

# TDC Turbine



*An intermittent missive of random rants, reports and reviews*

www.tdcireland.com

February 2011

## Chairman's Chatterings



*Mark Doran*



*Tim Faulkner*

Our most prolific clerks-of-course, Mark & Tim, are up for deification in this edition. At the same time we must acknowledge our Multi-Venue pioneer JJ Farrell and Declan Hendrick, both of whom have been instrumental in popularising this form of motorsport.

Without people to take on what is a particularly onerous task, events will not happen. We need more people to express a willingness to take on this role.

Also, we need more people to say "Yes" when approached to help on an event. If you are a competitor, you should make a special effort. I would have to concede that we are lucky in TDC to have a pool of people who do volunteer readily. However, this pool needs to be bigger (a lake?) if we are to continue to function as well as we are at the moment.

As to the events themselves, we need to hear from you as to what your preferences are, e.g. Multi-Venue Autotests, Traditional Autotests, Retros, Treasure Hunts. Piers will set up a forum on the website on which you can express your views. Please avail of this opportunity so that the committee can serve you, our members, better.

Over to you.

*Joe*



**MIDLAND M C AUTOTEST AT LONGFORD (ROUND 6 OF HEWISON TROPHY CHAMPIONSHIP): 8th January**

1 Steven Ferguson (Mini Special) 577.9s,  
2 Robin Lyons (Mini) 578.5s,  
3 Sam Johnston (Mini Special) 582.9s,  
4 Eddie Peterson (Mini Special) 585.6s,  
5 Eamonn Byrne (Mini) 588.3s,  
6 Simon Echlin (Caterham) 606.8s,  
7 Norman Ferguson (Mini) 623.7s,  
8 Paddy Power (Mini Moke) 626.5s,  
9 David Thompson (Nova) 628.9s,  
10 Daniel Byrne (Mini) 641.0s,  
11 Chris Grimes (Mini) 644.4s,  
12 Guy Foster (Mini) 648.7s.

*Class winners:*

Robin Lyons, Sam Johnston, Simon Echlin, David Thompson.

*Novice awards:*

Rory Power (Mini) 771.2s, Declan Lennon (Nova) 892.3s.

**MOTOR ENTHUSIASTS' CLUB KILKENNY CUP SPORTING TRIAL AT RUSSELLSTOWN, BLESSINGTON, CO WICKLOW: 8th January**

1 Alan Kilkenny (Kilkenny-Yamaha) 8 marks,  
2 Christopher Evans (ETE-Yamaha) 15m,  
3 Gordon Erskine (Erskine-Yamaha) 19m,  
4 Ian Meredith (VW) 19m,  
5 Fergil Gregory (Erskine-Yamaha) 20m,  
6 John Bolton (Grasshopper VW) 20m,  
7 Philip Erskine (Erskine-Yamaha) 20m,  
8 Craig MacWilliam (Erskine-Yamaha) 22m,  
9 Gordon Watkins (Watkins-Yamaha) 22m,

**RESULTS**

10 David Meeke (Kilkenny VW) 24m.

*Grade winners:*

Christopher Evans, David Meeke.

**CARRICK-ON-SUIR M C AUTOTEST AT WATERFORD (ROUND 7 OF HEWISON TROPHY CHAMPIONSHIP):**

**22nd January**

1 Robin Lyons (Mini) 630.9s,  
2 Steven Ferguson (Mini Special) 632.3s,  
3 J J Farrell (Mini Special) 637.3s,  
4 Simon Echlin (Caterham) 642.6s,  
5 Eamonn Byrne (Mini) 658.9s,  
6 Paddy Power (Mini Moke) 669.2s,  
7 Daniel Byrne (Mini) 671.8s,  
8 Chris Grimes (Mini) 686.1s,  
9 Andrew O'Donohoe (Westfield) 696.1s,  
10 Guy Foster (Mini) 699.4s,  
11 David Thompson (Nova) 713.7s,  
12 Paul Phelan (Mini Special) 721.2s.

*Class winners:*

Eamonn Byrne, Steven Ferguson, Simon Echlin, Stefan Walsh (Starlet) 888.4s, David Thompson.

**CARRICK-ON-SUIR M C AUTOTEST AT WATERFORD (ROUND 8 OF HEWISON TROPHY CHAMPIONSHIP):**

**23rd January**

1 J J Farrell (Mini Special) 559.1s,  
2 Robin Lyons (Mini) 567.5s,  
3 Steven Ferguson (Mini Special) 567.6s,  
4 Eamonn Byrne (Mini) 572.9s,  
5 Daniel Byrne (Mini) 579.0s,  
6 Chris Grimes (Mini) 586.3s,  
7 Paddy Power (Mini Moke) 588.1s,  
8 Alan Coyle (Mini Special) 611.0s,

9 Liam Cashman (Starlet) 614.8s,  
10 Paul Phelan (Mini Special) 620.0s,  
11 David Thompson (Nova) 621.7s.

*Class winners:*

Robin Lyons, Steven Ferguson, Stephen O'Donohoe (Westfield) 663.8s, Liam Cashman, David Thompson.

