

TDC Turbine



An intermittent missive of random rants, reports and reviews

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April 2010

Chairman's Chatterings

TWO LEGENDS ON THE COVER THIS TIME



Eddie Peterson has won the Hewison for a record sixth time in a row - phenomenal.

Eamonn Byrne won yet another Retro, this time the ICR with Anthony Preston. He is here because every time you see him in action you cannot help but marvel.



Congratulations to the boys above on their continuing success.

Thank you to Frank Fennell who did such a great job orchestrating and doing most of the donkey work for the Irish Classic Retro. The good weather added to what was a most enjoyable weekend for all concerned. There was a large number of people doing all sorts of jobs, big and small. Without them, the event would not have been the success it undoubtedly was.

Good to see another new literary contributor - Paul Tierney

Mention of people helping reminds me of my plea in the February Turbine for more of you to volunteer your services. Those involved on the ICR were mostly repeat volunteers whose experience is invaluable. However, there is always a danger that they might fall prey to the "geese and golden eggs" syndrome. More of you must "get up, get out and get with it". You might surprise yourselves and actually enjoy it. Remember, there is no such thing as bad weather, only inappropriate clothing.



There will be an opportunity for you to respond to my plea on the weekend of 8th/9th May.

*The **James Pringle Memorial International Autotest** on Saturday and an **Open Autotest** incorporating Round 1 of the 2010 **Beginners'/Novice Championship** on Sunday will take place in Citywest. See you there.*

Joe



TDC Turbine

Treasure Hunt

10th Feb



The winners, Dan Clarkin (centre) & Barry Lawford (right) with their chase car driver, Emmet Dunne



The answer is in Frank Fennell's hands. Philip O'Reilly wonders what it is. Dad, Myles, appears indifferent



Piers MacFheorais shows off his secret weapon



Fergal McAleavey got his maps out after a break of seven years



Paul Phelan and Ian McCulloch rustle up results



Burschi Wojnar looks on enviously as his mum, Trish, relaxes. Note her trendy footwear



Donal Arundel and Ciarán Nutty get ready to drive off into the sunset



Simon Echlin practises keeping his head down as he prepares for a night on the maps



Mark Doran doesn't envy Richard Pain's jaunt in the left-hand seat



Damien Doran came all the way from Waterford



Rory Bolton & Ben Deithrick are almost ready to go - well, Rory is anyway



Danny O'Donohoe is appropriately dressed for the occasion

Paul Tierney is determined to shine



Eoin O'Curry survived the Tim Faulkner experience more or less unscathed

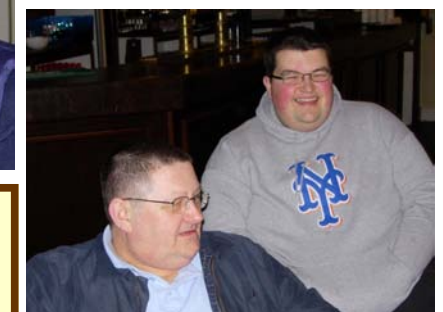


Thank you to Franks, Fennell & Lenehan, Felix, the Dorans, Dave Meeke and Robert Bolton, all of whose input was invaluable



Ciarán Freeney came along to offer his services

John Kane was sussing it out - another convert?



Vincent & David Fagan don't look too tired after their evening spectating

A coherent account of the evening's goings-on

Several weeks ago Frank (Lenahan) mentioned a TDC Treasure Hunt and asked if I would like to go along to this fun event! Yea, sounds good! This quickly morphed into 'a sort of navigation event and, no, Frank would not be driving, as he would be marshalling, and maybe I would drive and Burschi (Patricia's son and occasional autotester) would navigate! Yea, sounds fun! Burschi was very interested; so on Wednesday 10th February the big day dawned.

We convened in The Summerhill Hotel for Burschi to do a crash course in navigation. He seemed to cop on quite well and was busy for ages plotting our route with the able assistance of Ian and the 'well not sure what that is' assistance of many other novice navigators.

I feel I qualify as a 'Born Again Novice Driver' as I have vague memories of driving - or was it navigating? - by 'Tulip' in the early '70s with Peter Berry!

So we had to calibrate our car.....WHA? Calibrate...just drive round the block and it should be 3.04 miles. OK.

We seemed to lose the plot a little around now, or should I say our timing got a bit off sync (unfortunately it stayed that way all night!). Burschi set off to learn how to use the *****, an instrument in the car which is for navigational purposes. I was lolling about in the bar when I was suddenly told we were to set off in about five minutes. I grabbed the map and regs and rushed out thinking we were on our calibration trip, but no, this was the real thing! We set off in a flurry, the rustles and squeaks coming from the navigator's seat alerted me to the fact that all was not well, but we both quickly settled down and set off on our first 'rally'.

Burschi seemed to have it all under control and coached me: 'faster, slow down, down to 17 mph, speed up to 24, right turn, stop at yield sign, etc.' It was all going swimmingly; other cars passed us, but what the hell, we know this is not a race, it is all about individual skills!

The test in Frank's yard in Glencullen was fun, Burschi drove this, I hung on for dear life, stop-watch in hand. His time was a commendable 30 seconds, 7th fastest I think.

Off we set; Glencullen, Glencree, Ballybrew (I think), Devils Elbow, Parcnasillogue and so on. *[I trust not in that order - Ed]* Navigation's not my strong point so I can't name all the interesting, narrow, dark roads we tootled or whizzed along! We did the Herringbone, the Clock Face, the Grids, the Trace etc.

There is a lot of Very Slow for the driver in this type of event (I never realised this before and thought we would be like the Circuit of Ireland). We had one nice exciting drive on the little bit of map navigators had to trace. We seemed to be slow on time so I had to light her up and whiz along at least 40 mph, with Burschi instructing 'keep her lit mom.'

A navigational error brought us past Djouce Woods; a quick turn and a speedy drive back soon had us passing Coolakay house, back on track.

Burschi felt we were on the button on timing. I found Frank's (the Cherry) car light and responsive but a little difficult to keep to an exact speed. I kept wandering up a little; not being quite able to see the speedo properly did not help!

Now we were on the road home, still laughing and having fun (the deleted expletive from the navigator that Frank talks about completely absent!).

I had forgotten to turn off my phone and had put it in the back; the five missed calls did not bother me! As we sped up the drive of the hotel we noticed a lot of cars! So we were last home (now I know who the five missed calls were from), but don't forget we left third or second last!

Burschi is still scratching his head; he can't understand how he got it so wrong!! *[He didn't - Ed]* Must have been the calibration! No, I think he just needs a good lesson in navigational skills and to accept the fact that it was a novice event and we were novices! I felt very happy with our 8th overall placing.

