



**ISSUE
NO. 2**

**WEEKEND
PREVIEW**



Featuring:

HRCA Calendar

On This Day

Stories To Watch

Driver Profiles

Circuit History

Learning The Track

Last Time Out

Committee

Photos

Sponsors

About Us

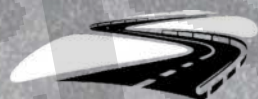
Credits



HRC A Calendar

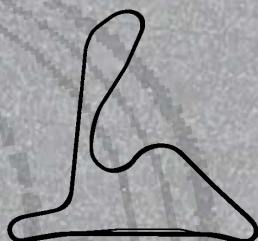
Event One

Hillclimb
Clare/Galway
26/27th of March 2022



Event Two

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



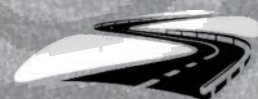
Event Three

Circuit Race
Bishopscourt
7/8th of May 2022



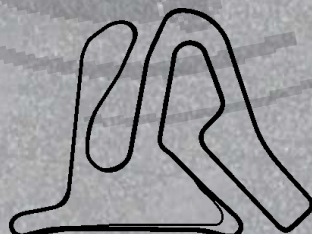
Event Four

Hillclimb
Wexford
~~14/15th of May 2022~~
7th of May 2022*



Event Five

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



Event Six

Hillclimb
Carlow
2nd of July 2022



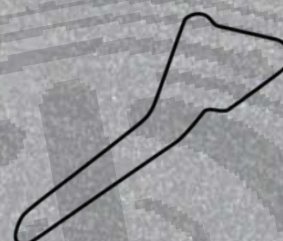
Event Seven

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



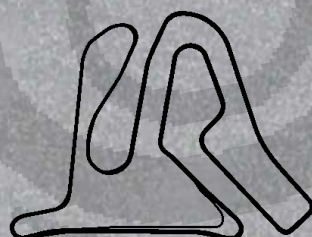
Event Eight

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



Event Nine

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



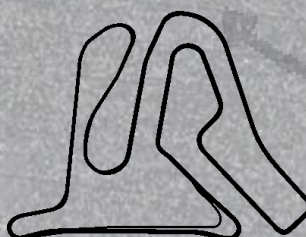
Event Ten

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

Bishopscourt Racing Circuit
International Layout

Sign-on Time: 8:45AM, Saturday
Scrutineering: 9:30AM, Saturday
Practice: 10:20AM, Saturday
Qualifying: 3:30PM, Saturday
Race One: 11:30AM, Sunday
Race Two: 4:30PM, 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.



MORE FROM THE MIDGETS?

Conor Cooke and Wolfgang Schnittger must surely be disappointed after their battle ended in mutual resignation, however their battle, fiercely held over three tense laps, looks set to continue as they move to track that will see their MG Midgets do battle over fast, sweeping chicanes that will test their cars and their control, as Wolfgang looks to defend his once undisputed place in this little sub-class.

FOLEY HOPING TO GET BACK EDGE

After sitting the first round out, Bernard Foley and his MGBV8 will be returning to the field this week to bring the fight to the front end, which this year looks tighter than ever. Having duelled with Jackie Cochrane's Sunbeam and Billy Crosby's Crossle for the overall race wins for years, these modifications, which have stripped back weight and refreshed the underpinnings, may be the final piece.

On This Day

The first ever 2CV circuit race, the same ruleset that Liam talked about in Issue 1, was held 33 years ago this Saturday in Mallory Park, Leicester.



Proton Cars, who would win three APRC titles between 2001 and 2004 and a WRC2 championship in 2011, was founded 39 years ago this Saturday.



51 years ago, F1 held the BRDC Trophy race at Silverstone, featuring Graham Hill in the Brabham BT34 "Lobster Claw", Emerson Fittipaldi in the Lotus 56B powered by a gas turbine, and Jackie Stewart in the Tyrrell 003. They raced alongside Formula 5000 drivers as part of that championship, and, unusually, the final results were aggregated from across two sprints.



