



OUTPOST

The North Region Newsletter

www.marshals.co.uk/north.php

7 FEBRUARY 2009

THE CHAIRMAN'S SPRING THOUGHTS: FEBRUARY 2009

Yes, Spring draws on! We'll soon be back out there doing our hobby, enabling motor sport to happen.

Don't forget to complete, and send to Dave Cleaveley, your 2009 volunteering form. Just one sheet if you are doing one job all year. Separate sheets if you plan to do, eg Incident at some meetings and Flag at others. This helps Nadine and I to anticipate who is doing what when. And do watch out for the week-ends where we have events at both Oulton and Anglesey!

Our fabulous Training Weekend gave us all a taster of what we had been missing over the winter. Wow! What more can I say? I was really pleased to see so many of you. I really enjoyed the training sessions that I attended. Sincere thanks to Andy and all his gang, and to BARC NW, BRSCC NW, MSV and 750 MC for their much appreciated support. In marshalling, as in life, ongoing learning and development is essential. I learned a few new things at the training. I hope you did too.

The recent Liverpool vs Everton footy trilogy

served, I believe, to illustrate the massive performance gap between two teams. I mean, it took Everton three and a half matches to beat us. If the boot had been on the other foot (so to speak) Liverpool would have wrapped it up by half time in match one. So there!

I looked at my crystal ball the other day (yes, I do have an appointment with the doctor) and saw a run of Ferrari one two's (no lavatorial jokes now!) stretching out across the Grand Prix season. A sea of red. Kimi spraying vodka everywhere - except in the middle eastern countries from where he goes home early! Failing that, my crystal ball shows Fernando in a red suit for 2010. Hhmmm!

All that aside, have fun, stay warm and be safe during all these extreme weather events. Look forward to seeing you all again very soon.

Mike Cadwallader

SPQL - 2009 The Year of the Environment

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**Sir Stirling Moss and the Ferguson P99 4wd F1 car at Oulton Park - see Dave Williams latest brilliant article inside. (Page 3)**

## The North Region Award winners for 2008 presented at the Training Weekend



Stan Foulds Trophy  
Service to Marshalling  
Eric Ridler



'Bellini Trophy'  
Marshal of the Year  
Dave Brand



'Ken Finnie Trophy'  
Newcomer Award  
Elliot Wrench



'Stewart Ashford Trophy'  
Cadet Marshal Award  
Matthew Jones



On Friday 09 January at the Autosports International, The Racing Car Show, which was held at the NEC Birmingham, Jon Cordery the Chair of the British Rally Marshals Club (BRMC) acknowledged the contribution that Richard Eggar, of Richard Eggar Insurance fame, has made to marshalling and the motor-sport community by making a presentation to Richard to say thank you.

Richard returned the compliment by presenting his gift back to the BRMC to be used as a thank you for marshals giving up their time to marshal on the Dyfi stage of this year's International Bulldog Rally North Wales to be held on Saturday 28 March. The Dyfi stage will be organised by the BRMC, with Jon Cordery taking on the role of Stage Commander.



**Wigton Motor Club - Cumbria**

Wigton MC are looking for marshals willing to help out on their Lake District Classic Rally weekend 28/29th June 2009 based around Penrith.

Please contact Graeme Forrester - [graeme@gtforrester.freemove.co.uk](mailto:graeme@gtforrester.freemove.co.uk)

or go to their web site - [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)  
 We do feed marshals, often have gifts and even some fuel money, if anyone is interested  
 Many thanks

**Graeme**

**Long Distance Clerk of the Course**

Dear All,

I met up with Peter Roberts at the Clerks' and Stewards' Seminar in Peterborough. He is still running marathons in aid of Dr Barnardo's.

This year he is due to run in the Prague Marathon in May and Chicago in October 2009.

Dr Barnardo's is still a very worthwhile charity, one I have always supported because my Dad used to threaten to send me there about once a month, when I misbehaved!

June and I have sent a donation this time. If anyone else wants to support Peter, he has a 'Just Giving' site [www.justgiving.com/ptroberts1](http://www.justgiving.com/ptroberts1)

Please give generously.

**George Copeland**  
**National Treasurer**



**Membership Renewals 2009**

The draw for the Super prize of a Corporate Day at Bedford Autodrome courtesy of Jonathan Palmer took place at the South Mids Clubnight on Tuesday 3rd February, where our guest speaker, Andy Wallace did the honours.

The Super Prize was won by Ian Harrison of Yeovil with the Rally prize won by David Simon Stoker of Sutton in Craven.

To ensure you are eligible for our next prize draws please get your renewals in ASAP.