Conclusion: a really fun event, a good learning experience for the less knowledgeable among us, an event I hope will be repeated! To all the organisers; congratulations on the event and thank you for all the hard work and effort, which made it such fun.

Patricia Wojnar

A more "off the cuff" report

TOTALLY Colin Farrell !DEADLY BUZZ.

WHAT AN ABSOLUTE BLAST ! It took me two hours to wind down enough to go asleep, after!!!

Thanks a million Ian, FF and their helpers.

And an apology to Ian! Upon reflection I was late into TP3. We were stuck behind Damien Doran for a while and, despite an acquaintanceship dating back 47 !! years, Eoin resisted the Faulkner influence to be impolite and put pressure on to pass. Not at all like Trevor (Hamilton). *[A subsequent communication from Damien would suggest that Eoin was exhibiting such decorum that Damien didn't realise he was holding them up - Ed.]*

I don't know how the winners gained the two penalties (seconds?) advantage over us into the last control but well done to them both. I think I was matching mileage tenths to seconds rather than seconds to road. Put that down to experience!

The evening also shows I need to get more precise with the plotting.

Speaking of which, it was the hard part: thanks to Nikki (Doran) and Ray Shimmins (Trevor Hamilton's nav) for resolving a couple of errors in the route marking. But plenty of different types of route instructions to experience.

Out in car was great: no mal de nav: no rows. *[As you will realise from above Eoin is very mild-mannered - Ed]* But God! the road back from Glencree was rough in the dark : wasn't half as bad when we were out practising on Sunday in the daylight!!

Does everyone else not keep a scribble sheet with your cumulative distance /time at the speeds? Or how do ye do it?

Roll on the Irish Classic! Have to get into negotiations for a seat!

Tim Faulkner



Deirdre Gallagher makes sure the awards are in order - they didn't dare be otherwise.



Noel Devlin presented the awards - this one to Steve Griffin



This is a trick photo given that Eamonn Byrne looks comfortable with a microphone in his hand



Frank Fennell bites his nails with worry before making his speech. He managed to rise above his apprehension



In deference to the golf club venue Owen Whelan sported an appropriately coloured cardigan

There was a good turnout for this prestigious awards ceremony - I describe it thus given that I won not one, but two, trophies, albeit minor ones. All of those involved organisationally during the season were thanked. Champion driver, Eamonn Byrne, was succinct in his praise. Champion navigator, Paul Bosdet, who was enjoying the vagaries of the Welsh countryside, had sent his valedictory missive to Noel Devlin. In contrast to Eamonn's "short and sweet" this was almost as long as a short novel. Noel recited the full unabridged version.

The Glen o' the Downs golf club looked after us very well. Its proprietor, Mick Doyle, also looks after us during the season with his provision of test venues.

Noel, Frank Fennell and Billy Tobin exhorted us to support this year's championship and to be evangelical in our endeavours to get others to do likewise. This season, the events will be shorter (hence, cheaper) and more straightforward (appeal to those less experienced).

Thank you to the IMRC website for most of the images in this piece

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The whole affair enjoyed a certain "je ne sais quoi" thanks to the presence of a plethora of personable partners, some of whom are pictured here.

The pulchritudinous posse is composed of (clockwise from top left): Ruth Griffin, Marian O'Reilly, Iris Carnegie, Kathleen Reynolds, Audrey O'Donoghue, Liz Ronaldson, Joanna Lenehan, Bonnie Phillips & Sheila Murphy



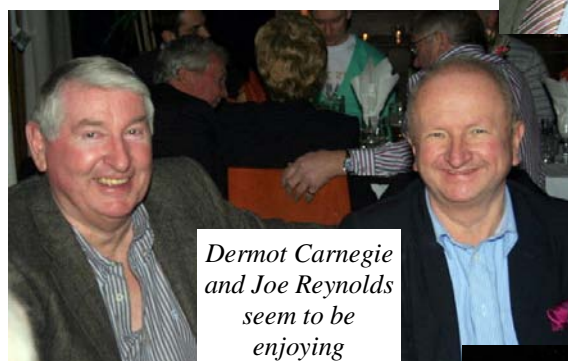
Alan Dorman, Anthony Preston, Frank Lenehan & Peter Murphy



Ian McCulloch



Paul Phelan



Dermot Carnegie and Joe Reynolds seem to be enjoying themselves



Distinguished guests from Carrick-on-Suir MC - George Clancy & Ann-Marie Fitzgerald



*Trish Denning
Best Newcomer*



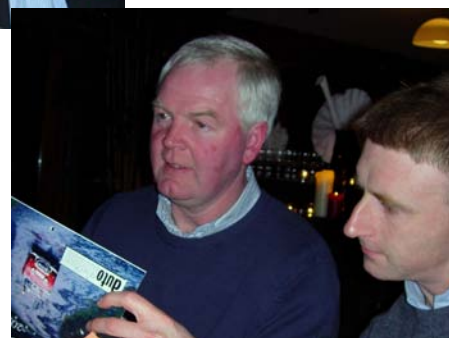
David Ronaldson



Paddy McDonnell



Mark Doran



*Eamonn Byrne & Anthony Preston
admire the 2010 Retro calendar*

RESULTS

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 5 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 21 Feb SUPER FINAL:

1 Tommy Graham (Ford Fiesta) 4m 10.11s,
6 Chris Grimes (Vauxhall Nova) 4m 36.62s.

SOUTHSIDE MOTOR FACTORS/ PLATINUM BATTERIES MODIFIED A FINAL:

1 Barry McArdle (Renault 5) 3m 40.72s,
4 Chris Grimes (Vauxhall Nova) 3m 46.08s.

RATHGAR MOTOR FACTORS/ PLATINUM BATTERIES STOCK HATCH A FINAL:

1 Derek Tohill (Peugeot 106) 3m 47.42s.

RALLY CAR B FINAL:

1 Pat Murphy (Peugeot 205) 3m 52.48s,
4 Patricia Denning (Peugeot 106) 4m 13.04s.

CO MONAGHAN M C AUTOTEST AT SWANS CROSS, CO MONAGHAN (ROUND 11 OF HEWISON TROPHY CHAMPIONSHIP): 21 Feb

1 J J Farrell (Mini Special) 586.8s,
2 Eddie Peterson (Mini Special) 590.4s,
3 Steven Ferguson (Mini Special) 592.1s,
4 Sam Johnston (Mini Special) 607.1s,
5 Eamonn Byrne (Mini) 607.9s,
6 Norman Ferguson (Mini) 629.7s,
7 David Thompson (Nova) 634.8s,
8 Trevor Ferguson (Striker) 646.9s,
9 Paul Phelan (Mini Special) 651.4s,
10 Daniel Byrne (Mini) 652.5s,
11 Guy Foster (Mini) 660.8s,
12 Richard Pain (Nova) 695.9s.