**CORK M C 1000 SHAKES NAVIGATION TRIAL AT CLOUGHDUV, CO CORK (ROUND 5 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 3 OF MUNSTER CHAMPIONSHIP): 22nd/23rd January**

1 Arthur Kierans/Ashley McAdoo (Subaru Impreza) 24 marks,  
2 Joseph Shinnors/Greg Shinnors (Subaru Impreza) 27m,  
3 Alan Shinnors/George Shinnors (Subaru Impreza) 36m,  
4 Johnny Kenneally/Ken Carmody (Vauxhall Vectra) 47m,  
5 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 49m,

**GARDA SIOCHANA M C KEHOE CUP SPORTING TRIAL AT BOHERNABREENA, CO DUBLIN: 22nd January**

1 Christopher Evans (ETE-Yamaha) 11 marks,  
2 Brian Conlon (Erskine-Honda) 15m,  
3 Gordon Erskine (Erskine-Yamaha) 18m,  
4 Paul Needham (Erskine-Honda) 20m,  
5 John Bolton (Grasshopper VW) 26m,  
6 Gordon Watkins (Watkins-Yamaha) 27m,  
7 Philip Erskine (Erskine-Yamaha) 30m,  
8 Percy Pennefather (Erskine-Suzuki) 30m,

9 Ian Meredith (VW) 32m,  
10 Fergil Gregory (Erskine-Yamaha) 33m,  
11 Joe McCann (JMcVW) 34m,  
12 Ian MacWilliam (Erskine-Yamaha) 37m.

*Grade winner:*

Iain Meeke (Opel) 42m.

**CARLOW CAR CLUB RALLYCROSS AT MONDELLO PARK (ROUND 5 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 6th February**

*RATHGAR MOTOR FACTORS*

*STOCK HATCH A FINAL:*

1 Gordon Lynch (Peugeot 106) 3m

53.27s,  
2 Eddie Peterson (Peugeot 205) 3m 54.80s.

*JUNIOR A FINAL:*

1 Niall Murray (Toyota Starlet) 4m 04.27s.

*RALLY CAR A FINAL:*

1 Fergal Bowes (Peugeot 306) 3m 45.63s.

**SKIBBEREEN & DISTRICT C C 100 ISLES NAVIGATION TRIAL AT SKIBBEREEN, CO CORK (ROUND 6 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 4 OF MUNSTER CHAMPIONSHIP): 5<sup>th</sup>/6<sup>th</sup> February**

1 Arthur Kierans/Ashley McAdoo (Subaru Impreza) 32 marks,  
2 Alan Shinnors/George Shinnors (Subaru Impreza) 45m,  
3 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 118m.

**MOTOR ENTHUSIASTS' CLUB JENKINS CUP SPORTING TRIAL AT GREENAN, CO WICKLOW: 5th February**

1 Tony Hennessy (Hennessy-Harley Davidson) 0 marks,  
8 Christopher Evans (ETE-Yamaha) 2m.

*Grade winner:*

Iain Meeke (Opel) 19m.

**SNIPPET**

*I was lent by Gordon Graves a history of the first 50 years of DUMC&LCC (Dublin University Motor Club) by Maurice Bryan. Also, the sequel which covered the next ten years. Quite a few TDC members were mentioned. I include some passages below.*

*1963 The Droichead Nua was again run over a short course. The winner was Larry Mooney. Des Bradley again came second, this time in an MG.*

*1965 The Summer Rally suffered rather from a shortage of marshals and was won by Larry Mooney & Alan Park in a VW.*

*1971 The Summer Trial was again run over much the same course and it was Frank Lenihan who took the RIAC cup from Frank Fennell.*

*1972 The Droichead Nua took place on a cold, frosty November evening, the winner being Frank Fennell after some easy navigation and tests around Brittas.*

*1976 The Droichead Nua was held as a night trial around Brittas and Ballymore Eustace in a sudden cold snap that produced fog and icy roads. Support was again poor, Paul Phelan winning from Peter Lynch and Richard Hamilton.*

