

So that's what Piers has been going on about for the last year or so! - "that" being Multi-Venue Autotesting.

Over the past twelve months, Piers had been enthusing persistently about the joys of multi-venue tests and, to be honest, I had not quite got the essence of what was involved at the time. I thought he just liked the pastoral scenery - well, boy, was I wrong!

With a new baby, world-wide economic collapse and a broken foot, the gap since my own previous tentative six or seven forays into Beginners Autotesting was growing larger and larger, but thankfully, over a fortuitous pint last week, Piers convinced me to try the Multi-Venue variant of Autotesting - by co-driving his really excellently prepared Starlet, no less. This was definitely too kind an offer to turn down!

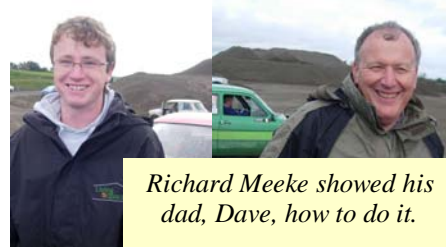
As the 26 cars participating in the event started lining up at Murphy's Quarry, things got off to a tricky start. Despite the fact that Piers had spent an entire day surveying the sites and designing the tests the day before, we discovered that extra gravel had just been dumped, blocking access to the "screener" test. This presented no problem to Piers who used his trusty Starlet to repeat-



As MI Steward, Tim Faulkner made sure everything was above board. In deference to his role, he wore a more discreet selection from his Munster wardrobe.

edly batter a gap through that would be large enough for the rest of the cars to pass through without causing them any damage. Unluckily, a stone caught Piers's alternator belt, but with some tools kindly lent to him by Liam Cashman, Piers had the belt back in place in time for a slightly rushed blast through the first three tests.

Well, from then on - it was a blast! The tests were all truly varied; you were kept on your toes the whole time. Zero waiting around, constant motion, it was a lot to take in for a beginner



Richard Meeke showed his dad, Dave, how to do it.

like myself who was used to staring dumbly at simple tests for about 25 minutes before daring to attempt them. It was great to be able to get into second gear regularly - something you could only dream of in the normal "car park" autotests that I had previously experienced. To my simple brain, it seemed that doing 2nd gear throws on bumpy ground was the antidote to the mental calculus required to navigate a Starlet through a tight Hewison test layout. The variety of venues and the flowing nature of the test design were fantastic; it really was drive by the seat of your pants stuff.

From the hilarious and hair raising circuits of the mounds of Murphy's Quarry, to the manic traversal of the delights of every corner of Tallon's Yard, to the alternately fast or flooded Bellewstown tests, there was something for

everybody, not to mention the variety offered by the lovely Philipstown Farm location, as well as the Carberry Sand and Gravel and Windmill Lane tests.

It was a pleasure to watch the top drivers exhibit their silky skills of control and measured aggression (and in Frank Lenehan's case it looked like a healthy degree of blood-minded determination too!). There were only 4.7 seconds between the top three drivers, Eamonn Byrne, Liam Cashman and Frank Lenehan. Congratulations to Eamonn, who was the overall winner



Harold Hassard had every reason to smile - almost 60 and as quick as ever.

by 2.2 seconds from Liam. If it hadn't been for a pair of uncharacteristic stalls, Frank Lenehan might have been able to improve further on his excellent times, just behind in third.

I have to say that the marshals were incredibly good humoured - even in some of the unpredictable torrential downpours and hailstorms, which punctuated the otherwise glorious weather we had. They did a great job; it was very much appreciated by all!

Many thanks to the ALMC for running the event, to the TDC for helping support it and also the various site owners, competitors, marshals and spectators for making this event such a great success. A bigger turnout next time is most certainly warranted.

Donal Arundel



"Twinny" Phillips heard that Mark Doran was competing so came along, just in case. Rachel Anderson kept a closer eye on Mark.



Ron Mullen goes for the trndy look with his £4 Boots spectacles.



Michael Reid's Midget survived the experience unscathed.



Keith Slowey turned off his "mobile" this time so that "work" couldn't spoil his fun.



Your scribe about to leave a test site (a crime scene?)

Results

- 1 Eamonn Byrne (Starlet) 866.6s,
- 2 Liam Cashman (Starlet) 868.4s,
- 3 Frank Lenehan (Starlet) 871.3s,
- 4 Declan Hendrick (Starlet) 908.8s,
- 5 Daniel Byrne (Starlet) 922.5s,
- 6 Harold Hassard (Sunny) 925.7s,
- 7 Michael Reid (Midget) 935.2s,
- 8 Piers MacFheorais (Starlet) 945.4s,
- 9 Richard Meeke (Corsa) 957.6s,
- 10 Mark Doran (Manta) 977.7s,
- 11 Ron Mullen (Sunny) 992.3s,
- 12 Keith Slowey (Starlet) 1003.2s.

Detailed results are available at:

http://www.tdcireland.com/phpBB2/Results/ALMC_MVAT_2010_Results.pdf



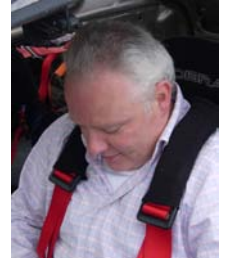
Eamonn Byrne, urged on by Daniel, tries to run down the photographer. Despite his best efforts Daniel's image is still recorded for posterity.



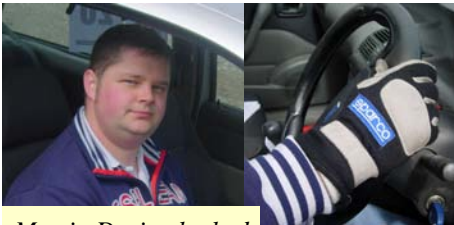
Newcomer, Ian Downey and old-comer, Martin Nugent



Is Bernard Bradley pursuing his lips with a view to reviving his career as a trumpet virtuoso?



Piers MacFheorais buckles down to it.



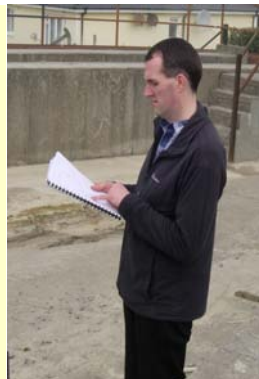
Martin Devine looked for an "edge" with these very professional driving gloves. He and Brendan Lenehan double-drove.



John Farrell kept James out of harm's way while JJ was performing.



The elusive web-site contributor, J, finally reveals himself to be James Mansfield. He enjoyed his first event, though his navigator followed him on his "walking the tests", just in case he tried to make a break for anonymity.



Hundreds of Pictures from Peespeed are available at:

<http://public.fotki.com/speedy/2010-events/almcmvat/>



ALMC stalwart, Chris McNally, is on duty again. Alan Park gazes wistfully into the distance as he tries to dream up a cunning plan to ensure another successful assault on the Mobil (or whatever oil company is now sponsoring it) Economy Run.

