

The BRITISH MOTORSPORT MARSHALS CLUB



MOTOR SPORTS ASSOCIATION RECOGNISED

FOUNDED 1957

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Northern Ireland Region.

Newsletter

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Cover Story.

Congratulations to Tom Ingram on winning the 2022 B.T.C.C. Championship. Dubbed the bridesmaid after finishing in the top four several times Tom was known for his ability to keep out of trouble and was one of the most consistent points scorers in the last couple of years. In spite of this his race results were overshadowed by higher profile drivers, Colin Turkington, Ash Sutton, Gordon Shedden and last year Dan Cammish. This year Ingram proved that the Hyundai had both reliability and race pace and he made the most of it. Well done, after over 6 years in the B.T.C.C. Tom is at last getting the recognition he has deserved in 2020 and 2021. Well done.

Japanese Grand Prix.

What a strange affair! The World Championship decided on what turned out to be a 35 minute sprint race, not right! If you are old enough to remember 1976, or if you have watched the film RUSH you will see the same situation played out between Hunt and Lauda. The difference being that being the important decider in the World Championship it was decided that the race should run for the full 2 hours. 1976, Cars with manual gearboxes, steel discs that were next to useless in the wet, limited downforce compared with today's cars, no electronic aids yet most of the field kept racing only 3 drivers including Lauda retired due to the monsoon conditions although several cars retired (including John Watson) with mechanical problems. Hunt won the World Championship in a way that Max Verstappen would have loved to copy but thanks to the powers that be he was not given the chance for a proper race.

Think of the fans, over 150 thousand, who were there from early morning to see the climax of the season and were cheated out of what could have been a classic race. Verstappen, LeClerc and Perez proved that in spite of the conditions they could all race safely and on the limit in the wet. Usual F.1 and F.I.A. shambles!

CHRIS SMILEY

Chris Smiley has been chosen to represent the United Kingdom in the F.I.A. Motorsport Games which will include an International Round of the F.I.A. Touring Car Championship. This is a major boost for Carrickfergus driver Chris who may now have the chance , not to return to the British BTCC , but to race in an International Championship. Good Luck Chris.

LATEST NEWS.

Snetterton 23rd. October. Chris Smiley in the final race of the TCR Touring Car Championship wins the Championship at his first attempt. Well done Chris !!!

All our Yesterdays.

With the plumbers coming in to close off and drain an obsolete cold water tank in the roof space I ventured in the roof space for the first time in many years. Loads of crap to throw out but I found one item of interest. "Vol 12 issue 3 Practical Classic and Car Restorer dated JULY 1991."

I must have kept this because prior to buying the Vincent I had been thinking of buying either a Midget or Spitfire and the mag. had a restoration special article on both cars.

Thinking back at Easter 1991 I bought an 1988 ex.Leyland Tickford M.G. Maestro Turbo sourced for me by Paul Donnelly of Donnelly Motors Dungannon. At the same time my daughter had just sold her very rusty Vauxhall Chevette Hatchback and bought her first sporting car , a somewhat less rusty Datsun 200sx Coupe. Of the two I must admit the build quality and running gear of the 10 year old Datsun was better than the 3 year old Maestro. Having said that apart from a clutch replaced under warranty (the turbo had a standard Maestro clutch !) I had a lot of fun with the car which was quicker , most comfortable , better brakes and handling than the more popular Golf GTI.

I don't remember prior to 1991 any great interest in number plates but the magazine in it's sales section keeps offering cars with valuable number plates.

Prices are interesting and I wish I could turn back the clock !!!

1961 Sunbeam Rapier 111A. Rebuilt last year as a historic rally car at considerable cost , uprated engine , gearbox , brakes and suspension. Records and bills for rebuild only £1950 for quick sale.