Class winners:

Eamonn Byrne, Eddie Peterson, Trevor Ferguson, David Thompson.

Novice award:

Stefan Walsh (Starlet) 834.0s.

GARDA SIOCHANA M C THREE ROCK TROPHY SPORTING TRIAL AT AUGHFARRELL, BRITTAS, CO DUBLIN: 27 Feb

1 Brian Conlon (Erskine-Honda) 1 mark,
2 Alan Kilkenny (Erskine-Yamaha) 3m,
3 Richard Pain (Kilkenny VW) 6m,
4 Philip Erskine (Erskine-Suzuki) 6m,
5 Gordon Erskine (Erskine-Suzuki) 6m,
6 John Bolton (Grasshopper VW) 8m,
7 Christopher Evans (ETE-Yamaha) 10m.

MIDLAND M C AUTOTEST AT LONGFORD (ROUND 12 OF HEWISON TROPHY CHAMPIONSHIP): 28 Feb

1 Eddie Peterson (Mini Special) 620.5s,
2 Steven Ferguson (Mini Special) 621.3s,
3 J J Farrell (Mini Special) 625.0s,
4 Eamonn Byrne (Mini) 640.6s,
5 Sam Johnston (Mini Special) 648.9s,
6 Paddy Power (Mini Moke) 653.7s,
7 Simon Echlin (Caterham) 667.1s,
8 Chris Grimes (Mini) 671.6s,
9 Daniel Byrne (Mini) 677.6s,
10 Norman Ferguson (Mini) 686.0s,
11 Paul Phelan (Mini Special) 691.4s,
12 David Thompson (Nova) 695.6s.

Class winners:

Eamonn Byrne, Steven Ferguson, Simon Echlin, Liam Cashman (Starlet) 722.1s,
David Thompson.

CO KILDARE M C RALLYCROSS AT MONDELLO PARK (FINAL ROUND OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 7 Mar

SUPER FINAL:

1 Tommy Graham (Ford Fiesta) 3m 53.59s,
6 Derek Tohill (Peugeot 106) 4m 21.29s.

SOUTHSIDE MOTOR FACTORS/ PLATINUM BATTERIES MODIFIED B FINAL:

1 Willie Farrell (VW Golf) 3m 30.15s,
3 Chris Grimes (Vauxhall Nova) 3m 33.05s,
4 George Tohill (BMW Compact) 3m 38.40s.

RATHGAR MOTOR FACTORS/ PLATINUM BATTERIES STOCK HATCH A FINAL:

1 Derek Tohill (Peugeot 106) 3m 31.33s.

RATHGAR MOTOR FACTORS/ PLATINUM BATTERIES STOCK HATCH B FINAL:

1 Noel O'Brien (Peugeot 205) 3m 39.37s,
2 Derek Lenehan (Peugeot 106) 3m 46.30s,
3 John Denning (Peugeot 205) 3m 46.83s.

LIMERICK M C AUTOTEST AT BARNA TRANSPORT, NEWCASTLE WEST (ROUND 1 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 7 Mar

1 Paddy Power (Mini Special) 546.2s,
2 Alan Coyle (Mini Special) 570.3s,
3 Don Giles (Westfield) 609.9s,
4 Ger Lawlor (Starlet) 642.6s,
5 Liam Croston (Starlet) 642.8s,
6 Damien Doran (Mini) 646.1s.

MOTOR ENTHUSIASTS' CLUB DEVEREUX CUP SPORTING TRIAL AT RUSSELLSTOWN, BLESSINGTON: 13 Mar

1 John Bolton (Grasshopper VW) 3 marks,
2 Brian Miley (VW) 8m,
3 Brian Conlon (Erskine-Honda) 9m,
4 Richard Meeke (BD-Opel) 11m,
5 Ian MacWilliam (Erskine-Yamaha) 13m,
6 Ian Meredith (VW) 13m,
7 Siobhan McCann (JMcVW) 13m,
8 Paul Needham (Erskine-Honda) 14m,
9 Philip Erskine (Erskine-Suzuki) 15m,
10 Craig MacWilliam (Erskine-Yamaha) 16m.

KERRY MOTOR CLUB LEE STRAND CO-OPERATIVE CREAMERY AUTOTEST AT TRALEE RACECOURSE (ROUND 13 OF HEWISON TROPHY CHAMPIONSHIP AND ROUND 2 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 1): 13 Mar

1 Eddie Peterson (Mini Special) 692.2s,
2 Robin Lyons (Mini Special) 707.2s,
3 Steven Ferguson (Mini Special) 710.4s,
4 Paddy Power (Mini Moke) 717.7s,
5 Simon Echlin (Caterham) 724.6s,
6 Chris Grimes (Mini) 738.3s,
7 David Thompson (Nova) 768.0s,
8 Guy Foster (Mini) 773.7s,
9 Alan Coyle (Mini Special) 791.1s,
10 Paul Phelan (Mini Special) 791.2s,
11 Liam Cashman (Starlet) 796.4s,
12 Damien Doran (Mini) 840.9s.

Class winners:

Chris Grimes, Robin Lyons, John Lyons (Starlet Special) 899.5s, Simon Echlin, Liam Cashman, David Thompson.

Novice awards:

Damien Doran, Rory Power (Mini) 1043.2s.

KERRY MOTOR CLUB LEE STRAND CO-OPERATIVE CREAMERY AUTOTEST AT TRALEE RACECOURSE (ROUND 14 OF HEWISON TROPHY CHAMPIONSHIP AND ROUND 3 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 2): 14 Mar

TDC Turbine

RESULTS

- 1 Steven Ferguson (Mini Special) 639.9s,
- 2 Eddie Peterson (Mini Special) 653.2s,
- 3 Paddy Power (Mini Moke) 658.7s,
- 4 Simon Echlin (Caterham) 661.6s,
- 5 Guy Foster (Mini) 692.7s,
- 6 David Thompson (Nova) 694.4s,
- 7 Alan Coyle (Mini Special) 705.4s,
- 8 Liam Cashman (Starlet) 711.7s,
- 9 Paul Phelan (Mini Special) 747.1s,
- 10 Chris Grimes (Mini) 754.8s,
- 11 Ger Lawlor (Starlet) 760.8s,
- 12 Richard Pain (Nova) 766.0s.