Last Time Out

Qualifying								
Pos	1	2	3	4	5	6	7	8
Name	Billy Crosbie	Gareth Thompson	Jackie Cochrane	Tommy Doherty	Johnny Flynn	Conor Cooke	Wolfgang Schnittger	Liam Ruth
No	1	28	23	16	42	88	72	41
Make	Crossle 9S	MGB V8	Sunbeam Tiger	Ford Capri	MG Midget	MGB Roadster	MG Midget	MG Midget
Engine	2000cc	2000cc	4700cc	2000cc	1340cc	1800cc	1440cc	1380cc
Laps	14	14	12	12	13	12	7	7
Best Time	1:02.047	1:02.079	1:03.209	1:06.488	1:07.314	1:07.771	1:09.012	1:16.682
Diff		0.032	1.162	4.441	5.267	5.724	6.965	14.635
Gap		0.032	1.13	3.279	0.826	0.457	1.241	7.67
Speed	107.338	107.283	105.365	100.168	98.939	98.272	96.505	86.852
Race 1								
Pos	1	2	3	4	5	6	7	8
Name	Gareth Thompson	Tommy Doherty	Johnny Flynn	Wolfgang Schnittger	Jackie Cochrane	Billy Crosbie	Conor Cooke	Liam Ruth
No	28	16	42	72	23	1	88	41
Make	MGB V8	Ford Capri	MG Midget	MG Midget	Sunbeam Tiger	Crossle 9S	MGB Roadster	MG Midget
Engine	2000cc	2000cc	1340cc	1440cc	4700cc	2000cc	1800cc	1380cc
Laps	15	14	14	14	12	8	3	0
Total Time	15:44.914	15:47.084	16:07.022	17:00.790	12:32.388	8:22.923	3:32.770	N/A
Diff		1 Lap	1 Lap	1 Lap	DNF	DNF	DNF	DNF
Gap		1 Lap	19.938	53.768	N/A	N/A	N/A	N/A
Best Time	1:01.759	1:06.256	1:06.847	1:08.789	1:00.569	1:01.469	1:08.383	N/A
Speed	107.839	100.519	99.63	96.818	109.957	108.347	97.393	N/A
Race 2								
Pos	1	2	3	4	5	6	7	8
Name	Jackie Cochrane	Billy Crosbie	Gareth Thompson	Tommy Doherty	Johnny Flynn	Wolfgang Schnittger	Conor Cooke	Liam Ruth
No	23	1	28	16	42	72	88	41
Make	Sunbeam Tiger	Crossle 9S	MGB V8	Ford Capri	MG Midget	MG Midget	MGB Roadster	MG Midget
Engine	4700cc	2000cc	2000cc	2000cc	1340cc	1440cc	1800cc	1380cc
Laps	15	15	15	14	14	14	DNS	DNS
Total Time	15:43.219	15:43.827	15:54.637	15:50.629	15:59.020	16:15.201	N/A	N/A
Diff		0.608	11.418	1 Lap	1 Lap	1 Lap	N/A	N/A
Gap		0.608	10.81	1 Lap	8.391	16.181	N/A	N/A
Best Time	1:01.361	1:01.197	1:02.524	1:06.083	1:06.676	1:08.361	N/A	N/A
Speed	108.538	108.829	106.519	100.782	99.886	97.424	N/A	N/A



Weekend Review

The first HRCA Mondello race of the season was held on the 9th of April, 2022, and we were blessed with good weather for once as the folks who missed the hillclimb joined us, shaking off the cobwebs ahead of the new season. Unfortunately, we managed to get only 8 cars to the grid for the weekend, with the symptoms of a long winter showing as the event became one of attrition. While everyone had a solid shakedown, race one came as a hard blow to some, with the stress being too much for half the field who were unable to reach the finish. However, the racing that was had was intense.

At the front, there was a fight for supremacy between Jackie Cochrane in his Sunbeam Tiger, Gareth Thompson in the MGB V8, and Billie Crosbie in his new Crossle 9S. At the end of the first race, Gareth finished of that group to take the win in dominant fashion, with Cochrane and Crosbie failing to finish. However, the second race was downright thrilling, with Jackie Cochrane triumphing over a tightly spread competition, with second and third place finishing within a few seconds of him. What is even more remarkable was that absent from this concert was the perennial threat to win Bernard Foley, which causes this writer to look forward to a serious, multi-way fight for the scratch championship.