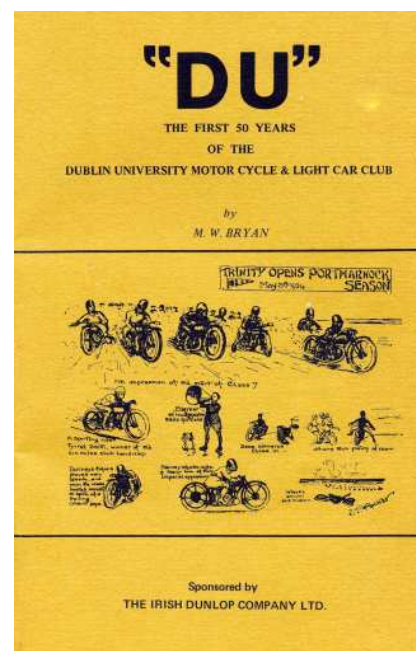
*1982 The fine weather held also for the Glencree night rally, which was the usual fast "bash" around the tertiary roads between Woodenbridge and Carnew. It was supported by all the ECCO "regulars". The winners were Joe Murray/Leslie Murphy, in front of the faithful Clive Evans/Gordon Graves (Mexico). David Yeates/Paul Phelan were 5th, after spending 20 minutes stuck in a ditch.*

*1982 Back to Slane on a fine 15th February for the car Grafton, run over 10 tests and won by Dermot Carnegie from Norman Ferguson and Paddy Power on a fine day.*

*1982 The Droichead Nua rally ran south from Woodenbridge in the direction of Shillelagh. Though there was some*

*flooding which eliminated David Yeates/Paul Phelan, along with 9 others, 15 crews managed to reach the finish, of whom the best were the Kinirons brothers with Robert Bolton/Ian McCulloch 1 mark behind and Nigel & Tim Odlum taking the semi experts class in a fine 3rd place.*

*1983 Joe Doran caught the handicappers napping, at the Cruagh Hillclimb, with a very fast 51.5 on an Enduro Montesa.*





CAPTION COMPETITION



There has been a reluctance to avail of this opportunity so, as before, I will give you another chance.

Answers to: [imcc@oceanfree.net](mailto:imcc@oceanfree.net)

FEBRUARY QUIZ



1. Name the driver



2. More shoes. Whose are these?



3. Name this old (sorry, former) committee member.

Answers to: [imcc@oceanfree.net](mailto:imcc@oceanfree.net)

DECEMBER QUIZ Answers



Owen Whelan is the well coordinated committee member.



Robert Bolton is the one effecting exhaustive repairs.



Dave Fitzgerald is sporting the brown suede shoes though I thought blue ones would have been more his style.

NEWS

Keith Slowey, Genevieve and their chaps made the pages of the Irish Times in January in a piece on the vicissitudes of the property market.



They are hoping to move from their current house in Charlesland to something a little bigger in Delgany. He didn't mention it but I'm sure he would like the new house to have a garage for the Starlet.

At the New Year's Day autotest Felix was stuck for change at sign-on. A pity Robin Lyons hadn't entered. Andrew O'Donohoe ended up being owed €10. There was some surprise that, when presented with the tenner at the end of the day, he seemed to have forgotten about it.

Frank Lenehan had the best possible start to 2011 when he and Jo-



anna won the UAC "Not the Boxing Day Rally" at the end of the month. What made the victory particularly sweet was that he beat Eamonn Byrne & Anthony Preston into second place. And no, Eamonn didn't have any problems. It's amazing how a well-used body which needs regular running repairs can "do the business". Other "Free Staters" made the journey

north. Daniel Byrne & Eric McNulty were fourth, Karl & Frank O'Donoghue tenth, Brian Crawford & David Meeke fifteenth and Ted & Karen Gaffney nineteenth.

Frank again led the Southern challenge in the MGCC Derek Walker event the following weekend. He was guided on this occasion by Olwen Blair. They finished third behind Harold Hassard's Sunny and James Wilson's Mini. Frank was one of a TDC Trio of Starlets. Declan Hendrick & Philip Creighton were eighth and Piers MacFheorais & Fergal Collins fourteenth. As well as "multi-venue" style tests, this event provides variety in the form of five Production Car Trial challenges.

## TDC Autotest 1st January



Domestic constraints were such that all I could manage was a courtesy call to Mondello in the morning. I was able to help Felix for a while with the paperwork and take a few photos before I had to disappear. I couldn't believe the size, not to mention the diversity in every respect, of the entry – brilliant! Check-in proved to be rather more convoluted than usual. One-day licences and full-licence applications for 2011, which needed to be processed, added to the excitement. There is no doubt that it would expedite this palaver if competitors had all the relevant bits of paper filled in, in advance, and to hand – is that a pig I see flying across the page?

Patricia Denning promises a paperwork purge for Ronnie's event at the end of the month. I did discover during this process that Felix is the custodian of Eamonn Byrne's (regular supplicant to St. Anthony) competition licence. Does he file it on the back seat of the Almera?

Mark Doran had taken on the poisoned chalice of C-o-C but he and his merry band of helpers coped brilliantly with the numbers. The fact that a considerable amount of work had been done in advance contributed hugely to the smooth running.

My early departure means that regular contributor Trish Denning has put together her as positive as ever take on the event.

