

The BRITISH MOTORSPORT MARSHALS CLUB



MOTOR SPORTS ASSOCIATION RECOGNISED
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Northern Ireland Region

Cover Story.

The Lifeyear 0.

Dutch company Lifeyear Zero have raised \$48,000,000 to build what they claim to be the ultimate electric car .

Not a fan of electric cars but this seems to spell out the future of motor transport.

Lifeyear have studied what is currently the best electric car on the market the Tesla 3 (with performance pack) .

The strange part of the story is that Lifeyear Zero are an environmental energy company and not a car manufacturer.

In spite of this the prototypes released in June had already set one new world record. The drag co-efficient for a four door saloon car sets the lowest drag co-efficient ever produced.

Lifeyear also claim a range of 400 miles with a battery which is half the size and half the weight of a Tesla 3. To add to that as 55% of the lightweight body panels are covered with interlocking solar panels in summer this can increase the range by over 70miles per day.

In countries with over 150 days of sunshine per annum , Spain , Italy ,Greece , Turkey , The southern U.S. and parts of Australia they claim the car for a driver doing 12,000 miles a year would only need to charge the car 7 times a year with the Tesla needing between 40 / 45 charges per year.

In addition to the smaller battery Lifeyear have developed small drum motors which fit inside the wheels in place of traditional hubs . These reduce unsprung weight and friction adding to performance of the car.

Press reports so far have been positive with in hot weather the solar panels keeping battery power at 100% in spite of hard use.

Lifeyear have produced more than 10 prototype car tested in both Europe and in the U.S. with positive results. Production has already started with the first cars due in early 2023.

Drawback for all this technology is of course cost , Estimated cost is around £220,000 to £240,000 depending on spec.!

CLASSIC CAR NEWS.

It had to happen ,and God help the owners who forever reason feel the need to sell their classic cars in July and August.

With rising Fuel , gas and household costs any car which does less than 20 MPH is taking a huge hit.

The 40,000 mile Jensen Interceptor with a full service history was valued at £50,000 + the owner accepted £28,000. Jaguar XJS V12 cars in spite of what dealers are asking for them have dropped in value almost 50% in 7 months.

Even the 1994 4 Litre XJS convertible FSH , low miles sold in July for £11,000

The fact is no one in the current climate is going to invest in a car witch only does 10 / 15 miles to a very expensive gallon. So RollsRoyces / Bentley's Ferrari V12 , 5 Litre V8 Mustang's are the like are dropping value like a stone.

The Triumph TR6 with its troublesome fuel injection was not a car on the high fuel consumption list but in spite of this two nice cars were sold in July for less than the low estimate . Both cars in good condition , one with a massive history file and the other lower mileage but limited history. Both sold just below the £12,000 bottom estimate . This is a 50 % drop in twelve months !

At the other end of the market things look better ,with a 2.8 Ford Capri 585 miles on the clock selling for a record £71,000 and a 1970 VW Beach buggy with an estimate of £18,000 selling for a crazy £47,000 at Historic's July sale. A very , very good 1936 Triumph Gloria 12 open tourer sold at Silverstone auctions for £21,000 in spite of restoration costs totalling £70,000.

With Mk1 and Mk2 Escorts and Capri's fetching silly money buyers are pushing up the price of good Fiesta XR2 and Escort XR3 cars (not that there was ever a good XR3i , I got rid of mine after less than a month) and this in turn has raised the profile of early Vauxhall Astra GTE cars. Much rarer than the Ford's , many were stolen in the day as the door locks were a brittle plastic (great idea !) But a good one is a better drivers car compared to the Ford and rarity will protect its value.

£50,000 will buy you a top class Rolls Royce Corniche saloon and £60,000 a Corniche convertible but the Corniche convertible offered by Silverstone Classic is expected to sell for well over £100,000. Owned for over 30 years by Maurice Gibbs of the Bee Gees it is not Silverstone's first famous owner car. A couple of years ago they sold another Corniche for £140,000. Bought new by Dean Martin and Sammy Davis Jun. as a birthday present for Frank Sinatra he rarely used the car (he preferred his old Buick Woody , what good taste !) and the car was sold in the U.K. for £140,000. In the U.S. Dean Martin's well used Corniche sold at Scottsdale for £175,000. Any car which has appeared in any Sean Connery Bond movie , it is estimated By Heggerty to be up to 5 times it's valuation at auction.