Class winners:

Guy Foster, Eddie Peterson, Martin Walsh (Starlet Special) 792.1s, Simon Echlin, Liam Cashman, David Thompson.

Novice awards:

Damien Doran (Mini) 846.8s, Derek Butler (Starlet) 933.2s, Rory Power (Mini) 961.7s.

LAOIS RALLYSport CLUB AUTOTEST AT PORT LAOISE (FINAL ROUND OF HEWISON TROPHY CHAMPIONSHIP): 21 March

- 1 Paddy Power (Mini Moke) 855.7s,
- 2 Chris Grimes (Mini) 863.3s,
- 3 David Thompson (Nova) 887.1s,
- 4 Daniel Byrne (Mini) 892.9s,
- 5 Alan Coyle (Mini Special) 913.5s,
- 6 Guy Foster (Mini) 922.1s,
- 7 Trevor Hamilton (Mini) 941.6s,
- 8 Michael Cashman (Corsa) 944.3s,
- 9 Andrew O'Donohoe (Westfield) 956.2s,
- 10 Richard Pain (Nova) 956.5s,
- 11 Tom Devaney (Westfield) 958.0s,
- 12 Paul Phelan (Mini) 958.7s.

Class winners:

Chris Grimes, Alan Coyle, Andrew O'Donohoe, David Thompson.

Novice awards:

Colm Mullins (Corsa), Ger Lawlor (Starlet).

LEINSTER MOTOR CLUB WEEKEND SPORTING TRIAL AT CAMROWER, OUGHTERARD: 27/28 Mar

- 1 Gordon Erskine (Erskine-Suzuki) 1 mark,
- 2 Christopher Evans (ETE-Yamaha) 2m.

In this, the ETE's season finale weekend sporting trial debut, Christopher just failed to emulate his dad, Clive, who won the inaugural weekend trial (a long time ago) in the ET4.

HEWISON AUTOTEST CHAMPIONSHIP 2009/10 FINAL POSITIONS:

Eddie Peterson - Champion for a record sixth year in a row

1	Eddie Peterson	Mini Special	293
2	Steven Ferguson	Mini Special	288
3	Eamonn Byrne	Mini	265
4	Paddy Power	Mini Moke & Mini Special	251
5	J J Farrell	Mini Special	235
6	Chris Grimes	Mini	234
7	Simon Echlin	Caterham	200
8	David Thompson	Nova	195
9	Paul Phelan	Mini Special & Mini	194
10	Sam Johnston	Mini Special	185
11	Daniel Byrne	Mini	184
12	Guy Foster	Mini	168

Class Winners Chris Grimes, J J Farrell, Simon Echlin
Liam Cashman (Starlet), David Thompson

Novice Class (Europa Cup):

1	Damien Doran	Mini	99
2	Ger Lawlor	Starlet	74
3	Rory Power	Mini	60
4	Piers MacFheorais	Starlet	51
5	Stefan Walsh	Starlet	43
6	Shane McCarthy	Starlet Special	23



February's celebrity was ALMC's Dave Popham. Somebody identified him correctly but my filing system has failed so that he/she will have to forgo his/her honour and glory - Sorry

QUIZ

I have three teasers for you this time:

1. Who is the luminary alongside? This is very much his better side.



2. Who is making a half-hearted attempt to remain anonymous?



3. Who is this and what is he up to?

SNIPPET

The responses to requests for marshals can be many and varied. This is one I received on this occasion from Colin Phillips. (My second name is Norbury!)

Hi Ian Naubs. It is with great pleasure that I write to you to confirm that both I and Mr Walker (Glyn) will be available to assist in the running of the TDC Irish Classic Retro on 10th April next when the event visits our county. It will of course, be an opportunity for the North County Wexford Porsche Owners Club to make an appearance and as they say "If you've got it-flaunt it"!!!! (As it happened Glyn's Porsche was temporarily indisposed so he turned up in his subtle yellow Westfield.)

Only hope the weather holds out till then! Look forward to hearing from you with final instructions.

I remain, Yours in Motorsport, Colin Robert.

NEWS

I was in conversation with Clive Evans about the possibility if his doing the Irish Classic Retro. Very cruelly, I thought, he said that Roy (McNamara) was available but he just couldn't get a navigator. The slandered/libelled Roy is pictured here alongside a young lady. The motive for her inclusion is a fourth question in the Quiz. How is she connected to Roy?



Further to the photo in the last issue, Eddie Fitzgerald (left) tells me that the watch which was his prize in the Wynns competition is still going!

Eddie not only supplied me with the watch information - he also sent me photos of Paul Phelan, Dermot Carnegie & Frank Lenehan which weren't taken yesterday (or the day before).



David Fagan was unable to marshal on the Retro because he was off in Istanbul from 8th to 10th April, presenting a paper at the 13th EuroGP conference which is the main element of the larger conference, EuroStar. He is to be congratulated on being invited to participate. I have included below something of what his presentation was about. (I confess that I wasn't much the wiser after reading it).

An analysis of Genotype-Phenotype Maps in Grammatical Evolution

David Fagan, Michael O'Neill, Edgar Galvan-Lopez, Anthony Brabazon, Sean McGarraghy

We present an analysis of the genotype - phenotype map in Grammatical Evolution (GE). The standard map adopted in GE is a depth - first expansion of the non - terminal symbols during the derivation sequence. In this study we extend this analysis to include a breadth - first and random map, investigate additional benchmark problems, and take into consideration the implications of recent results on alternative grammar representations with this new evidence. We conclude that it is possible to improve the performance of grammar - based Genetic Programming by the manner in which a genotype - phenotype map is performed.

Owen Whelan spent a few days in Rio de Janeiro during March - a compulsory element of the Inter-Cultural Studies module of the course he is pursuing. Yet another privation of student life.

You may have noticed that Paddy O'Callaghan died recently. He followed Malcolm Clark & Gabriel Konig into a no-goer on a Circuit Retro quite a few years ago. As they were turning to go back out again Malcolm asked if he was lost - No, just temporarily displaced!

Some Retro Snippets

I heard that Felix took pylons etc. from Grimes back to the hotel. How did he fit them in amongst the red biros and sundry other detritus which normally occupies all of the available space in the car?

David Yeates and Frank O'Donoghue are servicing for Tom Callanan on the forthcoming Mille Miglia. Tom is driving his now yellow TR2. I hope that David and Frank know what they are letting themselves in for, given Tom's somewhat chequered mechanical history!

Stephen O'Donohoe is building Andrew a more robust car for Retros - a Ford Prefect.