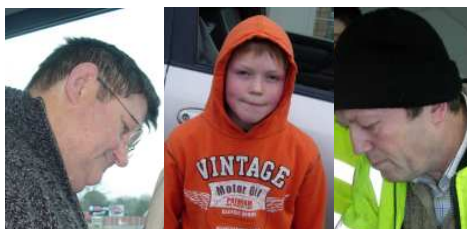
She also persuaded yet another scribe (new to these pages but not otherwise), Leo Nulty, to offer some thoughts. I have also stolen some of Mark Doran's remarks from the website. As ever, all of the good photos are the work of Peespeed's Peter Boyd.

Editor



## Patricia's Patois

Firstly, I would like to thank all of the marshals who gave up their New Year's Day to stand in the cold so that we could have fun. We are truly indebted to each and every one of them and I would like to pass on my thanks from all of the drivers. The event just wouldn't have happened without the help and co-operation of the following people - John McAssey, Christy Grimes and our youngest marshal Christopher Grimes, Ron Corry, John Boyd, Noel Broderick,



Vincent, Christopher, John Kane

Frank O'Donoghue, John Golden, Tom Devaney, Vincent Fagan, Burschi Wojnar, Joe Downey, Stephen Briggs, John Kane and his team, Eoin O'Curry, Declan Lennon & Joe Doran. We are also grateful to John Morris and JR from Mondello Park for their help and continued support. Last but not least many thanks to Mark Doran, Ronnie Griffin, Paul Phelan and Piers MacFheorais who put a lot of effort in to making sure this event was such a success.



Tom & Bonnie Phillips really look like they're having fun

Start as you mean to continue so what a better way for me to start a New Year than a day out at Mondello in the 106. I really enjoyed the outing. The car ran well though the tighter stuff doesn't seem to suit it as well as the nimble little Starlet (see page two in the drivers' book of excuses). The 106 is a bit like the Starlet's older, fat sister (*couldn't be related to you then!* – Ed) i.e. trying



to drag it round the tight corners is hard work but in saying that I had a great day's fun and I'm glad to report I made no modifications to its bodywork. I thought all the tests were fantastic; the highlight for me was Test 4, the one with the ambulance lane that is one of Mondello's hidden treasures. On my first lap I was giggling all the way down it but then I found the braking on the loose a bit trickier than I had anticipated and, just when I felt I had it all under control, I had to deal with the braking point for the chicane with mucky tyres which was quite exciting. Having successfully negotiated the chicane I headed down to Tarzan 1 only to be greeted with a smiling Damien Phillips who had spun and



ended up facing up the hill. I treated him as a pylon and kept going without too much time loss.



Damien got his bearings and eventually found the finish. He is a great competitor and a good friend so we enjoyed a hearty laugh along with a cup of tea

and sausage sandwiches at the end of Test 3 compliments of Joe Downey. Joe is rumoured to be taking over the catering facilities at Mondello - he had a camping stove set up in the back of his Jeep. Keeping this on the go was no mean feat as he was also operating a clock on this test. I suspect he must have been a boy scout in his time. *(Maybe in a previous incarnation he was a woman – multitasking, you understand – Ed).* Test 3 was brilliant - Turn 3 backwards was an absolute hoot. I never experienced understeer like it; at times I was heading for Naas sideways. Someone remarked that the car looked very composed around it but it certainly didn't feel like it from where I was sitting. It was great to see drivers of various levels of experience and a huge variety of machinery ranging from Fiat 'Centos (see Leo's report for the full update on the 'Centos) to full rally spec Escorts having a go at the more open than usual tests.

Philip O'Reilly and Guy Foster had probably the most unusual choice of car – an XR3i cabriolet. These cars were supposed to be a bit of a chick magnet in their day so I will leave it to Philip and Guy to update you on this front. Fortunately, for their posing, the rain held



off. Douglas Richardson was out in his lovely Mark 2 Escort and couldn't resist a cut at the loose on Rallycross 2 and this probably cost him a few places. Apart from this small error he was one of the quickest and most entertaining to watch. It was also nice to see a few more ladies out giving the boys a run for their money - Judy Reynolds, Karen Gaffney, Megan Kessie and Deirdre Delaney all



seemed to be enjoying themselves and putting in some respectable times.

Many congratulations to Ronnie who was flying all day in the 2002. Despite a spin and having it at



some unusual angles, he still managed to come out on top. Eamonn Byrne was debuting his new satin black Starlet - he has gone metric. This was 1331cc model destined for Frank O'Donoghue's

Enduro extravaganza next month.



It was down on power in 2nd gear but he seemed to cope with this re-

markably well and was fastest of all the Starlets.



Some say that Eamonn would be just as quick in a wheelie bin or, "No, he couldn't be".

