

**ISSUE  
NO. 1**



**WEEKEND  
PREVIEW**



## **Featuring:**

**HRCA Calendar**

**On This Day**

**Stories To Watch**

**Driver Profiles**

**Circuit History**

**Learning The Track**

**Race Essentials**

**Committee**

**Photos**

**Sponsors**

**About Us**

**Credits**



# HRCA Calendar

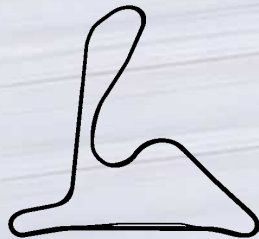
## Event One

Hillclimb  
Clare/Galway  
26/27th of March 2022



## Event Two

Circuit Race  
Mondello National  
9th of April 2022  
Heritage Trophy Event



## Event Three

Circuit Race  
Mondello National  
7/8th of May 2022



## Event Four

Hillclimb  
Wexford  
14/15th of May 2022



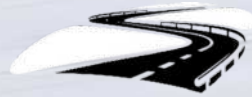
## Event Five

Circuit Race  
Mondello International  
11th of June 2022  
Heritage Trophy Event



## Event Six

Hillclimb  
Carlow  
2nd of July 2022



## Event Seven

Circuit Race  
Mondello Short  
16/17th of July 2022  
Heritage Trophy Event



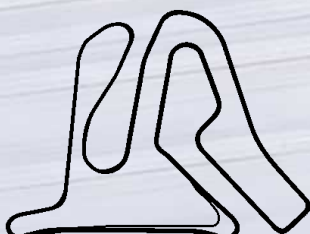
## Event Eight

Circuit Race  
Mondello Short  
30th of July 2022  
Heritage Trophy Event



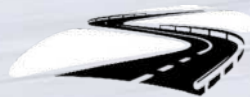
## Event Nine

Circuit Race  
Mondello International  
13/14th of August 2022  
Historic Festival



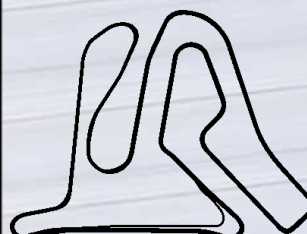
## Event Ten

Hillclimb  
Donegal  
3/4th of September 2022  
Heritage Trophy Event



## Event Eleven

Circuit Race  
Mondello International  
10th of September 2022  
Heritage Trophy Event



## This Weekend

Mondello International  
National Layout

Scrutineering: 8:20AM, Saturday  
Qualifying: 10:25AM, Saturday  
Race One: 12:20AM, Saturday  
Race Two: 3:15PM, Saturday

No Events Sunday

See you there!  
Ethan Cooke



# Stories To Watch

Ahead of this weekend, here's some of the big stories to look out for on track.

## BERNARD FOLEY'S NEW BEAST

Just in time for the start of the new season, Bernard Foley's V8 MGB which won the 2019 Scratch Championship and has been a perennial contender for victories, has had a complete rebuild in the off-season, with much of the body and internal components being either replaced or heavily refined. With these improvements, Bernard hopes to bring the number 21 back to where it can compete for the overall championship against Jackie Cochrane.

## NEW CHALLENGE FOR OUR MOST POPULAR MARQUE

Recognising the swathe of similar cars which have come into the grid in recent years, practically a class unto themselves, the HRCA have launched the Joe Flynn Trophy, which will see the various MG Midget's, as well as related designs such as the Austin Healy, compete for a unique challenge. While Wolfgang Schnitger and Johnny Flynn have heretofore monopolised the domain of fast Midgets, they will have to hold off challengers such as Conor Cooke, Liam Ruth, and Ken McAvoy if they want to earn this prestigious new title.

## CLIVE WITH A NEW CHALLENGER

Clive Brandon has, for the last few years, become associated with his iconic Gold Leaf Lotus 47, will this year bring a new Lotus to compete for the Scratch championship. Given that the old car was able to run third overall in 2019, we wait with excitement to see what this upgrade can bring to the table.