Hillman Super Minx. Only 33,000 miles , one owner , valuable reg.959 YPG.
£1995 o.n.o

1956 Daimler Conquest 70,000 miles reg. WBP 22 £475 for quick sale.

A number of cars which today would be considered valuable collectors items were for sale at reasonable prices.

1973 Datsun 240Z low miles , one owner , £2250

Ford Anglia Super 1600GT. Lotus struts , suspension , Lotus alloy wheels 1600 Cortina engine and box taxed and tested £550.

1971 RS Mexico 80,000 miles full service and MOT history £3,990 o.n.o.

1973 TR6 in green ,low miles , new brakes and roloflex suspension just fitted , full MOT £3495 o.no.

1966 Volvo Amazon Sport White /red with red leather new MOT £1,800.

1962 Mk. 2 Jaguar 3.8 man. One elderly owner , only 38,000 miles. Annual service record from main Jaguar dealer. Bereavement sale £8,500 or very near offer.

(Had whoever bought it and only subjected it to gentle use could expect over £50 grand for it today.)

OTHER CLASSIC CAR NEWS.

Caveat Emptor. Yes buyer beware , some unknown collector last month Paid a massive £770,000 for Princess Diana's Escort RS Turbo along with an Album of pictures showing her driving the car in central London in the evenings and around Sandringham during the day. Only one problem , it was never her car !

A loan to the Royal family by Ford it was returned to them and then sold on as a private sale. Not sure of the legal position now but doubt the car is worth even £70,000 so as I said Buyer Beware.

A couple of real unexpected sales this month , firstly a 50,000 mile from new 1967 Singer Gazelle with a massive history file and a large photographic record of restoration sold for £27,900 against it's presale estimate of £9,000. A world record.

Why would someone spend close to £100,000 restoring a 1976 Rolls Royce to as new condition but in primrose yellow and brown vinyl roof

No idea but when it come up for sale someone snapped it up for £21,850 as an good as new Shadow. Good buy V massive loss.

WORKS METRO 6R4

One of the last 6R4 cars built by the factory and registered C847 EUD , a sister car to Tony Pond's C867 EUD.

Sadly Group B was banned before the car could take part in W.R.C. events nut it did win the Scottish Rally Championship in 1991.

It has since been totally restored to its 1986 Computervision livery complete with RAC/MSA period logbooks.

Hard to value , currently 6R4 Metro's sell for £100/150 grand but this car sold for an impressive £275,000. The good news is the new owner intends to use the car.

1957 Alfa Romeo Giulietta Sprint. Reg. 131 GTP.

When is the last time you saw a 1950's Alfa on the road ? Probably never as this one is one of the rarest models still in existence. Well looked after , yes , by it's late owner of over 50 years but not used ? On the contrary the car still in lovely condition has travelled some 200,000 miles in many different countries. However during those many years of ownership attention was lavished on the car and no expense was spared keeping it running and looking like new. It is the story of one man's obsession with this particular car.

1957 and young engineer Michael Payne was working for the Schlumberger Oil Company in France.

At a visit to the Paris Motor Show he spotted the new Giulietta Sprint model and put in an order for one . As his work meant travel to several other oil producing Countries he was able to buy the car as a tax free export paying \$2600 US dollars which in 1957 was only £950. Sounds like a great deal but the average price of a three bed semi detached house in the U.K. at the end of 1957 was £2,000.

In 1958 he was sent to Libya and from his base in Benghazi Michael and his new wife spent the next two years visiting oil rigs along the North African coast. During that time they also embarked in some epic trips , visiting the U.K. via Italy , France and Holland returning via France shipping the car from Marseilles to Tunis

and then driving via Tripoli to Benghazi. Leaving Libya at the end of 1960 they stopped off in Parma Italy where Alfa fitted high lift camshafts and a twin choke weber to the car.