John Byrne in his Sunbeam was revelling in the loose conditions and giving his usual flamboyant display of sideways action. He is another great man to watch and reported that he had a ball. Current D2



European Rallycross Champion, Derek Tohill, swapped his Fiesta for a trusty Starlet and his motto of maximum attack was rewarded with 10<sup>th</sup> place. Shane and Jason Griffin left their bikes at home and were out in a 318; the boys went to a lot of bother in meticulously videoing



every test so they could scrutinize it later under the watchful eye of Ronnie. Unfortunately, nei-

## TDC Turbine

ther of them remembered to put a memory card in the camera. I went home with a smile on my face and I hope everyone enjoyed themselves as much as I did. See you all on January 30<sup>th</sup>.

Patricia



## Leo's Lot

The first appearance of the long awaited Cento Challenge was at the TDC's excellently run Autotest at Mondello Park on New Year's Day. The brainchild of hillclimbers Dermot Nolan and Simon McKinley, the cars are bog standard Fiat Cinquecento or Seicento Sporting variants running the 1108cc 54bhp engine! Twelve drivers turned up, led by current Irish Hillclimb Champion Simon McKinley in his caged Cin-



quecento which he now uses as his everyday car, double driving with girlfriend Deirdre Delaney. ASK Racing boss Alan Kessie (seen here with Paul Phelan in the back-



ground) was sharing his newly built car with daughter Megan, a



regular in the new Ginetta Junior series, whilst Porsche racer Philip Jones (giving Margaret Bell a taste of his driving prowess), Radical



Turbo hillclimb driver, Rory Stephens and Uno hillclimb regular, Nigel Bryson were also on the list. Mondello commentator Leo



Nulty was also in the mix, having purchased his '98 Seicento very late the night before the event! The Courtney brothers, Joe and Aidan, had borrowed



Aidan

Dermot Nolan's Seicento as he was away, whilst Historic



Vinny



Barry

were also making their Cento debuts. There were more than a few raised eyebrows as the cars were unloaded from the ASK racing 40 foot transporter on the main straight!



It soon turned out that the little Fiats were a lot more competitive than originally anticipated, with McKinley in particular well up the order after the first runs. The tests were fantastic and the drivers soon discovered that the Centos oversteer quite a lot on the limit, especially going the wrong way round Turn 3 and going through Tarzan 1 and 2!! The handbrakes were not particularly good on most of the Centos but the drivers reckoned the lift-off oversteer almost made up for this! By the end of the second run Simon McKinley was well clear with Nulty in second and Philip Jones in third. On the third and final run, McKinley and Nulty were separated by only a second over the four tests but Simon had done enough earlier and was first Cento home and a respectable twenty-first overall too! Leo Nulty was second whilst Joe Courtney just beat brother, Aidan for third place.

All the Centos made it to the finish with no problems and the drivers were unanimous in



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their praise for the TDC in their running of such an enjoyable event. Expect to see even more Centos at Mondello on the 30th for the Multi-Venue event! The tests will be much tighter so work on your upper body strength in the meantime.

Leo



### Doran Diversion

Congratulations to all of the competitors today. A great way to start the year, eh? I thoroughly enjoyed organising this event. I'm glad the feedback was positive from everybody. Thanks very much, it makes it all worthwhile. I'm a bit bad at speeches/public speaking (I forgot my cue cards), and as a result I forgot to thank a few people at the prize giving:

Piers and Trish for helping out in the development stages and for being at my beck and call in drawing the tests (i.e. changing tests around at 3pm on Friday). Diagrams were spot on, just from describing them over the phone. Originally, all the rallycross corners were being used, but this

### Mark, being brief



would have dragged too much gravel out onto the circuit, with a track day the next day. Many thanks also to Paul Phelan who does an untold amount of work behind the scenes. A great service, may he long continue. To all the marshals whom I conscripted on and for the day, many thanks for giving up your time.

Events can't happen without you. I got lots of comments on how good the marshals were, so well done.

All in all, I'd do it again.  
(You may regret that comment in years to come! – Ed)

Mark



### RESULTS

- 1 Ronnie Griffin (BMW 1600-2 Alpina) 1148 seconds,
- 2 Pat Lee (Escort) 1150s,
- 3 Christopher Evans (Escort) 1162s,
- 4 Eamonn Byrne (Starlet) 1165s,
- 5 Douglas Richardson (Escort) 1173s,
- 6 Kevin Fitzgerald (VW Golf) 1178s,
- 7 Frank Lenehan (Starlet) 1186s,
- 8 Darren Quille (Starlet) 1191s,
- 9 Richard Meeke (Corsa) 1198s,
- 10 Derek Tohill (Starlet) 1202s,



Pat Lee & Christopher Evans



Kevin Fitzgerald did an "arrive & drive" in Noel

Broderick's Golf. Sixth place should precipitate a quick sale.