## CONOR'S YEAR?

After spending almost a decade trying to perfect his number 41 MGB, Conor Cooke took the opportunity to start in in the number 88 Midget, and had a breakout season as he was able to suddenly compete with cars such as the 72 and the 42, which had been beyond him theretofore, and more than one source has underlined him as a dark horse hopeful to win it all.

## OPEN SEAT?

Ed Rynhart, a long time competitor, has hung up his gloves after a long time competing, and his championship winning Healy, presently in the hands of Liam Ruth, is looking for a capable pair of hands to bring it back to competition.

## On This Day

Jean-Marie Balestre, former President of FIA, born in Saint-Rémy-de-Provence, 1921 (d. 2008).



Jacques Villeneuve, 1995 Indianapolis 500 Champion, 1995 CART Champion, and 1997 F1 World Drivers Champion is born in Quebec, 1971.



Charles Rolls of Rolls Royce fame, driving a 60bhp Mors at Archeres Park, France in 1902 made four attempts at a new land speed record, but his fastest run of 63.10 mph was slower than the 1899 record by Camille Jenatzy.



In 1930, the very first Bridgestone tyre was produced, by the Japanese "Tabi" Socks Tyre Division.

## Driver Profile - Liam Ruth

Liam Ruth, making yet another start this weekend in one of his many his MG Midgets, has been here before. He has worked on and driven cars made from the 1940's to the 1980's, and thrived in all of them. However, his story is still having new chapters written with every race.



He was able to participate in the last race the series ever held in 2002, where they raised 28000 punts for Crumlin Hospital in a 24 hour race around Mondello.

While he had loved motorsports for years prior, his involvement only started as an engineer who would work on cars, as he tried to build up the funds to go amateur racing himself. This legacy lasts to this day; his expertise in the field of repair and maintenance is so renowned that if you're racing an MG Midget, chances are it has passed through his garage at some point.

Today, he specialises in MG Midgets, having built at least four MG's that are in some form of racing at the moment, and set up the MG Challenge for the suite of Morris Garages automobiles competing in the HRCA. As he put it, it's all about keeping the dream and the sport of historic racing alive. If he, and the other HRCA members, don't maintain the fire, no one else will.

Finally, he was able to get his start racing "mud pluggers", modified Beetles that can navigate the most hostile forests and courses which he still views as the bedrock of all amateur racing, however it wasn't long before he was able to pursue circuit racing in the Deux Chevaux 2CV series.

