

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



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Newsletter

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Cover Story.

Adrian Boyd pictured on his way to 4th. Place in the underpowered Alpine.

With only 2 weeks to go to the 1975 Circuit top N.I. driver Adrian Boyd has a major problem , his little Alpine A110 is engineless and his only option is to fit a Renault 16TS engine , some 40BHP less than his original rally prepared engine.

As usual the 1975 event covered 5 full days leaving Ballymena early on Good Friday morning to tackle the two longest stages of the day Orra Lodge stage 1 and Torr Head stage 2. (Both stages had snow overnight.) These were followed by several stages in Down and Armagh before heading South with the Southern stages held in darkness.

Late mate Dennis and myself were to follow the event in his father's Vauxhall Viscount a very comfortable car at rest but a car never designed to be driven at speed , the handling on a twisty road was , to me more used to Mini Coopers and my Saab 96 simply dreadful. Saturday saw a breakfast halt at Ennis with 9 more stages before an overnight halt in Killarney.

Saturday night saw us getting a few hours kip in the car somewhere close to Killarney as Sunday saw an early start with first car leaving Molls Gap at 6.30A.M.

Anyone who knows Molls Gap and also the next stage Tim Healy Pass know how difficult these stages are but a 6.30AM start made it much more of a challenge. So it proved !

The morning stages saw Roger Cree crash the ex works Mini Cooper S , Lungstrom retire the Toyota , Noel Smith crashed the Porsche as did Herbie Bossance in the works BMW. Tommy Tennant retired the ex works Avenger and local drivers David Agnew and Robin Eyre Munsall disappeared as did english driver Will Sparrow who had been running strongly in the DTM Vauxhall.

Monday saw the start of a long run home (Monday had more stage miles in 12 hours than the whole 2022 Circuit !!!) and Billy Coleman in the Escort had a good lead over Dessie McCartney and Brian Evans both in Porsche 911 rally cars. Behind them Russell Brooks in the Escort RS2000 Robert Morley ex works Porsche 911 and Boyd in the

underpowered Alpine were all swapping stage times on the way north. In spite of a short supper halt in County Sligo we got no more sleep as the cars ran late into the night

By Tuesday morning Coleman was well ahead , McCartney second , Evans third but Boyd hah pulled ahead of Brooks to finish a fantastic 4th. , Brooks fifth and Morley sixth. What a rally and one of Adrian Boyd's finest drives beating lots of works and semi works cars over a very tough 5 days. Over the 5 days I had only 1 nights sleep Saturday night and arrived home on Tuesday shattered but loving every moment. Those days are gone but never forget what the Circuit reposed at the time. Marku Alen World Champion said the Circuit was the toughest Rally in the world and should be a World Championship event after his Works Arbath Fiat 131 ran out of tyres after the first two days !

The \$1,000,000 Porsches.

SVD or Singer are a Californian based company who have moved from restoring air cooled Porsche 911 cars to what they describe as " reimaged". This means taking sound bodysHELLS and subjecting them to a total rebuild , new engine and gearbox ,all new running gear , uprated suspension and brakes , bespoke interior including leather and a Singer designed roll cage . Total cost depending on final spec is between £800,000 to \$1,000,000. Spec can include a 3.8 engine with over 400 BHP or a 4 litre engine with 500 BHP. They can achieve this with a car weighting less than a 3.0 Litre standard 911. So successful are they that in spite of the cost they currently have a waiting list of over 9 months.

According to Car and Driver Mag the cars are not only functional but works of art.





Classic Car News.

Some dealers may not have caught on to the soaring fuel prices yet but the market has with both Rolls Royce and Bentley cars dropping value month on month.

A 40,000 mile Silver Spirit , full Rolls Royce service history including an £8,500 brake and suspension overhaul sold in March for £13,000 and both Bentley Conti and other models have dipped below the £20,000 mark. If you could live with 13 MPG these cars will never be cheaper.

March also saw a nice low mileage Jaguar E Type V12 Coupe sell for £30,000 way below its bottom estimate of £45,000.