Craig MacWilliam was doing a nice steady 25 mph on a regularity when guards in an unmarked car stopped him for a chat. John Bateson came up behind them and thought that Craig had stopped to pass the time of day with someone he knew, so Tina gave the horn a beep. The guards had a few words with them as well!

Someone who inquired as to when the Summer Lanes event up north took place was informed that it was in the summer - very helpful.

Having congratulated Andrew O'Donohoe on a particularly well executed test, Tom Callanan was rather perturbed when Andrew explained that he would have been going so quickly that he wouldn't have seen where he was going! Proper autotesters (not like me



The Whitford/Millington chase vehicle for the Retro

Don't forget to offer yourself up as a marshal / general dogsbody for the James Pringle International weekend.

Your help would be very much appreciated on one, or both, of the days.

Citywest
8th / 9th May

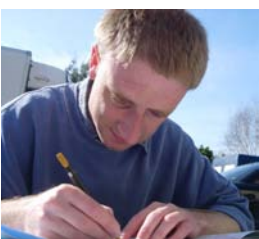


The Competitors

IRISH CLASSIC RETRO

10th/11th Apr

My philosophy when competing has been to try to perform as well as I can throughout the event regardless of where we are placed. For me the satisfaction is from doing a good job. If my performance is such that I finish up the order, well and good. However, I would prefer to function effectively and be poorly placed than badly and win! It is just as well that this is my rationale. Otherwise, my career results would have seen me so depressed I would have retired years ago. What I am leading up to is that I felt that I acquitted myself pretty well on the event. I would suggest that Rob also conducted himself very competently. We were eighth. Without a couple of baulkings and the abstruse location of TP6 on the navigation section on Saturday night we might have finished higher up. The dislodgement of the Hornet's exhaust system on the occasionally rugged tracks of Castle Howard had minimal impact on our progress. Rob did try to run down Trevor Athey at the finish of Test 9. It is a pity he didn't try harder as Trevor was responsible for deeming Rob to have failed Test 13. Despite Steven Bolton being in charge of the test, nepotism failed to come to the rescue. Well, enough of one of the also-rans / losers.



The winners were the incomparable Eamonn Byrne/Anthony Preston who were never headed.



Richard with Mickey Gabbett

Jo McAllister had one of those weekends when everything went right even when they went wrong. She and Richard, who seemed to be driving quite aggressively, ended up in a comfortable second place.



Jo, plotting with Ian McCulloch

There was a great battle for third place between Andrew O'Donohoe/Rory Doolley and Dermot Carnegie/Kevin Savage. Rory had



David Pain & Andrew

n't got off to a great start on Regularity 1 but things improved after that. Andrew drove as impressively as ever. His attempt to run down the MI



Steward on one of the tests was particularly notable! Kevin had a SE/SW misplot on Reg 4 and

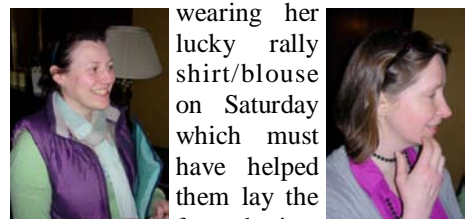
Dermot attacked a bale on Grattan Evans's Test. However, the aphorism that "class is permanent" was borne out in Castle Howard when Dermot's lovely new Escort was quickest. There was very little between them on Saturday morning so Andrew offered Frank Lenehan €10 as an extra incentive to beat Dermot in the tests. Frank beat Dermot

on two which he reckoned had earned him the tenner. Andrew thought oth-



erwise and declined to pay up. Will there be long-term ramifications from this episode? We'll have to wait and see. Whatever, when the dust had settled (there was plenty of it thanks to the glorious weather we enjoyed throughout the weekend), Andrew/Rory just pipped Dermot/Kevin. Andrew reckoned that the effort had resulted in almost everything in the Midget being banjaxed, including Rory.

Fifth after a consistent run were Lucy Whitford/Kathryn Millington. Lucy was



wearing her lucky rally shirt/blouse on Saturday which must have helped them lay the foundation

for their fine performance.

Completing the top six were last year's



winners Geoff Hall/Paul Bosdet. Geoff enjoyed the flow of the event. The balance between road and competitive sections was good, though he felt the navigation element on

Saturday night could have been a bit tighter (*maybe for him, but not necessarily for everybody else!* – Ed). Paul also enjoyed himself – does he ever not? However, he wasn't impressed by the almost incognito ITC on Sunday morning which he, and



others including Cath Woodman, drove past. A not inconsiderable penalty was incurred. Marshals should be readily identifiable, especially ones whose location is not known in advance. On what was a really well organised event, this was an avoidable lapse.

Next were Frank Lenehan/Cath Wood-



Frank with FF

man. As well as the above-mentioned reverse, Saturday night did not go as smoothly as they would have liked. Frank seemed to be in particularly good form behind the wheel. They were followed home by Robert Bolton/Ian McCulloch about whom you have already had to read too much.



Joe Reynolds/Peter Rushforth were in Joe's BMW on its Irish debut. Peter confessed to

the elementary error of worrying about the time at the expense of the route on Regularity 4. They overshot a



Fred Bent consults with Peter



junction and lost over 40 seconds at the subsequent ITC. Peter also slipped up on the last regularity on Saturday when he mistook a passage check for the final control. It was with some surprise that he encountered the latter down

the road. This generated more penalties but there was some recompense in the form of a wine rack found in a ditch by Mickey Gabbett. This featured a "hairpinny" design to remind him of the episode and was presented to him at the prizegiving.



The Doran dynasty annexed 10th, 11th & 12th. Nikki guided Joe in her customarily competent fashion. Joe was delighted to be fourth overall on the tests. A discerning observer informed that he

got in the mood for these on some of the road sections! The Manta had a tick over problem on Saturday but this was fixed at the Supper



Halt. Mark put his Escort off in Castle Howard but Twinny Phillips came to the rescue with a new steering rack. He and Frank Hussey displayed their combined talents well to recover as well as they did. They received the Spirit of the Rally award for their perseverance. Joanna had teamed up with Daniel Byrne. He was even more impressive than Joe on the tests (just) – third overall. Joanna took an unintentional short-cut on Sunday morning and deprived them of some excellent

scenic views as well as adding generously to their penalty total. This was her



Joanna & Nikki



Daniel & Davy Johnston

major faux-pas – Daniel was very impressed.



Steve, indulging in his fetish for clean glass

Steve Griffin/Fred Bent were thirteenth. Both car and Fred misbehaved. The former's fuel pump was deprived of electricity. Steve managed a temporary repair which got them going. Demon Damien Phillips did a more permanent job on Sunday morn-

ing. Fred's only indiscretion, of which I am aware, was his exploration of the by-ways of Donard on Sunday, but there must have been more – their penalty total can't all be down to the car's affliction.