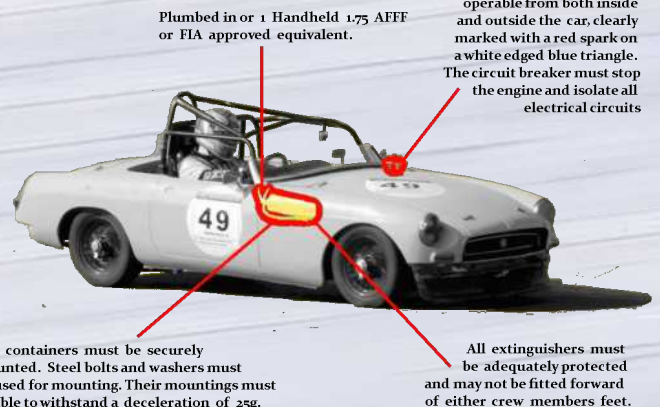
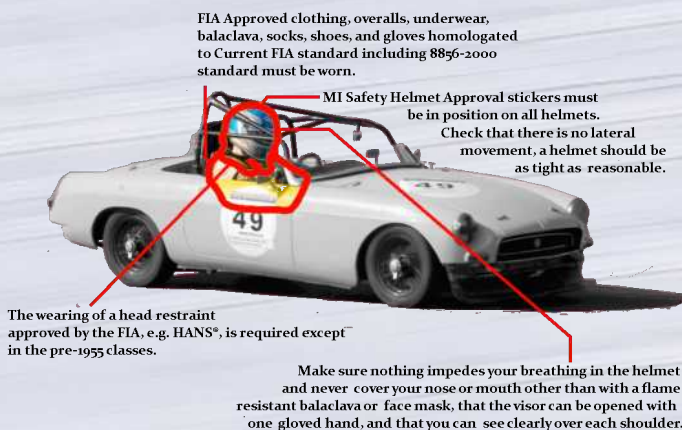
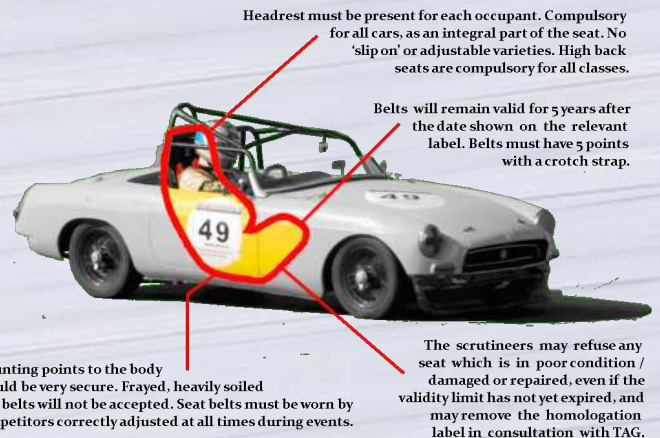
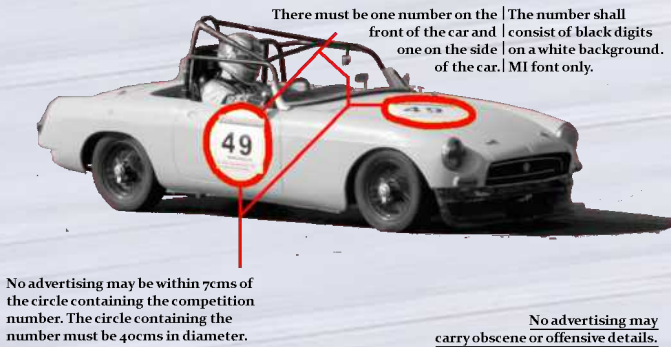
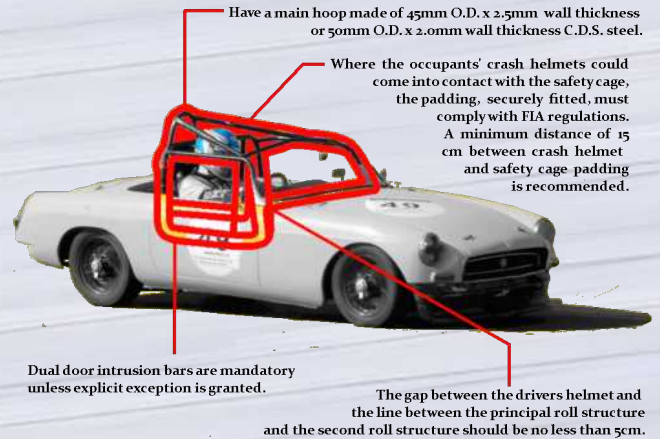
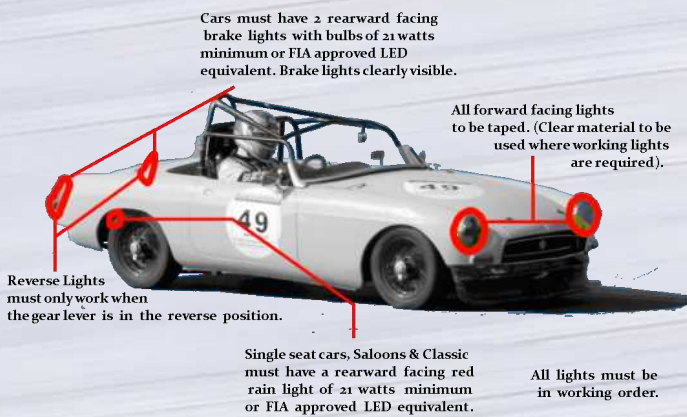


However, he doesn't limit himself. Following a health issue sidelined the originally planned driver, Ed Cassidy called on Liam to drive his prestigious Iona Mark 2 at Kirkistown for the pre-55 race, and he has driven it ever since.

Whether it's 2CV's, MG's, Ionas, or modified off-road mountain goats mounted on the frame of VW Beetles, Liam will engineer it, maintain it, and race it, and the motorsports world would be impoverished without him.