Anglia auction in early April saw some surprises , a nice 2004 Bentley Conti GT selling for £15,500 , a 2001 BMW 330i with one owner and 29,000 miles in 20 years selling for £6480. Deal of the day was a 1963 Alvis TD 21 5 speed manual with loads of history going for only £12,700 (this was a £40,000 car before lockdown. Ford Capri's which have been selling well last year have dropped like a stone a 1981 nice 3.0 S selling for under £20,000 at £19k and a nicer 1982 Capri 2.8i selling for £17500.

Don't think this is the full story however as Historics March auction set a new record for a Triumph TR5. Recently restored the car sold for an impressive £75,040 a new record for a standard TR5. Elsewhere the 1954 Jaguar XK 120 with unique PininFarina bodywork sold for £712,000 . With Anglia selling a barnfind 1965 Alfa 2600 Spider in need of total restoration selling for £61,000 , a 1977 Mini Cooper 998cc selling for nearly £30,000 and a 1979 Ford RS2000 selling for almost £60,000 it is clear the market is still strong for the right cars.

One of the most unusual cars to be sold was the 1966 JBSS 1200 Spyder. Based on Triumph Spitfire running gear but running a tuned Suzuki GSXR engine and box this road legal track day special sold for only £6,600.

The cost of developing this car had to be at least £25,000 so the owner must have been in urgent need of funds.



The JBSS 1200 Spyder

A gift at £6,600 !

NOT MANY PEOPLE KNOW THAT!

An elderly friend of the family has bought a most attractive Minor Traveller restored last year at considerable cost. He thought I was joking when I told him about Travellers being converted into Funeral hearses. I was at the 2017 Classic Car Show when the Yorkshire based Morris Minor Hearse Company had on show a couple of converted Traveller cars.





Had to download these pictures to prove I was not joking. !!!

CONGRATULATIONS !

Having moved to the TCR Touring car championship after leaving the BTCC Carrickfergus driver Chris Smylie and Irish driver Max Hart are leading the championship. Chris took pole and won the first race of the season at Oulton Park , finishing second in the second race with Max finishing second in both races. Although the TCR plays second fiddle to the more expensive and better supported BTCC I will be watching this series of 15 races with interest !

Colin Turkington had a mixed weekend in the BTCC opener and currently lies 7th. Early in the Championship but the next races at Brands Hatch have in the past favored the rwd cars and I look forward to seeing what the WSR BMW cars can do. I will be disappointed if Colin finishes outside the top three !

FANTASY G.P. Standings.

With 4 races done it is very close , Colin Wilson leads with 79 points but Wrightie is now only 1 point behind on 78.

10 points back is Elizabeth Holland on 68 points Danial Connelly is on 65 and I am on 64.

Rab and Goff are fighting for the wooden spoon at this stage Rab on 28 and Goff on 31.

Other scores James Connelly 64 Paul Boyle 58 Chris Wilson 44

Graham Gaw 41 Rory O'Neill 40 Robert Coursey 33

BEAR RUN 2022 Donegal.

It was pure luck that my daughter booked a long bank holiday in Letterkenny last week. They had no idea that anything out of the ordinary was happening until they spotted a McLaren 720S , a 288 Ferrari GTO and something they were unable to identify running in convoy. The mystery car turned out to a Koenigsegg supercar (a million euro+). raise £40,000 for local charities. Alongside the supercars an ex works Subaru S12 was running together with several cars from the 5 litre Mustang owners club. In spite of what many people said about "bloody Irish weather" the event was a great success.



In spite of the weather some £10,000,000 pounds worth of cars had a two day tour of some of Donegal's best roads. Wish I could have been there !

Robert's RallyBuzz

ALASTAIR FISHER WINS CIRCUIT OF IRELAND



The Circuit of Ireland name returned to the Irish Tarmac Rally Championship last month for the first time since 2016. Traditionally held over Easter, the Ulster Automobile Club's very compact 2022 event was based in Ballymena and held over 11 classic closed road stages in the Glens of Antrim.

The two-day rally, sponsored by Wastewater Solutions, started on Good Friday with three runs over Orra Lodge (10.10 miles) and Lisles Hill (9.33 miles). Then on Saturday these stages were reversed. Cairncastle (14.05 miles) was used three times and Glendun (9.70 miles) twice. Disappointingly only 75 competitors started the event with 52 making it to the finish.