Ronnie and Aaron Mitchell were pleased with their fourteenth (second in class). The photo is misleading. There was no



lift. Indeed, Aaron was allowed to drive some of the tests. There was some discussion afterwards about the effectiveness of their respective driving styles. The car didn't suffer any undue hardship. While no on-event welding was required, some post-event attention will be needed.

Ernie Campbell/Davy Johnston had a good time, as they always do. They had a steady, if uneventful,



Ernie & Ronnie Kerr

run. Davy enjoyed the format – plenty of opportunities for him to have a leisurely smoke. (I presume most of you know he works in a hospital. Tsk! Tsk!)

Nicky Sparks reckoned that Craig MacWilliam's Escort was only good when it could stretch its legs, e.g. Navigation section on Saturday night (they cleaned it) and the special tests. It was also spotted "wound up" on Reg 9 when

they were retrieving the situation after a "Nicky slip". After Castle Howard, Craig suspected that the floorpan would need some attention involving a MIG welder. (Is a MIG better than a TIG?)

As might have been expected, Damien Doran's Mini Clubman did well on the



tests. Anthony O'Neill didn't disgrace himself either.

John Bateson and Tina Lowe were enticed over from the Isle of Man with the lure of Tom Callanan's Lancia Fulvia. John took it for a spin on Friday night and was so unimpressed that he was



tempted to go straight home again. A 1:30 am phone call disturbing Joe Reynolds's beauty sleep secured his MGBGT for their use. I don't think

John must have liked it too much either as, after one unsuccessful attempt to injure it, he later managed to break a spotlight and inflict some collateral damage.

John is a competent navigator as well, which results in his "helping"



Tina. This, as I discovered when my son, Ross, used to guide me around, can sometimes be counterproductive, though I'm not suggesting it was on this occasion. John said if he comes over again he would bring his own Escort to cope with the surface vagaries.

As an aside to the spurning of the Fulvia, Tom Callanan was chauffeuring Michael Jackson in FF's "Lombard" Rover 200.



Tom didn't like this and so reverted to the Fulvia for Sunday. Now, bearing in mind that Tom owns three petrol stations, guess what happened when he went to fuel it up? Yes, he filled it with diesel!



David Ronaldson/Noel Devlin's "highlight" was an "Italian Job" moment as they teetered on the edge of a particularly slippery section of Castle Howard track. They were rescued by Robert Ganly and after some repairs to the steering enjoyed their outing.

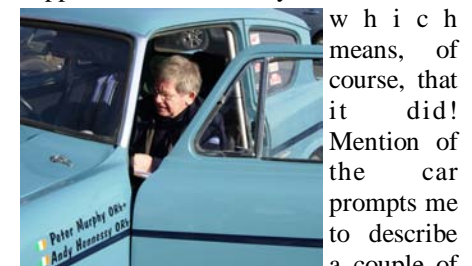
An expensive Saturday night and Sunday morning in terms of penalties saw Bernard Bradley/Ian MacWilliam finish twentieth. Ian's task wasn't made easier when the Brantz packed up on Saturday night.



Why does Trish's Starlet need both scrutineers to check it out?

It was Paul Tierney's first event. Trish Denning reckoned he did very well. (Did he use the eyes in the top of his head?) Indeed, they picked up the Novice Award. I saw Trish doing the second last test and was most impressed – pace allied to neatness.

Peter Murphy is putting himself on the waiting list for a brain transplant. When asked if his incompetence upset Andy Hennessy, Peter responded with "What happens in the car, stays in the car" –



which means, of course, that it did! Mention of the car prompts me to describe a couple of

its foibles. The side windows are up/down Perspex with a very sophisticated



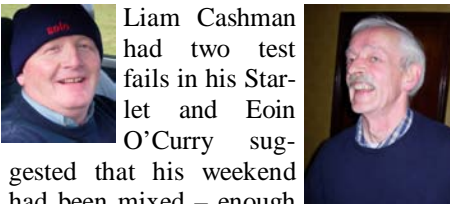
wedge to hold them in position at the height of your choice. If the wedge is carelessly located, the window can disappear into the door never to be seen again. The screen washers are of the mechanical variety which would be OK but for the necessity to execute about twenty strokes of the pump per ml of fluid delivered. Anyway, as you can see from the pictures, shy, retiring Andy made the most of his weekend!

Kevin Fitzgerald responded to Vincent Fagan's instruction to turn left rather too



enthusiastically on the approach to TP6 and they ended up bogged down in a field. They sank so much that they were only just able to open the doors. This episode cost them a mere 750 odd penalties! On Sunday a broken shaft on Test 9 added further to their chagrin.

Liam Cashman had two test fails in his Starlet and Eoin O'Curry suggested that his weekend had been mixed – enough said!



Conn Williamson was driving his own car this time – his lovely 2002 Tii. Maurice Eakin was still in the hot seat. They got stuck trying to get up one of the steeper sections of track in Castle Howard – “ordinary” tyres and rear wheel drive proved unequal to the task. They did make it up eventually. The rest of the event was more humdrum.

Pat Maguire had acquired a nice Clubman for his Retro debut with Paul Doo-



ley. Although still a novice, Paul is genetically predisposed via dad, Terry, and Uncle Rory. The car suffered teething troubles, like the brake calliper fouling the new wheels despite their being exactly the same spec as the old ones. Rather more seriously, the ring gear parted company from the flywheel a couple of days before the event. They did get going, but had to pull out on Sunday morning with clutch failure.

Trevor Hamilton's Escort ran out of petrol just 100 m from the petrol station in Enniskerry on Saturday morning. He suffered similarly en route to Test 6, just



before supper on Saturday evening. It cost him €61 for the fill! It was Ray Shimmins's first event for 25 years and he found the regularities challenging. On Sunday they concentrated on getting the route right. The car did overheat a little on the first day, but the problem resolved itself.

Fergal McAleavey did his first event with Danny O'Donohoe in 2003. This was their second outing in Danny's nice “new” Escort. Fergal was, needless to say, a bit rusty but, being a financial modeller, he will, I'm sure, do a detailed

analysis of his performance and come up



with appropriate strategies to do better next time. They also had a mechanical hiccup when the dipstick came out on the night section and hit the fuses, shorting them out. They lost the lights and Brantz when that happened.

Poor Ronnie Kerr/Bob Cairns were forced to retire with irretrievable brake issues shortly after the start. Bob had done all that plotting too.