Frank Lenehan



Darren Quille Andrew O'Donohoe



Richard & Dave Meeke



Leo Doyle & Trevor Hamilton



Damien & James Doran in reflective mood

- 11 Andrew O'Donohoe (MG Midget) 1202s,
- 12 Leo Doyle (Escort) 1205s.

Class winners:

Eamonn Byrne, Douglas Richardson, Damien Doran (Mini) 1218s.

### Bonus Pics

Willow Phillips





## TDC Turbine



*Billy Fennan Des O'Neill Bernard Bradley Alan Auerbach Ted Gaffney Stephen O'Donohoe Owen Murray*



*Steve Griffin & son-in-law, Marcus Allen, look a bit glum*



*In contrast to Mick Melady*



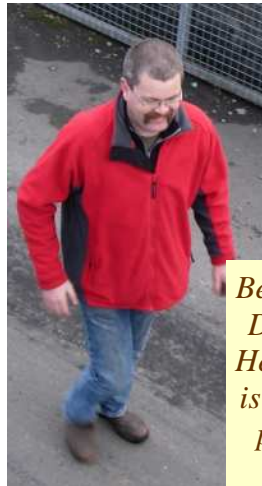
*Karl O'Donoghue*



*Dave McAulay, Suzanne Cobban & acolytes*



*Danny O'Donohoe & Gerard Tohill need their secretaries to help with the paperwork*



*Beware - Declan Hendrick is on the prowl*



*James Driver, Gareth Griffin ( Yes, both belong to dynasties)*



*It was all a bit hazy for Mick Fisher*



*Ronan Kearns & Gerry Quirke*



*Dave Sheehan*



*Les Coogan*



*Eve Phillips*



*Gordon Lynch*



*Mick Kehoe*



*Piers MacFheorais*



*Shay Crawley*



*Russell Dagge wonders what the diagrams are all about*

*The Rocket drives off into the sunset - surely he's not driving on the grass.*





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And so we had an almost reprise of New Year's Day. The big difference was



Trish Denning had decided that an administrative overhaul was required. Being Trish, she was, of course, prepared to do the



work herself and she certainly did. Capital punishment made a comeback on the statute books for competitors whose paperwork at sign-on was deemed not to be up to scratch. Fortunately, they had all heeded her exhortations.

Marshals had been volunteered well in advance, during which process they were canvassed as to their dietary requirements for the 12:30 to 1:00 break. When we arrived there were all the "packed lunches" in named carrier bags, lined up in alphabetical order against the wall awaiting collection. The bags had been stapled shut, I presume in case Peter Lynch (the human dustbin) turned up and was tempted to forage. I should point out that C-o-C, Mark Doran, aided and abetted by his dad and Owen



Whelan (there may have been



Owen, on the move

### TDC Autotest 16th January



*If only my classes had been half as enthralling*

others, of whom I am unaware), followed up the New Year's Day event with another hugely well-received day out. He deserves great credit for managing everything so well.

Fastest on four of the five



tests on the first lap, Eddie Peterson, was never threatened in his Dad's, Clive's, Cooper S. He didn't need the appearance at lunchtime of his wife, Sue,

to spur him on to victory. Eamonn Byrne was second in his "new" Starlet. Alan Auerbach in his very impressive



Zoe & Eamonn



Alan

sounding (thanks to an induction kit) similar Star-

let did beat Eamonn on the first

test for his moment of glory. He finished up 12th. Probably the per-

formance of the day was Piers MacFheorais's third place.



Piers

There were two visitors from north of the border. Will Corry managed a fine fourth place, and first in class, in his Midget. Clifford Auld was not so fortunate. His Triumph 2000 (3500) lost oil



pressure early on and he was

forced to retire. Cliff attended the same school of mechanical sympathy as Ronnie Griffin, so hardware hiccoughs don't come





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as too much of a surprise! I was taken by Cliff's headgear which, I felt, gave him the look of an early Pope (pre-Reformation, of course). Liam Cashman had two fastest times en route to fifth and first in class. Rounding off the top six, and also first in class, was the still



*Liam, Dermot, Daniel*

gorgeous Escort of Dermot Carnegie. Daniel Byrne was seventh, comfortably clear of Richard Meeke's yellow Nova. Richard, in



*Richard & Eoin*

turn, just pipped the Starlet of Eoin Murray. Kevin Fitzgerald ended up buying Noel Broderick's Golf after the New Year's Day event and, while he enjoyed himself as much, he finished further down the



leaderboard in 10th. By virtue of his "out of the ordinary" Peugeot 309, Mick



Kehoe in 11th deserves a mention. Stephen Briggs was another with an unusual steed - a convertible Mercedes SLK. He also had the handicap of an incapacitated

shoulder. His double driver, Gary Hamilton, had to pull the handbrake for him. The automatic gearbox "helped" as well.