# Race Essentials

This week we'll be looking at the national layout of Mondello Park. Ireland's first and only permanent circuit, it opened its doors on May 12, 1968, with the first ever race won by a young John Watson in a Brabham. The first extension was completed in 1969, forming what is now turn three, with the track originally going straight from the hairpin to the esses. There was a second extension out past Ireland.ie that extended the track out another .8 kilometers, however the National layout doesn't use it. Here's some tips for making the most of your lap:





# The Circuit

This week we'll be looking at the national layout of Mondello Park. Ireland's first and only permanent circuit, it opened its doors on May 12, 1968, with the first ever race won by a young John Watson in a Brabham. The first extension was completed in 1969, forming what is now turn three, with the track originally going straight from the hairpin to the esses. There was a second extension out past ireland.ie that extended the track out another .8 kilometers, however the National layout doesn't use it. Here's some tips for making the most of your lap:

## The Kink

Not officially a corner, but don't let that fool you. Hold on tight, and always be ready to lift off as you aim down towards the heart of the next corner.

## Honda Hairpin

The first turn, and the main braking zone around the lap. You'll need to pick a braking zone and hold on tight!

## ireland.ie

For the first part of the esses, you'll need to navigate an off-camber, downhill, blind braking zone. Good Luck!

## Dunlop

Oh boy. The road will fall away from under you. Your car will lurch towards the outside gravel. Maximise the exit, and handle with care.

## Turn Three

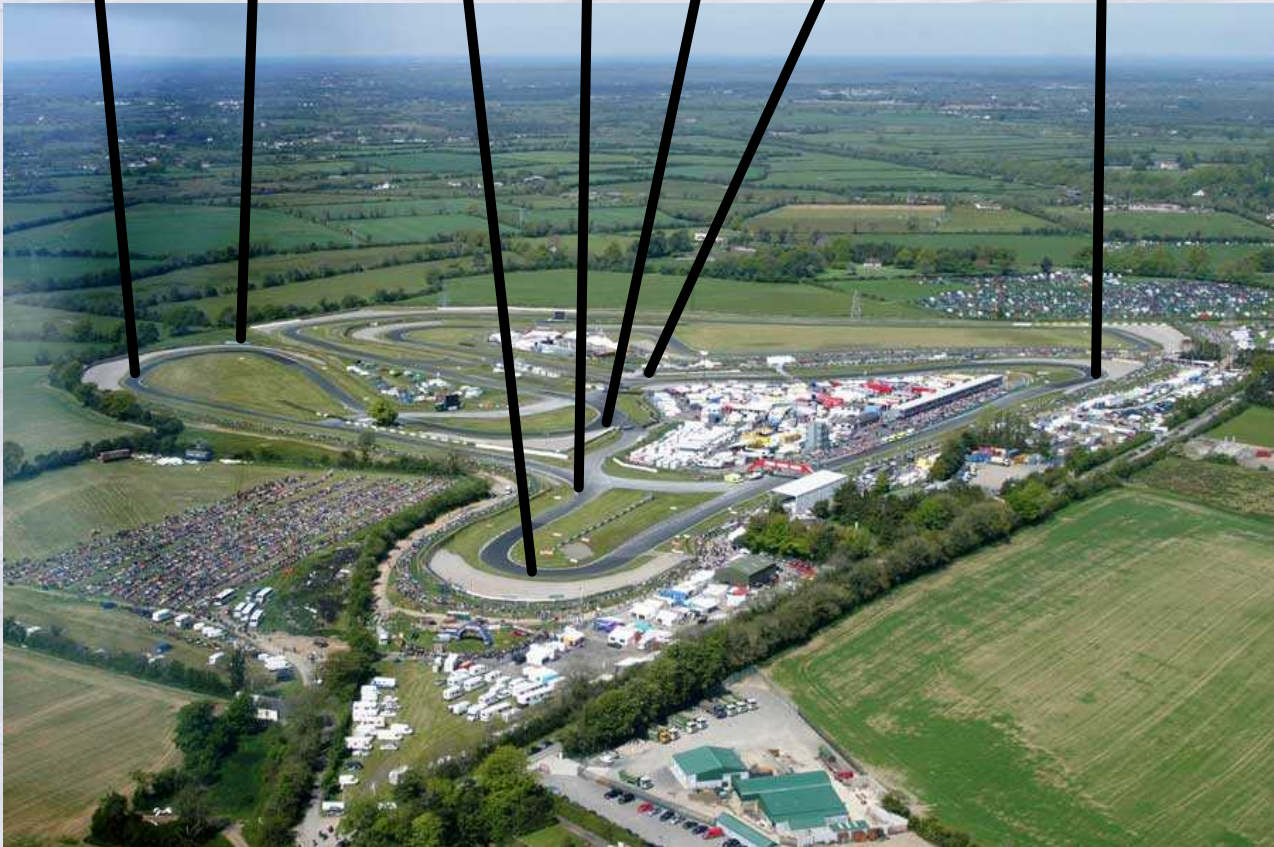
Turn One, and the main braking zone around the lap. You'll need to pick out a good braking zone and hold on tight! Keep an eye out for overtakes under braking here.

