

Irish invitation meeting

Radio Race Car International
reports from the first Irish
Invitation meeting

Hindsight you know is a wonderful thing. Have you ever wished hindsight could be experienced prior to the event, this writer now does.

Having been invited to race in Belfast and deciding to travel from Liverpool to Belfast by ferry an early start was in order, unfortunately a sudden attack of sleeping deafness prevented the early start occurring. However, by nine o' clock Liverpool had been reached and all seemed well in the world. Suddenly a lady in a blue dress jumped into the middle of the road and ushered the car to stop, this it duly did. After safely placing the speeding ticket in the glovebox it was straight aboard the ferry. That was the start of what was to become one of those weekends.

Saturday Morning

The race meeting was scheduled to be held over two days, heats were to be run over three legs excluding timed practice. Sunday was set aside for finals. On arrival it was evident that this was to be a wet meeting, just how wet none of us could really appreciate at this time.

Timed practice took place and eliminated all the grass from the infield, turning it into a power sapping, slippery nightmare it soon became apparent that ten laps were needed to attain A final positions. That doesn't sound a lot however, two things

Top Right, this is how it finished very wet and very heavy.

Right, the longest track ever seen? You could chat to the driver next to you as the cars went down the straight.

Below, Richard Wilkinson took his Cat through to the A final giving a great performance.

Bottom right, Pete Stevens showed his class and drove as if the slippery conditions weren't there at all giving a great performance.



must be borne in mind, the first is, the track was possibly the largest or rather the longest ever seen and secondly the mud. Now it is clear why Irish potatoes are good, Irish mud is the wettest, cloggiest thickest, most glue like ever seen and it's slippery too.

Once again C.A.T. tyres were the thing to use as they were finding what little grip there was. The race though was all about batteries and weatherproofing, if your car was watertight and you had a good set of cells then all you had to do was stay on the track, all in all then it was a very busy weekend.

Before And After

At first an airline was in use so that mud could be blown out of the nooks and crannies, then someone found a sink, several cars, after having receiver and speedo removed soon found themselves playing submarines, brutal maybe but it did keep all things clean and allow work and re-lubricating to be carried out. It was estimated that an average car was picking up over a pound in weight due to the mud.

By the end of Saturday two things were apparent ten laps plus were needed for an A final place and to stay on the track at all needed extreme skill and gentle thumbs.

Saturday night saw us all attending a buffet which was extremely good, too much food and much too much of the brown stuff was partaken of, some partook more than others, consequently Sunday came much too soon for some.

The Finals

Sunday saw the track fast disappearing and the beginnings of a superbog taking shape, overnight torrential rain didn't help

4WD A Final

	Heat 1 (Leg)	Heat 2 (Leg)	Heat 3 (Leg)	Fastest 2 Heats
1 Pete Stevens	11 22s	11 19s	11 37s	22 41s
2 David Gale	6 52s	10 05s	10 00s	20 05
3 Glyn Peglar	10 23s	10 06s	10 26s	20 29s
4 Richard Isherwood	10 12s	9 28s	9 53s	19 40s
5 Mick Langridge	10 12s	9 28s	9 53s	19 40s
6 Richard Wilkinson	Rtd	9 laps 15s	8 17s	17 32s
7 Peter Nicholl	8 23s	Rtd	10 29s	18 52s
8 Warren Dawson	51 laps 4s	8 laps 52s	3 laps 24s	13 laps 56s

4WD B Final

	Heat 1 (Leg)	Leg 2	Total
1 Darren Harris	10 24s	10 30s	20 54s
2 Steven Haynes	9 laps 00s	10 laps 31s	19 laps 31s
3 Cyril Boyd	9 03s	10 40s	19 43s
4 Julian Barnett	9 47s	10 10s	19 57s
5 Denzel McBurney	9 02s	9 05s	18 07s
6 Richard Nelson	8 52s	9 09s	17 61s
7 Brian Hough	9 27s	8 56s	17 83s
8 Robin Latham	6 59s	8 51s	14 110s