There is a number of sons mentioned above. Others were



Darren Quille and Mark Nugent. All of them beat their fathers.

We lost a couple of ladies from NYD. Deirdre Delaney had to ice-skate in Dundrum Town Centre, Judy Reynolds returned to Germany, no excuse for Karen Gaffney. Lyndsay Doran had hoped to take part but her new acting career required her to attend a simultaneous audition. And so it was left to Trish Denning and Megan Kessie to fight it out. Trish prevailed, though, in similar vein to the sons above, Megan did beat



her Grandpa, Willie.

*Editor*



### RESULTS

- 1 Eddie Peterson (Mini) 1151s,
- 2 Eamonn Byrne (Starlet) 1166s,
- 3 Piers MacFheorais (Starlet) 1177s,
- 4 Will Corry (Midget) 1180s,
- 5 Liam Cashman (Starlet) 1193s,
- 6 Dermot Carnegie (Escort) 1197s,
- 7 Daniel Byrne (Starlet) 1207s,

- 8 Richard Meeke (Nova) 1220s,
- 9 Eoin Murray (Starlet) 1221s,
- 10 Kevin Fitzgerald (VW Golf) 1227s,
- 11 Michael Kehoe (Peugeot 309) 1235s,
- 12 Alan Auerbach (Starlet) 1237s.

*Class winners:*

Liam Cashman, Eamonn Byrne, Simon McKinley (Cinquecento) 1245s, Will Corry, Dermot Carnegie.

*Ladies Award:*

Patricia Denning (Starlet) 1301s.

## Leo's Lot

Round two of the Cento Challenge was again a TDC event, their Multi-Venue Autotest at Mondello Park on January 16th. All of the Cento regulars were there, bar ASK racing team boss

### A different ASK rig



Alan Kessie. He was holidaying in France but the team was well represented nonetheless! Alan's father Willie, a former top Midget car racer from a few years back(!) had acquired one of the team cars for the weekend and his granddaughter, Megan, was also on the 15 strong entry list. Donedeal.ie would appear to be completely stripped of Cento Sportings lately as the word spreads about the TDC and their fantastic events! Two or three more cars were purchased in the days leading up to the event but entries were oversubscribed by that stage!

Round one winner, Simon McKinley, sporting a more stream-

## TDC Turbine



lined hairstyle, posted notice of his intentions by going quickest on the first test but it looked like he might not enjoy total domination as

the Courtneys, Joe and Aidan were not too far away with Porsche racer, Philip Jones, right in there too. Philip, in particular, was in spectacular form, flinging the little Cinquecento, rented for the day, around with vigour and, judging by the size of the grin on his face, was thoroughly enjoying it too.



Joe

comfortable margin at the front, despite the car cutting out on a number of occasions. He therefore claimed the now traditional Cento prize of a pint and a packet of King Crisps! Joe Courtney was second, just ahead of Aidan in third.



Aidan

And what of Jones the Entertainer? Well, I was cruising down



the ambulance road on the second lap when I saw Ed Griffin from Mondello's Track team (thanks guys!) waving a yellow flag. The

absolute dog of a car I was driving (excuse number 341!!) wasn't that quick so I kept it lit anyway (I jest, in case any officials might be reading this!) and when I got to the finish there was Philip in a three-wheeled Cento, minus its rear



Leo leers

bumper. I have to admit I couldn't suppress a giggle.....well, OK then, more of a guffaw, when I got out!! It appeared a bolt had sheared, sending one of Turin's finest 13" alloy rims flying in the direction of Prosperous! (if found, please return to ASK racing by the way!) but a spare wheel and a couple of new bolts later, he was back in the thick of the action! Before anyone else points it out, I might as well state that Philip recorded an identical time on that test as I did, despite my extra wheel! I did, of course, slow to a crawl when I spotted that yellow flag so maybe that explains it!! Newbies to the Centos this



time out were Formula Fordster, Peter Barrable and Formula Vee veteran, Robbie Parks, expect to see both out again. As for the Kessie's, well 16 year old Megan did a great job fighting off her Grandad, who vows to take revenge next time out! Speaking of which, Round three of the Cento Challenge is the ALMC Endurance Trial next month; anyone know what a tulip is?! Until the next time.....

Leo



Leo



## More CognoscENTI



Dermot Nolan



Richard Bell

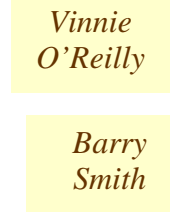
*A slightly fuzzy Rory Stephens but then, it was early in the morning*



Vinnie O'Reilly



Nigel Bryson



Barry Smith



## Donal's Daunderings

Having missed the TDC 2011 New Year's Day Autotest at Mondello due to family holidays, I was determined not to miss this event. Peter Boyd's excellent photos of the NYD antics gave some indication of the fun that awaited. I was not disappointed - this was a crackingly good event! 76 cars entered so there was constant action to view on all the tests with a huge variety of cars participating including a modern Passat, a Mercedes SLK, and an entire fleet of funky little Sei/Cinquecenti complete with little flashing police lights





on top. Atmosphere was not lacking at this event!

