

The BRITISH MOTORSPORT MARSHALS CLUB



MOTOR SPORTS ASSOCIATION RECOGNISED

FOUNDED 1957

No. 9

September . 2023.



Northern Ireland Region.

Newsletter

Sept. 2023

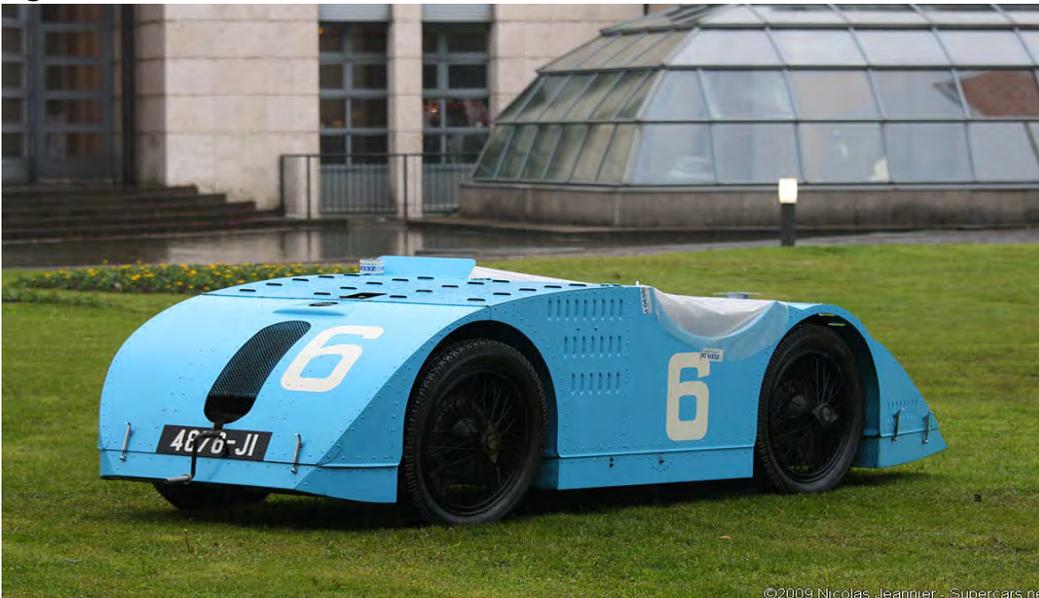
Cover Story.

Well done to rising French Rally driver Adrien Fourmanx for winning the Ulster Rally , He came , he saw , he conquered . Not used to Irish roads , not used to conditions us locals would not have expected in August he overcame high winds , flooded roads and terrible conditions to take several stage wins and win the event for his boss Malcolm Wilson also a previous winner of the Ulster.

Innovation V cheating.

From the start of motor sport drivers and teams have always sought to take some advantage over their rivals.

In 2023 Bugatti built a tiny Tank car powered by a 8 cylinder 1900 cc engine to compete in the French Grand Prix. It's design was based on an aeroplane wing and indeed it finished 3RD. in front of much more powerful opposition . It had a top speed of 117 MPH but further testing revealed a dangerous flaw in the design , It created more lift than the expected downforce at 100 m.p.h. and never raced again.



©2009 Nicolas Jeannier - Supercars.net

In 1929 the 'Bentley Boys' fitted Villiers superchargers to their 4 litre Bentley cars and finished 1 ,2 , and 3 at the LeMans 24 hour race. Within two years virtually all the top Italian and French teams were running supercharged cars.

Move forward to 1978 and Gordon Murray's fan car wins the Swedish Grand Prix. Not banned by the F.I.A. as reported at the time the car never raced again because owner Ecclestone had just taken over F.O.C.A. the Formula One Constructors Association and knew that protests from other teams could damage his position. Bernie had wider political gains in sight including taking over control of the F.I.A.

1982 and Tyrrell unveiled the P34.