Leinster Trophy Meeting. Kirkistown.

Congratulations to the 500 Club for a fantastic race meeting. It is a number of years from we have seen so many spectators at a race meeting and from what I could see the number of Southern registered cars almost outdid the locals. Well done to you all !!

Jack Turner and an early Turner Mk.1



Jack Turner designed his own chassis in late 1949 (at that time he was making wheels for John Tojeiro and preparing race cars for several people. In 1951 he built his first Turner car and ODH 111 was only the second Turner car built. .

His intention was to build one car a month but with the arrival of the Austin A30 Jack decided to design a smaller , lighter car using Austin and Morris running gear. His original chassis design was copied by John Tojeiro for his sports cars and the design was passed to A.C. in 1954 who created the A.C. Ace paying John £5 royalty fee for each Ace sold.

ODH 111 was powered by a 2.2 litre Vauxhall Velox engine and competed in many club races before being reshelled in fibre glass in 1962 running a 2.2 Ford Zephyr engine.

Rebuilt in 1969 the chassis was redesigned to take a 4.7 V8 Tiger engine and raced until 1979 when the car was sold and dismantled.

Here Turner fan Ken Prichard Jones entered the picture. Tipped of by the Turner Sports Car Club that ODH 111 was in France and might be for sale Ken tracked it down and in 2015 restoration started.

He was aware that one early Turner had raced with a Ardun 4.8 V8 in period and as that car no longer existed Ken decided to restore ODH 111 using a period Ardun V8 with overhead valve conversion.

It took 5 years but Ken now has a car with over 300 BHP and 320P/f of torque that in the dry will spin up the rear tyres in first three gears !

As if 305 BHP is not enough the car has a 4 speed gearbox with direct overdrive 1 second ,third and top gear giving it true 150 MPH in overdrive top.

Looking back to the 1950's the Turner car was the forerunner to the A.C.Ace and later the A.C. Cobra.

Robert's RallyBuzz

Ulster Rally Win For Meirion Evans

This year's Modern Tyres Ulster Rally was based in Newry and held over two days on closed road stages in counties Armagh and Down. We were officiating and marshalling on the Northern Ireland Motor Club event. The rally was the seventh and final round of the Irish Tarmac Championship.

To win the championship, Josh Moffett and Andy Hayes only had to finish in the top four. Meirion Evans was Moffett's only remaining challenger for the title but full championship points were awarded for each day so a measured approach by the Monaghan driver was required. A total of 87 cars started the event. There were 3 stages on Friday evening. Slieve Gullion at 6.04 miles run twice (the second in darkness) with 15.30 miles of Bronte Homeland sandwiched in between. On Saturday we had 3 repeated tests; Tyrone's Ditches (12.12 miles) Babylon Hill (11.07) and Mount Pleasant (8.30)

My job was to be on start radio of SS4/7 Tyrone's Ditches on Saturday. Our rescue unit crewed by Rory, Chris, Goff and Nigel joined Victor and myself for the day. Both stages ran to schedule and without incident. The first run which started at 10am was wet, very wet. Lots of the 79 competitors left running had big moments on the standing water of the tight and twisty test which had been used many times in the past on both the Ulster and the Circuit of Ireland.

Overnight leaders Desi Henry and Paddy Robinson retired on SS4, their Ford Fiesta Rally2 aquaplaning and then crashing out mid stage. Fastest here were the new rally leaders, Meirion Evans and Jonathan Jackson in their VW Polo GTI R5. Recently crowned NI Champion Jonny Greer was second quickest in his Citroen C3 while Jason Mitchell's Fiesta finished third. 72 cars finished the stage.

Second time round Evans was fastest again with Mitchell second best. Greer survived a puncture on SS7 but dropped to third.