After a brief spell in England the car was put into storage as Michael was posted to Nigeria and a part of the country where only decent four wheel drive vehicles could cope with the conditions. Two years later after what he described as his worst posting ever (no where to go , no where to spend money , total isolation out in the bush) he returned to England and set up home in West Sussex where the Alfa was sent to , firstly Vandervell Products and then Ken Rudd of Ruddspeed where the car had a complete mechanical overhaul .

In spite of this , and several house moves later , the car received little further attention during the 1980's. On retirement in 1990 Michael was determined to get the car back to it's former glory and started a complete restoration which started in serious in 1994 and finished in 1999.

In 2000 the car , now considered by many as better than new started more epic journeys visiting the Netherlands , trips to Milan in both 2003 and 2004 . in 2007 the family took the car on the Alfa Jubilee Tour driving through France and over the Alps to the Alfa factory and museum at Arese in Northern Italy where they toured the factory , spent several days with Alfa staff and fans before a visit to Ferrari at Maranello returning over the Alps , to Austria , Liechtenstein , France and Holland before returning home.

Michael kept a detailed diary of the Tour finishing on a sad note , he had been recently diagnosed with cancer and less than a year later he passed away at home. The Payne family kept the car , not only kept it but continued to keep it in top condition , until in 2012 they decided to sell it to James Wheeler of J.D. Classic's and the owner of an Alfa Giulia race car. James knew the history of the Payne car and under his ownership the car has attended many European events just as Michael would have wanted. Ownership is a privilege and a great responsibility.



Robert's RallyBuzz

During October there was only one rally event in Northern Ireland. Mid Antrim MC had organised the Glens of Antrim Targa Rally based at Gracehill Golf Club with tests in Ballypatrick Forest. BMMC/BRMC members attended to assist with the timekeeping. Apparently they were well looked after, unfortunately I was unable to attend this one.

LOOKING BACK.....2022

After the covid related problems of the previous two years, it was good to see the rally scene here in NI return to normality. There were five rounds of the McGrady Insurance Motorsport UK Northern Ireland Rally Championship running from February until July. The first two events were held on the race circuits of Kirkistown and Bishopscourt while the other three were the closed-road Maiden City Stages, Tyrone Stages and the Down Rally. The events were all well supported with no less than 112 cars starting the final round. Jonny Greer ran out champion for the third time, this year he was in a new Citroen C3 Rally2. I understand the NI Championship format will remain the same for 2023. More details to come next month.

The McGrady Insurance Northern Ireland Forest Rally Challenge had just three rounds. Fivemiletown in February plus Enniskillen MC's Lakeland Stages and the Bushwhacker Rally in September. Magherafelt & District MC were forced to cancel the fourth and final round in October due to costs involving in re-grading the forest tracks. Desi Henry won the Challenge, which was well supported, in his Ford Fiesta Rally2. The Bushwhacker had 96 starters and was also the final round of the 2022 Motorsport Ireland Forest Rally Championship. The rally winners, Patrick & Stephen O'Brien, took that title.

As well as all the above events I officiated on three rounds of the 2022 Irish Tarmac Rally Championship. The Circuit of Ireland in the Glens of Antrim at Easter was won by Alastair Fisher in his VW Polo R5. In June I was timekeeping on the Donegal International Rally where after a slow start, Josh Moffett eventually won in his well-used Hyundai i20 R5. Moffett and co-driver Andy Hayes would run out dominant winners of this year's Irish Tarmac Championship, although Welshman Merrion Evans in his VW Polo won the final round, the Newry-based Ulster Rally in August.

Josh Moffett also dominated the 2022 Motorsport Ireland National Rally Championship. Incidentally the final round of this series was supposed to be the Donegal Harvest Stages Rally based in Northwest Co. Donegal at Gortahork. Unfortunately, due to the tragic incident which happened in nearby Creeslough the day before the rally was due to take place, that event was of course cancelled. In fact, the marshals for the Muckish stage were due to meet on the Saturday morning at the Applegreen filling station where the explosion occurred. My thoughts and those of all of us at BMMC/BRMC are with all the residents of Creeslough at this extremely sad time.