This six wheeled wonder was totally legal and in 1982 won the Swedish G.P. , finished second 8 times and had another three 3rd. place finishes. The tiny 10 inch front wheels reduced drag but , and it was a big but , while Goodyear brought upgrades to all the teams running 13 inch tyres throughout the season Tyrrell were stuck with the original 10 inch compounds. By 1983 as one Tyrrell engineer complained " It is all about tyre development , without that we are screwed" 1983 season proved him right Tyrrell were running year old tyres but everyone else had moved on.

Back to 1982 The rules stated that post race scrutiny cars would be weighted after replacing normal fluids. Both Brabham and Williams filled their water tanks prior to the race and jettisoned the water in the early stages of the race claiming the water was used to cool the brakes. So they were able to race most of the race well below the minimum weight giving them a straight line speed advantage. The F.I.A caught on at the Brazilian G.P. and both the winning Brabham and the

second place Williams were disqualified.

1984.

Tyrrell were aware that after 1982 no team was allowed to top up fluids post race so they came up with a new plan. An oversized watertank was fitted which kept the cars over the legal limit at initial inspection but with the tank empty at the start of the race Tyrrell had a real advantage over its rivals . Tyrrell used its final pitstop late in the race to fill the tank with not only water but lead shot to increase the weight to over the weight limit. Of course once F.I.A found traces of lead in the water Tyrrell were banned for the last 3 Grand Prix of the season and their drivers stripped of their points .

More recently we had spygate where Ferrari's technical documents were leaked to McLaren and Crashgate where Renault engineered a crash to ensure Alonso could win in Singapore.

These are reported facts and there are many more most recent incidents but I have no wish to be sued by any F.1. team. You know who you are !!!!

CLASSIC CAR NEWS.

With millions sold , many abused , crashed or scrapped who would have thought that a Mark 1 Ford Transit Van would be a classic. At Historics auction in July a nice Mk1 sold for £20,160. There are still thousands on the road so this sale did raise a few eyebrows.

Two other surprises for the trade was the price paid for a low milage Lotus Esprit Turbo ,over £66,000 and a 1999 Nissen SkylineGT-R estimated at £70,000 (which people thought high in the current climate) it sold for £100,800.

In contrast latest results for both Triumph TR2 and TR5 cars have proved disappointing . A TR2 freshly restored at a cost of £30,000 sold for only £14,500 and good TR5 cars which a year ago were worth up to £50,000 are now valued at £35,000.

Biggest change in the market is demand for Mark 1 Golf GTI cars. Prices have risen in the last 12 months with good cars now valued at over £20,000. Two years ago a well maintained GTI would sell for £12,000.

The Silverstone auction at the end of August proved that people are willing to pay

big money for the right car.

The 1977 Sunbeam TI Group A car rallied by Colin McRae sold for £90,000 his 2.5 Millington Mk2 Escort sold for £157,500 and his 1992 Subaru Legacy RS in Group A trim sold for over £414,000. At the same sale a 1983 Nissen 240 RS sold for over £ 87,500 and the ex works Bjion Waldegard 1979 Celica GT Group 4 car was bought for £135,000 Biggest surprise was the original Audy Rouse RS 500 BTCC car selling for £370,000.



Quentin Willson keeps a close eye on the market.

Now could be a good time to buy a classic. The market is softening and old cars are starting to lose value. I don't think it is a terminal shift but cars that had sold a year ago for top money a year ago are still being advertised again and again. I worry when the market overheats and remember in late 1990 's when cars like the Ferrari Daytona jumped from £50,000 to almost £300,000 but 2 years later were selling for £60,000. That is no good for anyone and scared off potential collectors. Prices are not crashing , just easing off which in my opinion is a good thing. Today you can buy a restored Sunbeam Tiger , Healy 3000 or Stag or even Jaguar XK 120 for a lot less than 12 months ago..

The trade tends to agree with this but it is a case of Deja Vue , Willson did not write this last week or last month he wrote this in October 2012 !

BOSS cars at Kirkistown.



Buzz

Robert's Rally-

September 2023

Adrien Storms To The “Four” On Ulster Rally

He came, he saw, he conquered! A “fourgone” conclusion it might have been, but Adrien Fourmaux had to work hard for his Ulster Rally win. Fresh from second place in WRC2 on Rally Finland, the French “superstar” and co-driver Alexandre Coriander led the BRC/ITRC event from start to finish in their “works” M-Sport Ford Fiesta Rally2. In the end they were 47.7 seconds ahead of second place Callum Devine and Noel O’Sullivan’s VW Polo R5 GTI.