## Stena Line

As soon as you're done heading through the hairpin, and end up on the left hand side of the track, zoom back right to open the uphill left turn two.

## Turn Five

Try to hold the speed as much as you can as you flip the car from left to right, making the most of the kerbs to make the road as straight as possible on the run up to the final corner.





# Reviews From "Back In My Day"

**In the HRCA, you'll see no shortage of examples of some of the finest sports cars of yesteryear which have in posterity proven to be competitive in a race setting, however they did not start life stripped down to the chassis with roll cages and cockpit fire extinguishers. What did people make of them at the time? Did they know the potential that lay under the bonnet? In this feature, we can look back to the past at reviews of popular sports cars to see what they thought of their breed of "modern" cars, and if things really were better "back in my day."**

The controversial "aerodynamic" MG is a true 100- mph sports car. Our best one-way speed of 101.1 mph was, to be sure, achieved with the help of a gentle zephyr at the rear, but offsetting this is the fact that we reached the full-century speed in only one mile. With a two-mile approach to the measured quarter, undoubtedly, we would have had a few more revs on the tach and a slightly quicker passage through the traps. What counts is that the "A" is an easy 15 mph faster than the TD, 10 mph faster than the TF1500, and stiff competition for such performance rivals as the Alfa Giulietta Sprint and the Porsche 1600 Speedster.

For most of us, nothing induces a friendly, responsive attitude toward a car—a willingness to be prejudiced in its favor—like a modest price. The "A" is a lot of sports car for its base price of \$2195. It's almost entirely new mechanically; the only parts interchangeable with the TF are the steering rack and some front suspension components. Its body is sleek and suave and it has perhaps the first really stiff frame in the long evolution of the little hot rods from Abingdon-on-Thames.

But in spite of all the visible and hidden changes and improvements, you have only to drive the "A" around the block to recognize its old MG character. The engineer who designed the TC's noisy tappets, harsh ride, and loud exhaust system is apparently still bending over the drawing board. In spite of its contemporary look, better handling and thruster performance, the "A" is still pure old-line MG Midget.



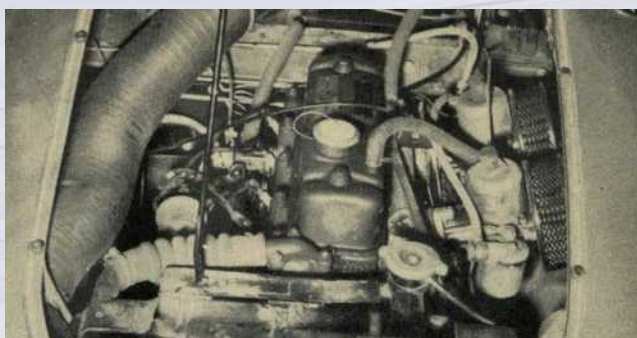
Like its ancestors it's a whole lot of fun to drive in spite of—or maybe because of—its imperfections. The steering as always is very quick over a large lock, and Detroit-conditioned drivers look somewhat palsied at the wheel until they sharpen their responses. Once they do, though, the alert steering naturally makes for excellent control of the machine. This steering is light, has a fairly strong self-centering action and is devoid of play. Minor road shocks are not felt through the steering wheel, but big bumps definitely are.