Surprisingly the rally was NOT a counting round of the 2022 Northern Ireland Rally Championship. Nor indeed was the Circuit a part of the British Rally Championship, all Irish events having been dumped out of that series this year.

Number one seeds Alastair Fisher and co-driver Gordon Noble won the event in their Volkswagen Polo GTI R5. Josh Moffett and Andy Hayes (No.2) were second in a Hyundai i20

R5 while Callum Devine and Shane Byrne finished third 41.9 seconds back in car No.3, a VW Polo GTI R5. At least the top three seedings were correct!

Northern Ireland Championship leaders Jonny Greer/Darragh Mullen were fourth in the Citroen C3 Rally2. Top 2-wheel-drive and National category finishers were the Donegal/Mayo crew of Daniel McKenna and Andrew Grennan. They were fifth overall in their Ford Escort Mk.2. Derek McGarrity/Graham Henderson out for the first time in a VW Polo, were sixth. In fact six of the top 10 starters were in Polo GTI R5's, apparently now the car to have for Irish tarmac events.

Desi Henry in his Fiesta Rally2 had taken the rally lead from the start on Friday. Then Callum Devine from Claudy, also out for the first time in a Polo R5, took over for two stages until Killea's Henry hit back and then held the lead until his Fiesta engine expired at the finish of SS9 on Saturday morning. Other leading retirements included the Polos of Meirion Evans, Declan Boyle and Brendan Cumiskey plus the Skoda Fabia R5 driven by Cathan McCourt.

FINAL STAGE SHOOTOUT

Josh Moffett, who until now hadn't been beaten in both the Irish Tarmac and Irish National Rally Championships this year, was leading Alastair Fisher by just 2 tenths of a second heading for the final stage, SS11 the 14.1 miles of Cairncastle. Fisher, who had been fourth after Friday's six stages, was now on top form. He was fastest on the previous three Saturday tests. The Ballinamallard driver then put in a storming drive over that final stage. He beat Moffett by 11.4 seconds to set the fastest stage time and consequently take the rally victory, 11.6 seconds ahead of the Monaghan man.

The Fisher name was back on the famous Circuit of Ireland trophy for the first time since Alastair's uncle Bertie took the last of his three victories back in 1999. The last time a Volkswagen won the Circuit was in 1959 when Kevin Sherry claimed victory in a VW Beetle. Of course it was a very different event way back then! This year's winning co-driver, Omagh man Gordon Noble, was Clerk of the Course back in 2011 and then again in 2012 when the Circuit of Ireland became a round of the Intercontinental Rally Challenge.

BMMC (NI) were out in force on the Circuit of Ireland. The club provided officials, rescue crews, timekeepers, radio operators, recovery, refuel and stage marshals. It was a very long event for those who volunteered for all three days (the service park opened on Thursday) Stage marshals were on duty for 12 hours plus on a wet and misty Friday and then again on Saturday which was a bit better weather wise.

For my contribution to the rally, Victor joined me to cover start radio on Glendun. We were joined by Rory, Goff, David and Nigel on our rescue unit while Craig was on mid-point rescue and John and Anna were covering timing and radio at the stage finish. The stage was delayed by 30 minutes on both runs but we had no other problems at all and were stood down by 4pm.



Luckily for us, after early morning fog it turned out to be dry and sunny for the rest of the day. Alastair Fisher (right) and co-driver Gordon Noble celebrate their 2022 Circuit of Ireland victory.

LOOKING BACK

40 YEARS AGO

The 1982 Circuit of Ireland was won by Jimmy McRae in his Rothmans Opel Ascona 400. This was his first hat-trick of wins. The rally ran without an overall sponsor although the Europa Hotel Belfast, HQ for the event, sponsored the NI stages. 97 cars started from Ormeau Park on Good Friday and went straight into a spectator stage. Hannu Mikkola in the Audi Quattro was fastest here in the damp conditions; I was timing on the finish line. As soon as the competitors hit the proper stages McRae took charge and was only headed once throughout the rest of the five-day rally. The longest stage was Sally Gap at 19.75 miles. 44 crews made it to the Belfast City Hall finish on Tuesday with Russell Brookes second in the Vauxhall Chevette HSR and Henri Toivonen third in the second Rothmans Opel Ascona 400.