The two-day Modern Tyres Ulster Rally ran in very difficult conditions, particularly on Leg 1 (Friday) when Storm Betty threatened to disrupt the event. Two 8-mile stages in Co.Down; SS1/3 Slieve Roe and SS2/4 Banbridge North, were used twice, the second runs of which were in darkness. Strong winds and “biblical” rain greeted competitors on those second passes but, perhaps surprisingly, 70 of the 85 starters made it unscathed to the overnight halt in Newry. This however did not include last year’s winner Meirion Evans, the Welshman crashed his Polo out on stage two. At the end of Leg One, Fourmaux led Devine by 7.4 seconds with Cathan McCourt/Dean O’Sullivan in third.

Leg 2 on Saturday consisted of three stages run twice in counties Down and Armagh; SS5/8 Shinn Bridge and SS6/9 Tyrone’s Ditches were both 12 miles in length then SS7/10 Mount Pleasant was 8 miles long. 81 crews started Leg 2.

Conditions had improved as the storm passed through overnight. I was on start radio for Tyrone’s Ditches, as I had been last year. The stage, starting just north of Newry, was exactly the same this time round.

The first run was wet and windy with lots of standing water which caught out some of the 69 competitors still running in the main event plus one of the four cars in a separate Ulster Junior Rally for Irish crews tagged on behind for Saturday only.

Second time round conditions had improved, the wind and rain had gone and bright sunshine arrived! Typical Ulster Rally, four seasons in two days!

A few of the 59 remaining cars went off this time, but nothing serious, and we were finished for 4.30pm.

All marshals and officials on the event, many of whom were BMMC members, were congratulated and praised for their outstanding efforts in a closing statement from COC Wayne Turkington. “This was a tremendous effort from everyone involved in possibly the worst conditions ever seen on the Ulster Rally. The rally was a great success and despite everything all 10 stages ran almost to schedule”.

As far as I am aware, there was only one major incident which halted SS5 after around 50 competitors had completed. Two crew members were taken to hospital when their car crashed heavily. To date I am unaware of their condition.

Adrien Fourmaux won the Ulster Rally and took maximum points in the British Rally Championship. Sadly only six registered BRC crews competed in Ulster, two in category one (Garry Pearson/Daniel Barritt finished 8th overall in their VW Polo R5) and four junior Rally4 cars.

This would suggest major problems with this series. Kyle White won the Junior BRC section in his Peugeot 208 Rally4.

Fourmaux did not contest the fifth BRC closed-road round in Aberystwyth (September 2-3) and may not appear on the final two gravel events. The works M-Sport driver could still however be crowned 2023 British Rally Champion. He has a huge points advantage having won the first four rounds. His only challenger on the first two rallies, the four-time champion Keith Cronin, has since withdrawn from the rest of the series due to work related commitments.

In contrast to the BRC, the Irish Tarmac Championship is thriving. 2023 saw huge and competitive entry lists. The Ulster Rally was the final round and second overall was more than enough to secure the title for Callum Devine and co-driver Noel O'Sullivan who won the BRC last year with Osian Price. Devine scored maximum points on five of the seven ITRC rounds this year.

The recently crowned Northern Ireland Rally Champion, Jonny Greer and Niall Burns were third in Ulster, their Citroen C3 Rally2 having overtaken Cathan McCourt's Fiesta Rally2 on the penultimate stage. Fifth place went to the Polo R5 of Jason Mitchell/Paddy McCrudden ahead of Robert Barrable and Gordon Noble's Citroen C3 Rally2. Outgoing ITRC champion Josh Moffett and co-driver Andy Hayes were back in seventh place with their Hyundai i20 N Rally2.

Top 2WD crew were Jason Black/Karl Egan who finished 10th in their Toyota Starlet. Just 51 cars finished the main event plus the 3 juniors.