**Anglesey Race Meeting 15th March**

**It is with great regret that the organisers have had to cancel the above event.**

If you were supplying your services to us as timekeeping, scrutineering, commentating, breakdown, medical cover, marshalling etc., unfortunately - your services will no longer be required on Sunday 15th March 2009.

Both Anglesey Circuit Club and Trac Mon Ltd regret having to take this decision and hope that we will see you at Anglesey later on this season. **Ian Smith**

The contents included in this newsletter do not necessarily reflect the opinions of the editor or the BMMC.

# HISTORY TO THE "FOUR"

By Dave Williams

On 23<sup>rd</sup> September, 1961 Oulton Park witnessed a unique piece of motorsport history when Stirling Moss took the Ferguson P99 to victory in the International Gold Cup event. This is the only occasion that a 4-wheel-drive car has won a Formula 1 race.

No less than 65,000 spectators turned out to watch the Grand Prix drivers of the era - of the big names only the Ferrari and Porsche teams failed to appear at the Cheshire circuit. Back in the early '60s the quest for the World Championship was much less demanding than it is now with points being scored at just 8 events of which only the best 5 results counted.



This relaxed schedule made it possible for the top stars to take part in major stand-alone races, one of which was the Gold Cup at Oulton Park. It appears as though they enjoyed making the trip to the North West for this fixture. Sir Stirling (who was knighted in the Millennium Honours List) kindly agreed to give an interview about this, one of his most memorable victories. He told *Outpost*:

"I would have to say that the circuit was one of my favourites with a good mix of fast straights and challenging corners; particularly Knickerbrook. A visit to Oulton Park also meant a stay in Chester which was a city I enjoyed visiting."

Being front-engined, the Ferguson was in a minority when it lined-up on the grid as John Cooper had started the "mid-engined revolu-



tion" a few years earlier. The P99 could trace its roots back to the 1930s when Freddie Dixon was considering constructing an all wheel drive car for a bid on the Land Speed Record. Dixon had been successful on motor-bikes before moving into building the "specials" which were commonplace in car racing prior to World War 2.

He never did raise the finance to pursue his record breaking attempt however his search did bring him into contact with Harry Ferguson - founder of the tractor manufacturer of the same name - and a talented young racer called Tony Rolt who would go on to win Le Mans in 1953.

Their grand plans were put on hold by the war during which Rolt found himself imprisoned in Colditz.

After the hostilities ended Ferguson used funds awarded to him following a lawsuit with Ford to set up Harry Ferguson Research where he employed Dixon and Rolt, among others, to develop four-wheel-drive for road cars. A number of prototypes were constructed but due to the austerity of the 1950's the major motor manufacturers were reluctant to take such a technological risk.

During 1960 Ferguson decided to build a Grand Prix car to display the potential of the drive train. They hired Claude Hill from Aston Martin to design a space-frame chassis. The FIA introduced a reduction in Formula 1 engine sizes for the following season from 2.5 to 1.5 litres. In response, the Inter Continental series was established to cater for the larger engined cars. Therefore the P99 was

designed to accommodate both sizes of power unit. These were to be supplied by Climax.

It can be assumed that the smaller, lighter engines which became mandatory in the World Championship would have made the additional weight of the four-wheel-drive system less attractive as such a transmission was not seen again in Formula 1 until the late 1960.

By then the regulations had been changed again to permit 3 litre engines and the magnificent Ford Cosworth DFV had become the motive power of most Grand Prix outfits. The performance of the DFV overwhelmed the chassis' of the time and a number of teams experimented with the Ferguson system but soon alternative methods of obtaining the required road-holding improvements were found from aerodynamic and tyre developments. These were less complex to implement. Although Formula 1 moved away from the Ferguson transmission for good at the beginning of the 1970's it had finally appeared on a road car in 1966 when it became a key feature of the Jensen FF. Another aspect of this exclusive coupe which had not previously been available to the public were the Dunlop Maxaret anti-lock brakes.

These had been fitted to the Ferguson P99 although Sir Stirling remembers "I did not use the system as I preferred to have complete control over the braking rather than let the mechanical device take-over."



Photo courtesy of Phil Hosker @MSV



The P99 made its debut at the 1961 British Empire Trophy which was staged in July at Silverstone. It had been handed to the Rob Walker Racing Team - and their ace mechanic Alf Francis - to oversee its competition career. Development driver Jack Fairman drove the car but mechanical problems meant the radical device had an inauspicious debut.

The next outing was at the British Grand Prix at Aintree. Walker entered the Ferguson for Fairman and a Lotus 18 for Moss. When the Lotus retired, Fairman was called in to hand over his mount to Stirling. In the wet conditions Moss was able to see the potential of the P99 however due to a minor technical infringement he was black-flagged.