2WD A Final

	1st Leg	2nd Leg	3rd Leg	Fastest 2 legs
1 Pete Stevens	10 laps 08s	10 laps 08s	10 laps 09s	20 laps 16s
2 Brian Calder	10 21s	10 30s	8 56s	20 51s
3 Graham Parkes	9 18s	10 31s	10 34s	20 65s
4 Glyn Peglar	10 01s	9 47s	9 10s	19 11s
5 Mick Langridge	Rtd	10 33s	9 24s	19 57s
6 Mark Luney	10 20s	2 41s	9 54s	19 74d
7 Gary Edens	9 10s	9 26s	9 13s	18 23s
8 Simon Hough	9 33s	9 38s	8 11s	18 71s

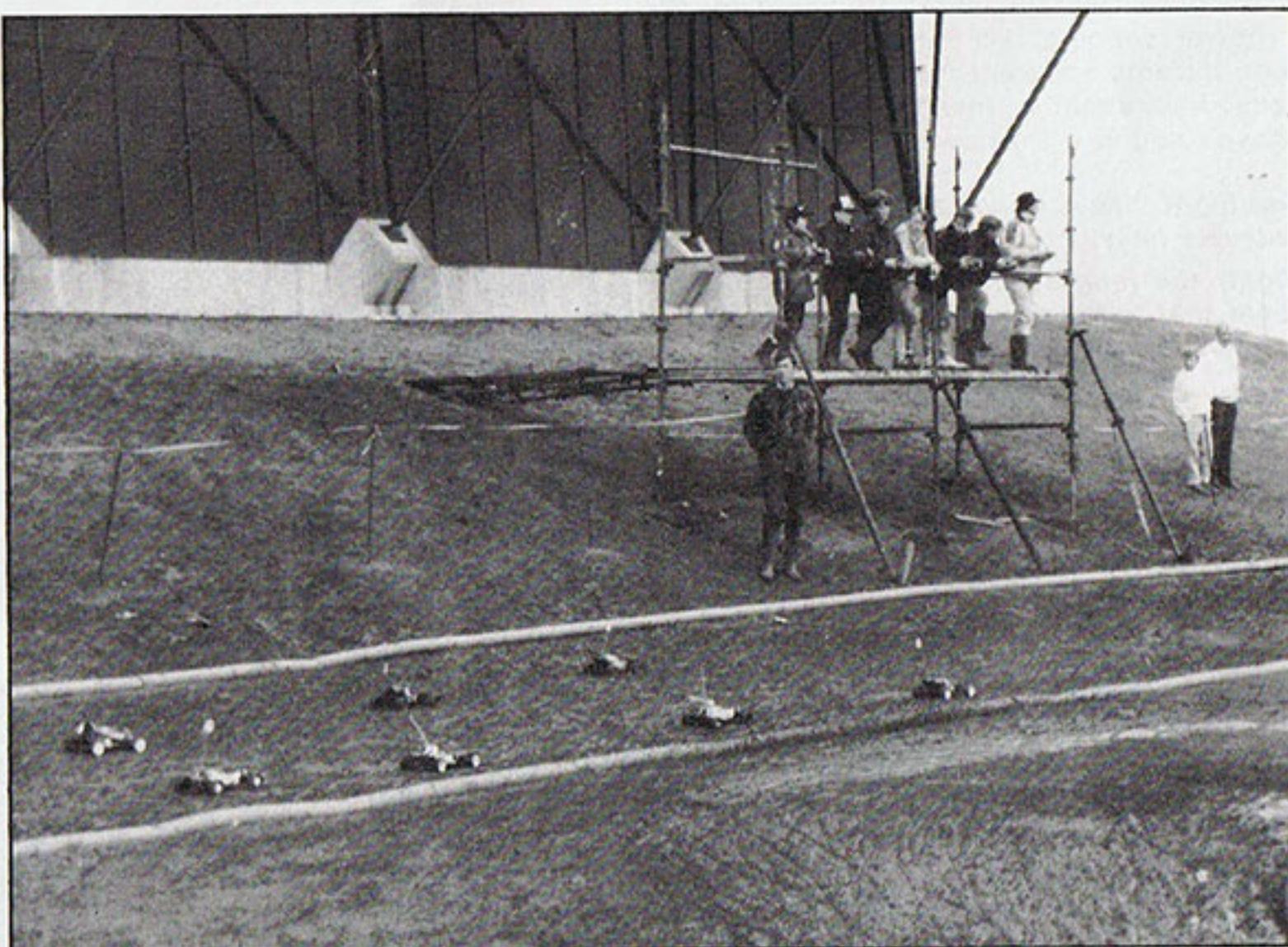
2WD B Final

	Leg 1	Leg 2	Total
1 Mick Kennedy	10 08s	9 06s	19 14s
2 Michael Smith	5 00s	8 59s	13 59s
3 Tony McShane	6 00s	6 laps 19s	12 19s
4 Alan Parkes	3 00s	7 10s	10 10s
5 Mark Craig	8 27s	Rtd	8 27s
6 Kieran Sullivan	7 laps 00s	Rtd	7 laps 00s
8 Stephen Hill	1 Rtd	5 16s	6 16s