Motorsport Ireland In WRC Talks

Any remote hopes of a 2024 WRC Rally Northern Ireland appear to have faded completely, due to the continuing unstable political situation in NI and a lack of finance. Now however, Motorsport Ireland President, Aiden Harper, has revealed that THEY are currently in talks with WRC promoters who are keen to see a World Championship event on the island of Ireland as soon as 2025. Although lots of work is required, Harper is hopeful that support can be found both privately and from the Irish Government to back what he sees as a three-year deal. The cost is estimated to be between 10-12 million euros. Rally Ireland was a cross-border round of the World Rally Championship and took place in 2007 and again 2009. It was based in Sligo but hasn't run since. Of course there hasn't been a WRC round in the British Isles since Wales Rally GB in 2019.

Ironically, I actually spoke to Aiden Harper during the Ulster Rally and suggested to him that the three-day Donegal International Rally would be a perfect fit for the WRC. Little did I know then that a few days later news of Motorsport Ireland talks with the promoters would surface! Coincidence or what? Anyway watch this space for further developments!

LATEST NEWS: I am just back home after attending the LAKELAND STAGES RALLY on Saturday 2nd September.

Organised by Enniskillen Motor Club the six-stage gravel event was round five of the 2023 Irish Forest Rally Championship and round two of the McGrady Insurance ANICC Forest Rally Challenge. BMMC members were out in force on SS1/4 Belmore Forest (3.56 miles). We covered rescue and Victor and I were on radio duty. Just a week before the rally, the club were in a panic, only 35 cars had entered but thankfully that rose to 72 by the closing date and the event was saved. Sponsored by Trailer parts & [spares.com](https://www.spares.com) all stages ran to schedule and I

was back home in Bangor (106 miles away) by 5.35pm. We had a great day out in glorious sunshine for once. Both our stages started on time and there were just a few retirements but nothing serious. 49 cars finished the rally and the winners were Patrick and Stephen O'Brien in their Skoda Fabia R5. Cathan McCourt/Liam Moynihan (Ford Fiesta Rally2) were second and Jonny Leonard/Niall Burns third, also in a Fiesta Rally2.

Rally Diary

Fri.15th—Sat.16th September.....Bushwhacker Rally

Round 3 : McGrady Insurance ANICC Forest Rally Challenge

Round 6 : Motorsport Ireland Irish Forest Rally Championship

Organised by Omagh Motor Club, this is sure to be one of the highlights of the year. In a departure from the usual one-day event, the McKelvey Asbestos Bushwhacker Rally will start at 9pm on the Friday evening from Omagh Showgrounds. There will be two classic gravel stages run in total darkness. SS1 Lough Braden and SS2 Carrickaholten. Then on Saturday the remaining crews will tackle three daylight stages twice; Lough Braden (in reverse direction from Friday) Carrickaholten (again reversed) and Killeter Forest. Rally HQ and a central service park are housed at the Showgrounds. We will be out in force over the two days, providing rescue, recovery, radio cover, timekeepers and stage marshals as usual.



The ex John Taylor works Rally and Rallycross car , now living in Dungivan.

CRAP CORNER

How to start a fight Irish style.

Mary says to Paddy " Have a look , is there anything on the telly the night?"

"Yes" , he replied " Dust , lots of dust"

Ann and her husband are going to a posh wedding at Dublin Castle.

Ann asks her husband " Do you think this new dress makes me look , well , a bit fat ? The husband replies Well , do you think this blue suit makes me look bald?" " But you are bald" she replied . Husband " I rest my case."

Paddy goes to the Doctor complaining of severe constipation , he thinks his back passage is blocked. The Doctor examines him and finds not one but three 50 euro notes up his backside. Hold on says the Doctor returning with a pair of forceps . Reaching up he retrieves a large roll of banknotes marked 1000 euro and another roll marked 500 euro together with a further 3 50 euro loose notes.. Well says the Doctor that makes a total of 1800 Euro hidden there. I knew says Paddy I did not feel too grand.

Think you have a boring job?



THIS GUY WORKS 44 HOURS A WEEK CHECKING THAT THE INDICATORS ON USED BMW CARS ACTUALLY WORK.