Other clubman events on which I covered radio this year were North Armagh MC's Loughgall Country Park Rally in July and the Dogleap Rally in Ballykelly back in August.

LOOKING BACK.....20 YEARS AGO

In November 2002 seven of us headed over to marshal on Network Q Rally GB in Wales. On the Saturday we were on a junction on Halfway where we had a good view of three competitors rolling at Dixies crossroads, including the new World Champion Marcus Gronholm's who wrecked his Peugeot 206. Then on Sunday we covered a junction near the finish of the Margam Park stage where we saw Petter Solberg & Phil Mills in their Subaru Impreza S7 win the rally over Markko Martin's Ford Focus. Carlos Sainz was third in his Focus.

LATEST NEWS

The Modern Tyres Ulster Rally is set to return to the 2023 British Rally Championship after a years absence. A new look seven-round BRC calendar features events in England, Scotland, Belgium, Northern Ireland and Wales. The first round will be the loose-surface Malcolm Wilson Rally based in Cockermouth on March 11th. Then there are four closed-road rallies. The Jim Clark Rally in Duns (May) followed by Ypres Rally Belgium (June) the Ulster Rally—Newry (August 18-19) and Rali Ceredigion—Aberystwyth (September). The gravel Trackrod Rally Yorkshire—Filey (September) and the Cambrian Rally based in Llandudno (October) complete the championship.

The World Rally Championship Calendar 2023 has yet to be ratified by the FIA. At it's October meeting the governing body's rule-making World Motor Sport Council failed to rubber-stamp an proposed 14-round calendar. An announcement is expected this month. Apparently neither Rally Spain nor Ypres Rally Belgium will included in the calendar. As I said before, it is virtualy certain that there will NOT be a round of the 2023 WRC in the UK for the fourth year in succession.

Rally Diary

Sat. 5th November.....Cookstown MC's Targa Rally CANCELLED

Thur. 10th—Sun. 13th November.....WRC Rally Japan

The thirteenth and final round of the 2022 World Rally Championship. This asphalt event brings this year's WRC, which saw Kalle Rovanpera crowned the youngest ever World Champion to an end. Nothing to be decided here as Toyota have already been crowned top manufacturer over Hyundai. M-Sport Ford have been also-rans yet again with their team leader Craig Breen even behind part-time Toyota driver Sebastien Ogier in the standings after the former champion's Rally Spain win last month. Next year Ott Tanak is leaving Hyundai but the question is who will replace him? A job-swap with Breen or a WRC top-flight return for Kris Meeke or Andreas Mikkelsen are just some of the rumours on the go as I write. More details to come next month.

Sat. 19th November.....Omagh MC's Targa Rally

No information as I write on this one. Please check with the organisers if you wish to marshal as the event might not happen. Other information could appear on rallyscore.net

Sat. 26th November....Magherafelt & District MC's Targa Rally

Again it would be advisable to check if this event will run. No information at all is available as I write.

Sat. 3rd December.....MMP Reward Day @ Kirkistown

The Motorsport Marshalling Partnership (NI) are organising this event. All volunteers will be rewarded for their contributions to ANICC events during 2022 with seats in rally cars driven by lots of well known local competitors. New members are always welcome. Training provided in the morning. 2023 MMP cards available. Running from 8am-1pm at Kirkistown race circuit in Co.Down.



The Magnificent Seven from BMMC (NI) who marshalled at the 2002 Network Q Rally GB.

CRAP CORNER.



"The longer I live, the more convinced am I that this planet is used by other planets as a lunatic asylum."



George Bernard Shaw
26th July 1856 - 2nd November 1950



**Only 2 More
Prime Ministers
Till Christmas**



**Paddy goes for a job.
The manager says,
"It's £7.30 but goes
up to £12.50 after 6
months, when can
you start?"**

**"In about 6 months"
says Paddy.**