With drizzle falling throughout the day of the Gold Cup Stirling drove the Ferguson from the start. Although he was slow away from the line he had taken the lead from Jim Clark by lap 6 and went on to take the victory three quarters of a minute ahead of Jack Brabham who was runner-up after Clark had suffered rear suspension failure.

Today Sir Stirling recalls how the P99 had so much grip that he had to change his technique to get the best out of the car. "It required a different style of driving meaning you had to be accurate when entering a corner to find the apex. Unlike a rear wheel or front wheel drive car, you did not need to compensate for oversteer or understeer. It drove exactly where you pointed it."

He also enjoyed executing passing manoeuvres in the Ferguson, "I could overtake on the outside of corners; the grip was such I could take one hand off the wheel to acknowledge the overtaken driver with a wave of the hand!"

After its success at Oulton the next appearance for the Ferguson was at a couple of races in Australia with Graham Hill in early 1963. Later that year it was tested successfully at Indianapolis and Ferguson built a sister car - the P104 - which was raced by Bobby Unser over the following two seasons.

The P99 went on to enjoy a very successful Hillclimbing career. Having made its debut in this discipline at Ollon-Villars in the hands of Jo Bonnier, Peter Westbury used the car to dominate the British Championship in 1964.

Having been on display at the Donington Collection for a number of years it returned home to the Ferguson Family Museum on the Isle of Wight in 2004 where it was restored to full working order. Sir Stirling was reunited with the car at the Goodwood Festival of Speed a year later. Since then it has contested the Richmond Trophy at the Revival Meeting a number of times where it has been driven by BMMC President Barrie Williams. It also made an appearance at the Shelsey Walsh Centenary Celebrations.



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In 1982 the Williams F1 Team built an experimental 6-wheeled car with 4 driven wheels at the rear. This prompted the FIA to change the regulations to specifically state that drive could only be routed through one axle.



Copyright of Jeff Bloxham

This effectively banned 4-wheel-drive and meant that Sir Stirling's victory in the 1961 Gold Cup will never be emulated.

### **Bibliography:**

Sir Stirling Moss web site

[www.stirlingmoss.com](http://www.stirlingmoss.com)

The Nostalgia Forum

<http://forums.autosport.com/forumdisplay.php?s=&forumid=10>

**"Stirling Moss: The Authorised Biography"**

by Robert Edwards

**"Stirling Moss: My Cars, My Career"**

by Doug Nye

**"Jenks: A Passion for Motorsport"**

by Denis Jenkinson

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FERGUSON P99 IN THE 21ST CENTURY

It is interesting how time changes perspective. In the wet at Oulton Park back in 1961 the grip available to Stirling Moss as he drove the revolutionary four-wheel-drive Ferguson P99 was far in advance of its contemporary rivals.

Almost 50 years later it is not unusual for passenger cars to send their power to the road through all four wheels with sophisticated transmissions apportioning the load to which ever corner has the most traction.

Therefore to Barrie "Whizzo" Williams, who has raced the P99 at the last 3 Goodwood Revival Meetings, driving the Ferguson is "quite a challenge but great fun!" As the

differentials are fixed the on-the-limit handling can get quite interesting due to the varying levels of purchase each tyre has on the tarmac. The dynamics of the car are constantly changing. This is how Barrie describes the sensation; "It's like taking four large angry dogs for a walk as all four wheels try to go in different directions!!!!"

The P99 competes for the Richmond Trophy which is contested by a field of post-1950 front-engined Formula 1 cars. After Sir Stirling had been re-acquainted with the vehicle at the Goodwood Festival of Speed Hillclimb in 2005 he had no hesitation in naming Williams as the person who could get the most out of the Ferguson when it appeared at the Revival Meeting the following year.

It was quite a late decision to put Williams in the car therefore he qualified out of session and started from the back of the grid. All that extra traction enabled him to carve through the field but with a few laps remaining brake failure pitched him into a spin. The thought that he was about to write-off such a valuable piece of British motorsport history flashed through his terrified mind. However having avoided all the scenery he recovered to finish third.

A year later, in 2007, Whizzo was out in the lead when he felt the engine tighten - the bearings were seizing. Barrie immediately switched off the engine and retired.

Before the 2008 event the cars' motor was restored to full health by Tony Mantle - a former Coventry Climax employee who had originally built the power-unit. The gearbox casing also needed welding after an imbalance in the propshaft caused it to crack. As it was fabricated out of magnesium, special skills and equipment needed to be found to carry out the repair. These were sourced at no less a place than the Honda F1 factory using contacts made through Bill Gwynne - he of the Rally School fame.