Another of the organs of the machine that retains the old MG's character is the gearbox. The remote shift lever is ideally at hand; stubby and short in travel, and the synchromesh is infallible. Pumping this lever through the cogs on our 5000 mile-old test car still took plenty of bicep power, but we understand that the transmission begins to limber up after seven or eight thousand miles.

The hydraulically-assisted clutch is light, strong and sure and upshifts can be made with lightning speed. Going down from third to second is slightly awkward and presents the possibility of crunching against reverse or even engaging it while moving forward at low speeds. Nevertheless, this is a good and very satisfying gearbox, despite the fact that low gear is overly low.

The "A's" ride is still another instance of blood telling. It's smooth on smooth pavement, and that's all. The rest of the time it's aggressively hard, in the spartan sports car tradition of the Thirties. Unlike a lot of modern light cars, which not only corner well but also absorb horrible bumps, the "A" and its occupants feel every surface ripple. Beyond about 80 or 85 mph, even on smooth pavement, the ride gets a little bouncy—this, in spite of the fact that a prototype of this chassis was run at better than 150 mph on the Bonneville Salt.

The modified BMC B-type engine is basically the same as the one that powers the four-cylinder Morris, Wolsley and Austin except for its more sporting camshaft and dual carbs. On the whole this is a pleasant sound, suggestive of gobs of power, but when the weather equipment is up it can get tiresome.





# Classifieds

In the HRCA, you'll see no shortage of examples of some of the finest sports cars of yesteryear which have in posterity proven to be competitive in a race setting, however they did not start life stripped down to the chassis with roll cages and cockpit fire extinguishers. What did people make of them at the time? Did they know the potential that lay under the bonnet? In this feature, we can look back to the past at reviews of popular sports cars to see what they thought of their breed of "modern" cars, and if things really were better "back in my day."

## Austin Healy Sprite



This Austin Healy Sprite is the former pride of Ed Rynhart, and it's looking for a new home. It won the race championship last year, has been well maintained, and is worth its weight in speed.

- 1380cc A Series Engine
- Panard rod and anti-tramp bar suspension
- Upgraded Front suspension
- Straight Cut Gearbox
- LSD
- Adjustable rear shock
- Split Webers

Only 9,500€! For more details contact: Liam Ruth  
0876175193 Greystones, Wicklow

## 1380cc MG Midget

Ready to run, this is the car which won its HRCA class in 2015, and can be an excellent entry into the series, with an ability to lap the Mondello national circuit in 1:07. Its specs include:



- 5 speed gearbox
- LSD
- Upgraded brakes
- Frontline suspension
- Pedigree
- Well maintained
- Competitive

Only 9,500€! For more details contact: Liam Ruth  
0876175193 Greystones, Wicklow

## 1966 MGB GT

With only one race entered since an extensive rebuild in the UK, you would be buying a nearly brand new car, a rarity in historic racing. Lovingly taken care of by a major figure in historic racing, this is an ideal first car for a prospective racer.



- 5 speed gearbox
- LSD
- Upgraded brakes
- Frontline suspension
- 5 speed gearbox
- LSD
- Upgraded brakes
- Frontline suspension

Only 7,500€! For more details contact: Edmund Cassidy at [epc@cesco.ie](mailto:epc@cesco.ie)

## MGB Roadster



A roadster with hard top, this car has competed in the HRCA for many years and has seen respectable results. After a full engine rebuild by Alan Kessie, it will be better than ever! Ready to race as soon as it's yours!

- 5 speed gearbox
- LSD
- Upgraded brakes
- Frontline suspension
- 5 speed gearbox
- LSD
- Upgraded brakes
- Frontline suspension

Only 7,500€! For more details contact: Edmund Cassidy at [epc@cesco.ie](mailto:epc@cesco.ie)



# Back Page

## Photos



## About The HRCA

We preserve and promote historic and classic sports and racing cars for participation in special events. The HRCA was formed in 1987 and runs a series of events under the auspices of Motorsport Ireland. Our mission today is the same as it was in 1987:

"To Preserve and Promote historic and classic sports and racing cars for participation in special events."

## Sponsors



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