Motor Club. Sign-on via. [rallyscore.net](http://rallyscore.net). Again except a full 100 car entry.



## Affinity Solutions Personal Accident Schedule

Please note that you must advise your insurance advisor of any changes to the risk and items to be covered.

### Policyholder Details

<b>The Policyholder</b>	British Motorsport Marshals Club Ltd
<b>Policyholder Address</b>	Alpha House, 4 Greek Street, Stockport, SK3 8AB
<b>Business Description</b>	British Motorsport Marshals Club

### Policy Details

<b>Policy Number</b>	100725059GPA
<b>Agent</b>	Sports Insure
<b>Agency Number</b>	2800385
<b>Period of Insurance</b>	1 <sup>st</sup> January 2022 to 31 <sup>st</sup> December 2022
<b>Renewal Date</b>	1 <sup>st</sup> January 2023

### Premium Details

<b>Gross Annual Premium excluding IPT</b>	£4,537.00
<b>Insurance Premium Tax</b>	£544.44
<b>Gross Annual Premium including IPT</b>	£5,081.44



Personal Accident

Category	Insured Persons
A & B	All Registered members of the Insured
C	Guardians of Marshall under the age of 18 years of age. Individuals attending official Taster Days.

Category	Operative Time
A	Any marshals at a motorsport event acting in an official capacity for the Insured and/or the event organisers within the UK. For events outside of the UK, any event run and authorised by the FIA or run and organised by the local governing body recognised by the FIA.
B	Whilst acting in an official capacity as a Marshal at a Non-Motor Sport UK event.
C	Any guardian in attendance at events with marshals under the age of 18 and anyone attending an approved Taster Day

Personal Accident			
Accidental bodily injury resulting in:	Category A	Category B	Category C
Death	£7,500	£65,000	£7,500
Loss of Sight in one or both eyes	£7,500	£65,000	£7,500
Loss of Hearing in one ear	£1,875	£16,250	£1,875
Loss of Hearing in both ears	£7,500	£65,000	£7,500
Loss of one or more Limbs	£7,500	£65,000	£7,500
Loss of Speech	£7,500	£65,000	£7,500
Loss of Internal Organ	£1,875	£16,250	£1,875
Permanent Total Disablement* (PTD)	£7,500	£65,000	£7,500
Temporary Total Disablement	100% of weekly wage or £100 per week whichever is less	100% of weekly wage or £350 per week whichever is less	Not Insured
Excess Period	7 days	7 days	n/a
Benefit Period	104 weeks	104 weeks	n/a

\*The basis of cover for permanent total disablement is any and every occupation



Personal Accident Extensions	
<b>Accidental bodily injury resulting in:</b>	<b>Category A &amp; B</b>
<b>Broken Bones</b>	Arm (Humerus, Radius & Ulna) or Wrist (Carpals) - £100 Leg (Femur, Tibia, Fibula), Ankle (Tarsals) or Kneecap (Patella) - £200 Skull (excluding jaw and nose), Collar bone (Clavicle), Shoulder Blade (Scapula) - £200
<b>Coma Benefit</b>	£25 per day for each day up to a maximum of 730 days
<b>Convalescence</b>	Up to £100
<b>Dental &amp; Optical Expenses</b>	Up to £500
<b>Funeral Expenses</b>	£5,000
<b>Hospitalisation</b>	£50 per day up to £750
<b>Medical Expenses</b>	25% of Death benefit up to a maximum of £25,000
<b>Physiotherapy</b>	Up to £500
<b>Rehabilitation</b>	Up to £5,000
<b>Relocation Expenses</b>	Up to £10,000
<b>Facial Disfigurement</b>	Up to £2,500

Maximum Benefit any one Insured Person	
<b>Death and Capital Sums:</b>	£65,000
<b>Temporary Total Disablement:</b>	£350 per week

Maximum Accumulation Limits	
<b>Any One Aircraft:</b>	£1,000,000
<b>Any One Accident:</b>	£1,000,000



Endorsement applicable to this Policy

**Endorsement 1 Medical Repatriation Expenses**

This endorsement applies In respect of BMMC registered members acting in a capacity as a marshal or official at an event sanctioned by a motor sport governing body outside UK"

In the event of the Insured person sustaining Accidental Bodily Injury during the period of Insurance independently of any other cause We will pay up to a maximum of £75,000 for any one Accident for up to 12 months from the date of the Accident for

**Medical Expenses**

Reasonable and necessary emergency medical, surgical treatment including manipulative massage therapeutic treatments and x rays, Hospital or nursing home charges or emergency dental (for relief of pain and suffering) fees, including the cost of rescue services to take the Insured person to Hospital.

**Repatriation**

Upon the advice of a Qualified Medical Practitioner the Repatriation of the Insured person to the United Kingdom or the Insured Person's Country of Residence (if different)

**Definitions:**

**Medical Practitioner**

A doctor or specialist who is registered or licensed to practise medicine under the laws of the country they practise in other than an employee Insured Person member of the immediate family of The Policyholder or Insured Person or an employee of The Policyholder.

**Hospital**

Any establishment which is registered or licensed as a full time facility for surgical and medical diagnosis and treatment of injured and sick persons by and under the supervision of a Qualified Medical Practitioner continuously providing a 24 hours a day nursing service supervised by State Registered Nurses or nurses with equivalent qualifications and is not primarily a mental institution or a place of rest for the aged, for drug addicts or alcoholics.

**Country of Residence**

The country in which the Insured Person has their permanent home or in which they ordinarily reside.

The excess is £250 each and every claim.

The deposit premium for this section is £1,140.00 plus IPT adjustable to £20 plus IPT per person.

**Endorsement 2 Additional Insured Persons**

The following individuals are Insured under this policy.

<b>Member No</b>	<b>Names</b>
	<b>&gt;85 (1935)</b>
EM0158	Vi Selby; DOB 02-04-1933
EM0237	Kenneth Cowley; DOB 09-03-1934
EM0608	Henry Woodgate; DOB 12-10-1935
EM5033	Michael Billingham; DOB 03-04-1934
NE0027	John Goldsbrough; DOB 30-06-1932
NW0076	Arthur Leese; DOB 31-01-1932
NW0164	John Watt; DOB 25-09-1932



CRAP CORNER.

"Hi, I'm Sue Gray, and I'll be running a thorough investigation"



No 10 says PM 'does not yet have Sue Gray report', though it's possible he just didn't realise the thing with 'Sue Gray Report' on it was Sue Gray's report.

No 10s refurbishment is complete then



Boris walked into a local bank and asks the cashier to cash a cheque. "Of course Sir can I see some I.D.?" "Sorry" replies Boris "I didn't bring any, I am Boris Johnston the Prime minister". "Yes Sir but with all the regulations and monitoring faced by the banks and high rates of identity theft all banks insist on I.D."

"Please, please just cash this cheque, everyone in the bank knows who I am"

The cashier relents "Here is an example of what we can do, some months ago Tiger Woods came into this bank without I.D. When we turned him away he produced a three Iron hit a ball straight over the Thames and it landed in a coffee cup outside Parliament, clearly it was him so we did serve him. On another occasion Gordon Ramsey came in without I.D. cursed at the Branch Manager, cooked a lovely chicken parm for the staff before rushing into the restaurant next door and firing most of the staff. From that we knew it was him."

"now is there anything you can do to prove your identity?" Boris thinks and thinks "sorry my mind is blank, I can't think of a single thing." "That's fine Mr Johnston" "how do you want your cash twenties or fifties?"

Why is Boris like Maggie Thatcher? One starved miners, the other starves minors.