Johnny Flynn had a quiet race in the middle, however the Midgets of Wolfgang Schnittger and Conor Cooke duelled for laps at a time to try and establish which one would reign supreme. Often barrelling down the straight less than a foot apart, their dance was interrupted by tragic technical difficulties from Conor while Wolfgang ran out of fuel at the end of the race, and while Wolfgang's blushes were spared Conor would not recover in time to run the second race. Over the weekend, some association lap speed records were set, partly due to the resurfacing of parts of the track allowing cars to save up to a second through the corners.

Unfortunately, due to a scheduling issue, this weekends HRCA race will coincide with the Wexford Hillclimb, and so while we will miss the members who are missing this race up in Bishops court to run there we do wish them nothing but the best of luck.

Driver Profile - Wolfgang Schnittger

From the beginning Wolfgang Schnittger, who has gained a reputation for taking his plucky Midget up to fight with cars putting out twice its power, couldn't stay away from racing. Between his two careers, there was just too much there to leave alone. As a youth, with an engineer father, he had an early interest in mechanical things, and it didn't take him long after getting his driving license at 17 to join the Kildare Motor Club and complete his first navigation rallies.

He quickly developed his skills as both a driver and navigator in what was his first career, sharing an Escort GT with his driving partner Leslie Murphy. Swapping driving and navigating responsibilities as their skills developed, they moved into stage and historic rallies, completing the Circuit of Munster, Circuit of Donegal, the Ring of Kerry, and the Cork 80 over eight years. He was quickly becoming a major presence within the scene, however life and marriage took his attention away from it.



Several years later however, after having been approached by Liam Ruth at a parade, he relapsed, bought an MG Midget, and began the second stage of his career. That Midget tragically gave up its brakes and suffered a crash that was beyond repair, and so it was that he came into possession of his current Midget, which after an engine and gearbox refresh courtesy of Will Corry up North has been competitive for adjusted championships ever since. Continuing to attend any events he can, he is the record holder for the class four hillclimbs in Limerick and Galways, and has won the Joe Flynn trophy multiple times

ANNIVERSARY EVENT

The HRCA will, on the 120th anniversary of the first Grand Prix ever run, which was on Irish soil on the 2nd of July 1903, be running the Gordon Bennett Reliability Trials. Paying homage to the reliability trials of the early 20th century, this event will welcome any pre-war car to retrace the path of the original event, held here because Britain refused to waive speed limits. It is for this historical quirk that the national racing colour of Britain is green, as a measure of thanks.

Those wishing to enjoy a quiet day with minimal driving can nominate to enter a shorter distance along a breathtakingly scenic route, however those up for a challenge will be able to nominate distances up to the 325 mile original race distance. It is a great honour to host this event. In addition in an attempt to encourage younger people who may to participate we are allowing any number of drivers per car.

All entrants will receive a commemorative brass plaque, and those who successfully complete their nominated distance will receive a further award. The event is being supported by the Shackleton Museum and relevant county councils. If you are interested, contact HRCAIreland@gmail.com with details of your expected car and or motorcycle, whether you intend to stay overnight during the weekend, and how many people will be in your car so they can calculate a race fee.



The Circuit

This week we'll be looking at Bishopscourt, one of a handful of permanent circuits in Northern Ireland. It began life as a World War Two airfield, commissioned by the RAF in 1941 and operational two years later. Envisaged as a base for bomber aircraft, it boasted a main runway of 2,000 yards and two subsidiaries of 1,400 yards each. While the RAF still maintained its presence throughout the following decades, most notably as a radar facility, motor racing also arrived in the 1960s, when the Ulster Automobile Club held its first event at the facility. It used a three-mile course which ran around the entire perimeter of the facility. In 1969 this was shortcutted using the infield airfields for the eastern part of the lap, and in 1992 it was shortened again to use just the primary airfield, where the rear chicanes are today. Let's go in depth:

Turn Four

The most difficult corner on the circuit, this is a decreasing-radius sweeper that will have you constantly trying to slow down as you make your way through its tightening path. If you have your brake bias too far to the rear, God help you.

Deegan's

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

Fairways

The second set of chicanes, this chute involves careful speed management as you try to thread the needle.

Dunsfort

As the exit of Ringawaddy opens up, you're led into a tight, sharp hairpin section which then opens up into the main straight. Getting a good exit is key.

Larchwood

After rounding Islandgore, you'll have to flip to the right quick, as you'll need to make sure you can make Larchwood, a deceptively quick bend, as open and straight as you can.