Martin Nugent/Colin Dwyer also retired early, though their problem was the diff.



Proceedings concluded with Dinner and Prizegiving in the Summerhill. The meal was good and the customary platitudes, although predictable, were obviously well meant. Eamonn beat his previous best time with a particularly short speech. Not only that - he seemed keen to do a quickstep with the Chairman's wife, Colette, who had been prevailed upon to present the prizes.



Check-in Quiz

The pastoral premises are where Noel & Eamonn Byrne will, henceforth, perform their mechanical miracles



TDC Turbine

Supremos & Support Staff



Pre-event Nerve Centre



Jack Cunningham & Larry Mooney prepare to recce

Gerry Bradley & Pat O'Brien



Declan Lennon



Ian & Bill White



John McAssey



Calum Bain

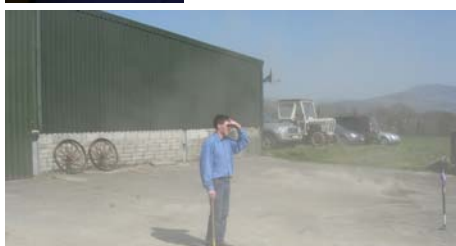


Ben Deithrick

Frank O'Donoghue



Ivan & Olga Greene



Christy Grimes on the lookout for lost souls



Richard Pain



Ciaran Freeney



Glyn Walker



Colin Phillips



Graham White



Steven Bolton



Tim Faulkner



Piers MacFheorais



Malcolm Clark



Alan Coyle



Noel Candon



Michael Jackson appprises Mark FitzSimon



Phillip O'Reilly



Damien Phillips



Eamonn King



Tom Callanan



*Scrutineers
Ciaran Nutty & Arthur Walsh*



Frank's right and left-hand men look relaxed



*David Yeates & Paul Phelan
Yes, it does have a certain ring to it*



*Don't do it Frank
- the event was brilliant*

Some Trivia



Everybody knows that Dermot Carnegie is special but now, it seems, he can drive two cars at once.



Andrew O'Donohoe wasn't happy that his new "plate" did the Midget justice



Did Declan Lennon choose The Hunter GT because of its TDC colours?



Pat Maguire went to the trouble of painting his spotlight covers - impressive



Ian McCulloch models a fetching cod-piece



It was Ian's birthday on Sunday but to make up for the lack of presents he was consoled by unpacking the trophies



The tables are turned



The pink ladies
Deirdre Gallagher & Trish Denning
but Deirdre had two pairs of shoes



Frank Lenehan explains the gory details of dairy farming to Richard McAllister & Joe Reynolds



Did Paul drive Trish to hit the bottle?
Piers looks on, concerned



Does this mean that Toss Byrne's represented a potentially bigger hazard than Castle Howard?

Trish's Tale

Hearty congratulations to Eamonn Byrne and Anthony Preston on another fine victory, closely followed by Richard and Jo McAllister. The hard-charging Andrew O'Donohoe and Rory Dooley completed the top three. Frank Fennell and his entire team de-

serve huge praise for the smooth running of the event. We are very grateful to all the landowners (especially to the owner of Castle Howard ☺). I would like to thank John McAssey for his help along with the other navigators for assisting Paul on his first outing.

Piers was keen to drive in the rally but couldn't sort a navigator and following on from my dismal attempt at navigating in the TDC Treasure Hunt, I came to the sad realisation that I would never make a good navigator and was promptly sacked. Piers reckoned that I'm a poor excuse for a navigator and wondered how I don't get lost on a daily basis. In saying that, I navigated on the West Cork Rally a few weeks ago and we didn't get lost!

Navigators are thin on the ground and Damien Phillips came up with the idea of recruiting his friend, Paul Tierney, who had participated in the TDC navigation course last summer. Luckily for me, Paul agreed to take up the challenge. This was Paul's first ever motorsport event and talk about a baptism of fire, including reading maps, filling in time cards, working out average speeds, calling out tulips on special tests and learning to read autotests. Well, he took to it all like a duck to water, never mind the night nav which we both enjoyed no end and were sorry when it was over. We wanted to go back out and do it all again. Next time we will know that you are not supposed to go into time points early, mostly my fault, as my understanding was that you just went as quick as possible in order to make the time. I blame Ronnie as he told me to go flat out on the night nav. I had the easy task and Paul did a fantastic job all weekend. He was thinking about getting a car for the Retros himself but I think I may have talked him into navigating for me on the IMRC event in September. Failing that, Damien has offered to scupper all plans for building another Retro car or if all else fails he has offered to sprain / break Paul's ankle about a week before the IMRC event.

Frank Lenehan confessed to having a few challenging moments in the forest in Castle Howard.

Leo Nulty of FIAT Ireland mysteriously appeared during the lunch break at the Meeting of the Waters on Saturday. He seemed to be impressed by the antics and, with him being a Fiat man, he expressed an interest in getting an Uno out

for the IMRC event. He must have something suitable in the shed somewhere. Peter Boyd is rumoured to be ditching the camera for this weekend and taking the hot seat. Watch this space...

Hard luck Kev's luck seems to have changed in that he was lucky / unlucky enough to break a driveshaft just before the finish of Test 9 before lunch on the Sunday. We arrived at the end of the test to see Kevin and Vincent sweating profusely trying to get the Escort over the uphill finish line. We offered them the option of a tow back to Baltinglass on the proviso that he never slaps women drivers in Starlets again. He agreed and made a few calls en route and lo and behold a driveshaft miraculously arrived in Baltinglass at the lunch stop courtesy of Martin Nugent and, after a quick change, they were off to Test 10. Trevor Hamilton and Ray Shimmins must have stopped for morning coffee before Test 9 as Damien and crew had just finished taking down pylons and flags. They arrived in a cloud of dust ready to perform the test and Damien duly obliged and set it up again. After a quick bite to eat they headed to Christy Grimes for Test 10 and while Trevor went off to scout the test location he left the black Escort, supposedly in Ray's capable hands, but on returning was somewhat dismayed at the sight of the lonesome car at the top of the hill nearly half way to Baltinglass. He didn't say where Ray had gone.

Our Starlet ran a treat all weekend and I'm now even more fond of it, but not everyone thought so highly of it as I overheard some funny remarks about it over the weekend, the first being in Ballykilty House "***** there is some quare lift in that for a Starlet but its no Mark 1??"

Another snippet I overheard was at the last test in Tallaght. "***** look at the Starlet and a women driving it, sure she should be on her way to the supermarket, my granny had one of them ..."