To bed-in the restored engine Williams took things gently during practice and qualified on the third row. At the start Barrie says "I turned right and passed everything on the grass!" All the other drivers could see were 4 green roosters as the Goodwood turf was thrown skywards. There is an excellent video clip of this action on the Ferguson Museum's website: <http://www.fergusonmuseum.co.uk>

A fluffed gear change on lap 2 saw Whizzo lose most of the places he had gained with his unconventional start and he went on to finish 6th.



Away from his busy life as an ace Historic racer this legend of UK club motorsport is a very proud president of the BMMC - "The best marshal's club in the World!" as Barrie calls it. *** Barrie's long, colourful career has been chronicled by Paul Lawrence in the excellent book entitled "Whizzo".

Dave Williams

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### **The Race Retro Show 13-15th March 2009**

Don't forget BMMC once again have a stand (Hall 2) at this prestigious event.

George Copeland's book "50 Years of Marshalling" will be on sale from the stand.

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The Pageant of Power 2009

One event missing from the volunteering form for 2009 is the Pageant of Power run by BARC, 18/19th July at Cholmondely Castle which is just south of Tarporley.

Contact Dave Cleaveley or Ray Sumner if you are available.

Forthcoming dates for your Diary

13-15 March	RACE RETRO Stoneleigh
28 March	BARC NW Oulton
4/5 April	BRSCC NW Anglesey
11/13 April	F3/GT Oulton
18/19 April	CSCC/BRSCC NW Anglesey
25 April	'Time Attack' BRSCC NW Oulton
9 May	MGCC Oulton
16 May	VSCC Oulton
16 May	MSVR Anglesey
11th November	AGM & Hotpot Supper

Hill Climbs

12 April	Harewood
12/13 April	Hagley&DLCC Loton Park
9 May	Harewood
9 May	Barbon Manor
10 May	Harewood

Sprint Meetings

11 April	Longton &DMC Three Sisters
25 Apr	Liverpool MC Aintree
2/3 May	L&CCC/MGCC Anglesey

For More information regarding Hillclimbs and Sprints please contact Bill Gray (details on the back page).

URGENT APPEAL

Please consider carefully if you really need your Outpost printed and posted to you.

Unfortunately one of the side effects of our successful recruiting is the hugely increased cost of postage, materials and time printing off nearly 340 copies of this newsletter.

It is not just the cost but the environmental effect of the increased amount of ink and paper involved. The club would also be able to use the savings to benefit our members.

If you have an email address then please see the instructions opposite and add your name to the electronic list. Many thanks

Eric Ridler - Co-Editor

REGALIA PRICE LIST

Description	
BMMC CLOTH BADGES, LAPEL BADGES & STICKERS	£1.50
BMMC GRADING BADGES	£1.00
BMMC STICKERS LARGE (7" x 7")	£1.50
BODYWARMERS XXL - XL - S - XS	£20.00
'HEROES ALL' T-SHIRTS - original version	£5.00
'HEROES' CLOTH BADGES or STICKERS	£1.50
'HEROES' LAPEL BADGES or KEYRINGS	£1.50
LEATHER WELDERS GLOVES	£3.50
NON PROBAN OVERALLS- SMALL (Suitable for Junior/Cadet Marshals)	£12.00
Poloshirts and Mugs also 'Heroes' T-Shirts and mugs, Sweatshirts and Fleece Jackets are available by mail order. Order forms can be downloaded from the club website.	

CLEARANCE LIST

Overalls	Qty	Price
EUROPA STYLE - LADIES 16	3	£20.00
OULTON STYLE PROBANS - EXTRA SMALL	1	£12.00
<u>Clearance Items</u>		
ORANGE QUILTED JACKETS XXL - XL - L		£10.00
THERMAL GLOVES		£3.00
WATERPROOF GLOVES		£5.00
HI-VIS WATERPROOF JACKETS (XXL & L only)		£25.00
HI-VIS WATERPROOF TROUSERS		£12.00

New Overalls are only available from AWS RACEWEAR - www.advanced-wear.co.uk or Tel: 01233 638 498

For all other enquiries contact the Regional Regalia Officer or: The National Regalia Officer - Eric Ridler
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NEWSLETTERS

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NEWSLETTERS VIA EMAIL.

If you would like to receive your newsletter via this method please send an email as follows:-

In the subject line just put 'Newsletter' and 'YES' in the text and send it to - Eric Ridler at: bmmc.nro@ntlworld.com

Do not send 'NO' messages.

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