30 YEARS AGO

The late Frank Meagher was the surprise winner of the 1992 Circuit of Ireland in his Ford Sierra Cosworth. The rally started and finished in Newcastle Co. Down. No sponsor yet again for the four-day rally, but the UAC put on a tough event which claimed most of the fancied runners. Fisher, McHale and McKinstry in their Japanese "supercars" all fell by the wayside and were gone by the time the rally reached the Newcastle finish on Easter Tuesday. Meagher won by SEVEN MINUTES from David Greer in a similar car while Derek Smith was third in his Escort Mk.2.

20 YEARS AGO

Trevor Moore won the Vodka Kick Tour of the Sperrins in his Escort Cosworth. Eugene Donnelly was second in the ex. Robin Phillips Toyota Celica and Stevie Whitford third in his Mitsubishi Evo.6. We were timekeeping on SS1 Glenshane Forest which was shortened due to persistent heavy rain. The first gravel event in the 2002 Northern Ireland Rally Ireland was organised by Magherafelt and District Motor Club. 96 cars started and 64 finished.

10 YEARS AGO

The 2012 Donnelly Group Circuit of Ireland was dominated by the works Skoda Fabia S2000 team who finished 1-2-3. Juno Hanninen/Mikko Markkula won the rally while Andreas Mikkelsen and Ola Floene were second and Jan Kopecky/Pavel Dresler third. Run over two days at Easter, the event was the third round of the Intercontinental Rally Challenge. Starting and finishing in Belfast all 15 stages were in Northern Ireland. In total there were 106 starters, 35 in the IRC section and 71 in the National Rally section which was a round of both the Irish Tarmac and the Northern Ireland Rally Championship.

As Chief Timekeeper I had 67 timekeepers manning all the various controls on Good Friday and on Saturday plus the shakedown stage on the Thursday. The rally was a major success and there were no issues with regard to timekeeping. We were using a new electronic system on the stages which gave lots of problems but we overcame that.

RALLY DIARY

Sat. 21st. May.....Eakin Bros. Claudy Stages Rally

Round 3 of the 2022 Northern Ireland Rally Championship. Rally HQ and service park for this Maiden City Motor Club organised event is in Claudy, Co. Derry. Sponsored by Eakin Bros. Brian James Trailers. Two closed-road stages run three times in the Donemana/Artigarvan and Claudy areas are scheduled. These are SS1/3/5 Altishane (7.04 miles) and SS2/4/6 Lowtown (6.33 miles)

BMMC members will be out in force once again. We are covering rescue, recovery, radio, timing and stage marshalling. Surprisingly, Jonny Greer's name does not appear on the entry list. The 2021 Champion and current Championship leader is concentrating on the ITRC for the rest of the year. Greer's main rivals for the NI title, Derek McGarrity, Aaron McLaughlin and Joe McGonigle have all entered. Sign-on for the Claudy Stages Rally will be done electronically on rallyscore.net

Sat. 4th June.....MJE Tyrone Stages Rally

Round 4 of the Northern Ireland Rally Championship. Organised by Cookstown Motor Club and sponsored by MJE Wheel Repair Specialists. The closed-road event is scheduled to take place over three short smooth tarmac stages run three times. Based in Stewartstown Co.Tyrone. We are covering rescue, radio and timekeeping plus other duties on this one. Sign-on will be on paper at the venue on the day as things return to normal practice.

Fri. 17th—Sun. 19th June.....Joule Donegal International Rally

It's been three years now since the last Donegal International. That event was halted early due to the tragic accident which cost the life of Manus Kelly. For 2022 the rally is celebrating its 50th anniversary. Round 5 of the Irish Tarmac Championship, a maximum entry of 150 cars will start from Letterkenny. Friday sees three repeated stages in the Inishowen area while Saturday's 8 stages will include the famous Knockalla test. Then on Sunday, the classic Atlantic Drive will be run twice plus two other repeated stages. We will be involved with timekeeping and other duties. More details next month.



1974 Donegal Rally Brian Nelson Tuca Tiles BMW 2002Tii in action.

CRAP CORNER.