Daniel Byrne was very quick on the tests all weekend and was duly rewarded with third quickest overall and looked very pleased with that. Well done Daniel. Paul & I, both, had a great weekend and were thrilled to win the Best Novice award, topped off by my nephew, Alex, getting his first podium finish in karting in Athboy and his dad, Liam, finishing 8th in a Clio Cup race in Monza.

Tierney's Treatise



There's one person to thank/blame for me finding myself involved with the TDC at all, and that's Damo Phillips. His enthusiasm is hard to ignore and I found myself at the beginners' Retro navigation course in the Abberley Court late last year and, being more of a stage rallying fanatic, had very little idea about retro rallying. I enjoyed the day but really didn't know if anything would come of it. Roll on the weather plagued Treasure Hunt. A few weeks previously Damo had come across another Starlet, so we were ready for a bit of craic; stopping for a bewildered old couple out walking in high-vis vests and asking if they were a time control springs to mind!

A couple of weeks ago we were up in the garage and he said Patricia was thinking of doing the Classic Retro and would I be interested in navigating. It was out of the blue but I said there would be a slight problem; I was going to the Classic show in Essen that week and wouldn't be flying home until the Friday night before the rally. Being assured that that wouldn't be a problem, I met with Patricia and Piers, took a seat in the car and had a chat. When a licence and club membership were speedily sorted, everything fell into place and, before I knew it, I was in Germany watching an ex-works Lancia Stratos go under the hammer for half a million. After plenty of cars and the odd beer I was on the train back to Dusseldorf with a route book in one hand and an ordnance survey map in the other. Saturday morning came too soon, and after a double-check of my plotted route with other navigators, we were soon sitting on the start line of the first regularity and I was fairly anxious of what lay ahead. 5-4-3-2-1 GO! and we were straight past the first junction and doing a U-turn up the road... was this the way the weekend was going to pan out I wondered, and I'm sure Patricia did too, though she never let on. After we got back on track I remembered some first time advice I got back in the hotel which was "it's not important **when** you get to the time control, it's **if** you get there that counts" and, after a couple of miles, we settled into a rhythm and began to appreciate more our adventure.

As the first few hours rolled past, we tried to wrap our heads around time

cards, average speeds charts and the ridiculous amount of other multi-tasking that was going on in the little Starlet but soon we were at the entrance to Castle Howard getting ready for one of the highlights that defined the diversity of the rally for me. We started with great gusto and all that rallycross was paying off nicely as we slid through bends and over blind crests when halfway through the rocks seemed to be growing and, after encountering a trio of marooned cars, we decided maybe discretion was the better part of valour and found ourselves out the other side in part disbelief and laughing with excitement at what the last 2.3 miles had contained!

A quick cup of tea calmed the nerves and, after a brief inspection of the Starlet's underbody, we soon settled back into the more restrained pace of the regularities with a reprieve for a quick spin around Holfelds. No major dramas had us in good spirits when we reached Inch for dinner, a chance to catch up with everyone and a change of wheels (Thanks Piers!).

After what felt like just enough time to plot the final section and not enough time to double-check, I climbed back into the car feeling very unsure about how the evening would go. I think Trish sensed this, or it could have been that my face was buried in the maps, but the mood in the car was quiet and somewhat apprehensive on the way to Dermot's Bog. No problems over the regularity got us back in the swing of things though and, when darkness descended, the lamp covers were off and another highlight of the rally was about to begin. Admittedly, we really didn't quite grasp the concept of the timing at first but we did have Trish's motto - drive it like you stole it - and after one late, and a couple of early, arrivals along with a bit of tasty handbrake action for a near missed right-hander, the final time control came all too soon. What looked so far on the map seemed to have gone by in an instant and, if our rally had finished there and then, it'd still have been worth it. Luckily it didn't, though as too tired to do anymore, yet too excited to sleep, we recounted the first day on the drive home and awaited the second in anticipation.

As Sunday morning got into full swing and we all headed up past Glencree where the one feature you couldn't plan on any rally, the weather, enhanced the already breathtaking scenery and the

memories of sipping a mug of coffee and staring at maps through glazed eyes at 7am were quickly forgotten. Now on roads I'd travelled many times before, the familiarity may have brought a sense of complacency because a missed junction followed by another in quick succession was a stark reminder of just who the beginner was. Luckily a dented ego was the only damage done and I gathered myself as we sat in the sunshine at Joe Reynolds deciding as to where exactly the "old MG" should be on the map.

The hours seemed to roll past and on reaching the finish line of the Pages test Trish shouted 'hard-luck' Kev's broken down. Having seeing him stuck in a field the night before the reason for his nickname was becoming apparent. Out with the tow rope and the mighty little Starlet, running on the smell of petrol at this stage, dragged the Escort to Baltinaglass for repairs. A Yorkie and a can of Red Bull later we were on the final leg and, after a flying visit to Christy Grimes, we were soon crossing the sequence of bridges that would eventually lead us to the final three tests. With one test down and all the regularities finished, we were on the way to Tallaght. Realising that without some unforeseen problem we'd done it, we were relaxed yet still buzzing from the weekend. For me my first rally was drawing to a close and I felt the same as when we exited Castle Howard the day before, glad to be through it in one piece yet sorry it was over.

Happy Families

A welcome feature of the event this year was the appearance of parents, wives/husbands, children, first cousins once removed et al.



Kathleen Reynolds & Audrey O'Donoghue



Lucy Whitford's mum, Rosie, Auntie Pam, daughter, Zoe & husband, Stephen



Derek Brannigan, husband of Sharon (Joe Doran's niece) & son, Philip



Steve Griffin's wife, Ruth & one of their twin grandsons, Alex



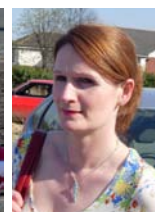
The power brokers: Marie Callanan, Jo McAllister & Kay Fennell



Rory Dooley's nearest and dearest Ava, Daniel & Ursula



Eamonn Byrne's girls Joanna, Zoe & Emma



Emma Byrne
Luci Grimes (née O'Donoghue)
Jennifer (Luci and Christy's daughter)



Susan and Anna-Rose (Andrew O'Donoghue's daughters)
James, Matthew & Stephen O'Donoghue
Rachel Hamilton {Trevor and Maria's (Grimes) daughter} with Jim Grimes (her grandfather)



Three of Andrew O'Donoghue's girls - Anna-Rose, Sylvia and Jessica (with her back to the camera)



Daniel O'Donoghue with his mum, Jenny (Danny's wife) & Susan O'Donoghue



Luca (Pippa & Peter Grimes's son)



Maria Hamilton (née Grimes)