Brock's

The first turn, and the first part of a left-right-left set of quick slowing sweepers, this is not a corner for the faint of heart. Pitch to the right, aim for the heart of the apex, and hold on tight.

Ringawaddy

After slipping left-right-left-right, you'll now have to pull hard on the anchors and veer as far to the left as you can to try and make this deceptive corner, before it opens up on the exit.





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."

Perhaps they should call this car the Porsche Brougham—the Soft Porsche. While the exterior projects the regular 911S's flint-hard aura of aggressiveness, the inside is soothing balm for the frenzied executive. Porsche, you see, has discovered product planning. And the product planners, in turn, have discovered that as Porsche prices went up, a different sort of customer started buying the cars. These new guys gravitate to the Porsche image, but they have enough hassles during the course of their business day and take no pleasure in the kidney-kicking ride and racer-stark furnishings of the traditional 911S.

For this kind of man, the product planners have contrived a special set of options. You start with the 911S, the Targa version, which goes for \$15,495 these days. Then the first step toward the brougham concept is the Comfort Group (\$495) which includes certain decor items such as alloy wheels, but the serious stuff can be found in the tire, shock absorber and torsion-bar departments. All of these suspension pieces have been biased about as far in the Cadillac direction as Porsche dares—and after driving this example, we can say Porsche dared a lot.

Handling, however, is another matter—and a rather touchy one when the subject of Porsches comes up. No matter which side of the trailing-throttle-oversteer controversy you like to argue, if you buy a Porsche for handling, stay away from the Comfort Group. The forged alloy wheels are undeniably handsome, but their narrow 5.5-inch width clearly is not in the interests of cornering. Nor are the rather soggy HR-rated Uniroyal Rallye 240 tires. Their sole mission on a Porsche is a supple ride, and their shortcomings in every other category are as glaring as the red line on the speedometer (necessary because the Uniroyals are speed-rated at 130 mph while the 911S has enough horsepower to run at least 5-mph faster).



Cornering has its own redline. The Uniroyals on their skinny rims don't have the grip that most Porsche owners expect. We measured 0.77 Gs on the skidpad, which is a pretty impressive feat when you consider that no corner of the car was really behaving at that speed. The inside front tire was high in the air, the outside front was grinding with understeer and both rear tires were alternately sticking and sliding. A skidpad will give you a cornering number, but you had to be there to see how ungainly it was.

If you consider a skidpad too removed from real life to be convincing, you need only try one decreasing-radius entrance ramp to see what a Soft Porsche is all about. Boil in a little fast, lift off the throttle abruptly in the classic mistaken way and you're instantly sideways. In addition, this 911 is wiggly in the winds, and braking is compromised by early-locking rear tires. Stopping distances are quite short at 182 feet from 70 mph, but without the wider wheels and tires fitted to every other 911 Porsche, front-to-rear balance is off. On the other hand, the power-brake booster (new on 1977 models) is a complete success. It lessens pedal effort without sacrificing a bit of sensitivity.





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 ant-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 histories. 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

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



Back Page

Photos



About The HRCA

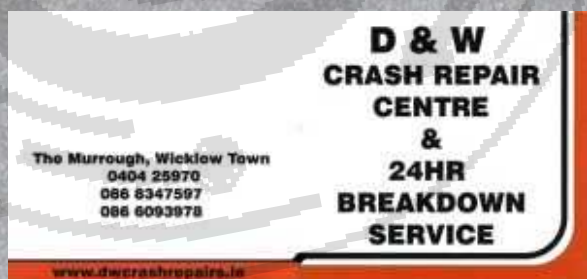
We preserve and promote historic and classic sports and racing cars for participation in special events. The HRCA was formed in 1987 and runs a series of events under the auspices of Motorsport Ireland. Our mission today is the same as it was in 1987:

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

Sponsors



Everro Consulting Ltd



Committee

- Chairman: Noel Kavanagh
Treasurer: Wolfgang Schnittger
Class Coordinator: Liam Ruth
Deputy Chairman: Ken McAvoy
Secretary: David Maloney
Public Relations Officer: Conor Cooke
Webmaster: Wolfgang Schnittger

Credits

Written by:

- Ethan Cooke

Featured Photographs:

- JayTee Photographic
- Mark Haggan
- Ethan Cooke

With special thanks to

- Conor Cooke
- Liam Ruth

Printed by

- Snap Printing