The 2022 Ulster Rally finished two stages later. Meirion Evans in the Polo was the winner, over 2 minutes ahead of Jonny Greer and Niall Burns Citroen C3 Rally2. Jason Mitchell/Paddy McCrudden in the Ford Fiesta Rally2 were third. This was Meirion's first ITRC win and Jason's first podium.

Josh Moffett and Andy Hayes did what they had to do. The Hyundai i20 crew won the Irish Tarmac Rally Championship by finishing fourth overall. This was their second ITRC title, they won with a Fiesta R5 back in 2018.

It was great to see four different cars at the top of the Ulster Rally pile. Also there wasn't a World Rally Car in sight on the entry list, how times have changed!

Stuart Biggerstaff/Anthony Nestor were fifth in their Fiesta R5 and the top 2WD crew were Marty Toner/Ben Teggart in a BMW 1 Series.

Altogether 57 cars made it to the finish at Modern Tyres impressive new state-of-the-art building in Newry which also hosted the service park. Full results are available at rallyscore.net.



The Modern Tyres Ulster Rally 2022 Podium: 2nd Jonny Greer/Niall Burns Citroen C3 Rally2 winners Meirion Evans/Jonathan Jackson VW Polo GTI R5 and 3rd Jason Mitchell/Paddy McCrudden Ford Fiesta Rally2.

Desi Henry wins Dogleap Rally

Driving their Ford Fiesta Rally2 Desi and Mark Henry (pictured) won the Maiden City MC's Dogleap Rally last month. The single-venue event was based at the Shackleton Airfield complex in Ballykelly. Victor and myself were covering finish radio for all six stages (four were just over 6 miles plus two at 8 miles) while Rory and Chris were on rescue duty. There were only 52 starters and 49 finishers but the competition was intense in ideal dry conditions. Aaron McLaughlin and Darren Curran in their Fiesta R5 led for five stages but Henry beat them on the last test to clinch the win by just 1.2 seconds. Stephen Wright/Gregory McQuillan in another Fiesta R5 finished third 1.4 seconds behind McLaughlin. Derek McGarrity was fourth in a Skoda Fabia R5. Derek McGeehan turned up in a brand new Fiesta Rally2 Evo. and finished

fifth while John and David Bonner were the first 2WD crew to finish in twelfth place with their Escort Mk.2. Full Dogleap Rally results can be found at rallyscore.net

WRC News

It now appears that the chances of Northern Ireland hosting around of the 2023 World Rally Championship are fading fast. Sources suggest a push for an NI date next year is very unlikely. In fact it looks as if the UK and Ireland will miss out altogether in a proposed 14-round global series. Not only that, but the European Rally Championship is expected to feature 9 rounds, again with no event in the British Isles. Confirmation of both calendars is due to be announced at the October meeting of the FIA World Motor Sport Council.

Rally Diary

Sat. 3rd September.....Lakeland Stages Rally

Based in Enniskillen and sponsored by Trailer parts & spares.com Round 2 of the 2022 McGrady Insurance ANICC Northern Ireland Forest Rally Challenge. Just 53 competitors are on the entry list as I write, including series leader Desi Henry. Organised by Enniskillen MC we are covering stage marshalling, rescue, timekeeping and radio. The gravel rally uses stages in the Derrygonnelly area of Co.Fermanagh. Sign-on for all officials is via rallyscore.net

Sat. 17th September.....Bushwhacker Rally

The "Tyrone GP" is based at Omagh Showgrounds which will host Rally HQ and the Service Park. The Bushwhacker is Round 3 of the ANICC N.I. Forest Rally Challenge and Round 6 of the Motorsport Ireland Forest Rally Championship. Sponsored once again by McKelvey Asbestos. Expect a large entry for this popular event. There are 10 gravel stages in the West Tyrone forests of Lough Bradan, Carrickaholten and Killeter. We are due to cover stage marshalling, rescue, timekeeping and radio on this Omagh MC rally. Sign-on for all officials is via rallyscore.net.

Friend Ian Wilson has been in touch to say the French are intending to mark the One hundreds anniversary of the humble Austin 7 with a special race at the Circuit De Ramparts . Ian will be taking part with these 40 other 7 racers.



GOOD LUCK IAN !!!



CRAP CORNER.