Above, Glyn Peglar receives his trophy. All weekend Glyn was hot on the heels of Pete Stevens.

Right, the only time you saw a clean car was at the start. Number recognition was very difficult.



and sporadic showers throughout the day helped even less. Nevertheless the meeting continued with heats being held over two legs, all except the A finals and they were held over three.

America may well have started running split two and four wheel drive classes, but Ireland were hot on their heels and have been running split classes for sometime now, and it showed in the slick, professional way the event was organised.

The overriding factor was the friendly

way in which all drivers were welcomed and treated whilst staying in or around Belfast irrespective of creed or nationality. We were promised a return match in 1988, don't leave it too long will you!

Finally all drivers received something for their efforts which was a nice gesture main prizes were pewter tankards and clocks.

Very finally an apology, due to the amount of people asking if we could just mention so and so and the amount of column space it would take we will mention nobody. However we will say this: Thank you very much to all who helped organise the event, the effort and dedication which you all put in was completely recognised



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Equipment Used In 4WD A Final

Driver	Car	Battery	Motor	Speed Controller	Tyres	Body shell
Pete Stevens	Optima Mid 4	Laser SC	Parma K	Laser	Cat F & R	Optima
David Gale	CAT Corally Saddle Pack	Laser SCR	Scorcher	Laser F.O.	Cat F & R	CAT
Glyn Peglar	Cat X.L.	Laser SC	Screamer	Laser	Cat F & R	Cat
Richard Isherwood	Optima Mid 4	Otley M/S SCR	M.G. Brown Dot	Laser	Cat F & R	Parma
Mick Langridge	M.I.P. Assoc. 4WD	Laser SCR	Scorcher	Laser F.O.	Cat F & R	Jackal
Peter Nicholl	Mini Mustang	Tamiya SC	Demon	JR FET	Dynamite FR. Tamiya Rear	Kit
Richard Wilkinson	Cat X.L.	Laser	Parma Pink	Demon Fetish	Cat F & R	CAT
Warren Dawson	Turbo Optima	Sanyo SCR	M.G. Brown Dot	Nosram International	Cat F & R	Kit



by all who attended, please do the same next year.

Fastest time of the day (during qualifying) for 4wd — Pete Stevens 12 laps 24s

Fastest time of the day (during qualifying) for 2wd — Glyn Peglar 11 laps 03s

Lady driver of the meeting — Susan Graig

Unluckiest driver of the meeting — Gary Stockdale.

Best Marshall of the meeting — Mark Luney.

Above left, Saturday saw some interesting tactics employed as drivers got to grips with the gluey mud.

Above, Sunday and the tack was at its worst, just when you swore nothing else could happen it rained again.

Equipment Used In 2WD A Final

Driver	Car	Battery	Motor	Speed Controller	Tyres	Body shell
Pete Stevens	Ultima	Laser	Scorcher	Laser	Cat F & R	Monogram
Brian Calder	Assoc. RC10	Sanyo SCR	Demon	Pro King	Cat F & R	Funco
Graham Parkes	Assoc. RC10	Parma SC	M.G. Brown Dot	Pro King	Cat F & R	Chenworth
Glyn Peglar	Assoc. RC10	Laser	Race Prep	Laser	Cat F & R	Frewer
Mick Langridge	M.I.P. RC10	Laser SC	Scorcher	Laser F.O.	Cat F & R	Cliff Lett.
Mark Luney Opt. House Rear	Ultima	Losi SC	Demon	Ashbourne F.O.	Cat Front	Monogram
Gary Edens	Assoc. RC10	Demon SCR	Demon	Pro King	Cat F & R	Demon Dart
Simon Hough	Assoc. RC10	Sanyo SCR	M.G. Brown Dot	J.R. Fet	Cat F & R	SRM