The weather was crisp and bright and there was a buzz in the air with folks relishing the challenge of taming the slightly unpredictable breakaway on the greasy circuit sections in the morning.

The organisers cleverly decided on simultaneous starts at the five tests which meant that everybody was up and running with little delay. The queues moved extremely quickly and smoothly throughout the day. I really never felt like I was queuing, merely getting ready for the next test. The tempo was excellent, with many folks having completed two of the three laps by midday.

I was driving the little red Starlet that I purchased a few months ago from Piers (MacFheorais). It was surprisingly good fun, and handled far better than I had expected – it was a real hoot around Duckhams and Dunlop corners especially. Patricia Denning was unlucky enough to damage a CV joint on her Rally-cross Peugeot early on, so she double drove with me. She thought



*Donal, hoping Trish returns his car safely*

that it might not be as fast as the Pug but it was just as much fun. On Test 1 it was unsettling for a moment to discover that Mondello's cat had come to a sticky end. The poor little thing was probably caught out by the Club's use of rarely used "roads". All the tests were extremely enjoyable and innovative - the surface changes really kept you on your toes. Go-

ing through the tightening uphill pit lane entrance the wrong way around was great!

Cars that stood out for me during the day were:

- Ian White's very neatly driven silver Passat which managed to come in a very creditable 32nd place.



*Ian White & his dad, Bill*

- A black Cinquecento that was missing its rear bumper assembly, which appeared to have made the car very fast.

- Piers driving the wheels off his Gold Retro Starlet to a best ever finish of 3rd overall. Well done that man.

I didn't get too see much of the other regular top contenders, but there was something to enjoy watching no matter who it was – entertainment was abundant. The massed cohorts of the Sei/Cinquecenti would unfailingly

*Is Robbie Parks's bonnet scoop homologated?*



give raucous feedback whenever one of their own over-egged it -



*Simon McKinley dreams of Deirdre*

they looked like they were a having a ball.

Some words need to be said about the sensational job done by the organisers to make the event run like clockwork. Being able to attract an entry field of 76

cars is a success in itself, but being able to smoothly organise and run an event this size with five simultaneous tests is a significant operational challenge! To cope with the scale of the challenge, Tim Faulkner was diverted from the job that he is best suited to (enforcing discipline in the ranks via judicious blasts of ridicule and a WW1 whistle). He was reassigned to become part of the Phelan-Faulkner human supercomputer that processed the final results. Nearing the end of the day I suspect that their brains needed water-cooling due to the effort involved in the checking, double-checking and number crunching of the 1100, or so, time segment entries!

Patricia Denning brought a level of planning detail to the exercise that probably hasn't been seen since the D-Day landings, down to the exact personalised contents of each marshal's lunch bag! This effort meant we all spent a lot more time driving and a lot less time waiting; everybody I spoke to commented on how slickly run it had been. The marshals remained good-humoured throughout - I hope they got a chance to watch some of the action. Much of it was worth seeing, I reckon.

I really felt that I learned quite a bit on the day. I can't wait for the next one for the opportunity to confirm, or otherwise, this hypothesis!

Thanks also to anybody that I haven't already mentioned above who helps to make days like this possible.

Donal



*An itinerant arachnid relieves the monotony at the start of Test 1*



## TDC Turbine

### Bonus Pics



*John McAssey, Rachel Anderson*



*ALMC provided manpower including Brian & Conor*



*As did "Mondello Marshals" Aisling King here*



*Nikki Doran*



*Apparently, John Byrne operated a welding torch as well as a clock*



*Vincent Fagan*



*Joe Downey showed similar flair with mobile kitchen and clock*



*Robert Behan & Danny O'Donoghue who shared Danny's Escort until it "sat down". Martin Nugent's Escort did likewise.*



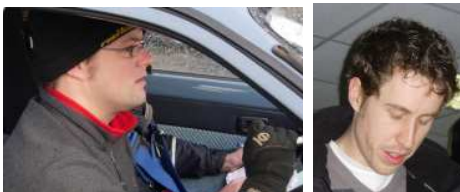
*Paul Ramoutar, Rob Barrable, Joe Murray*



*Dave McAulay, Trevor Hamilton*



*Noel Broderick & Joe Doran hatch a plan*



*Stefan Walsh, Damien Doran*



*Declan Hendrick, Peter Snodden, Robert Swaine*



*Noel Devlin, Alan Watkins*



*Cormac Galvin, Damien Phillips*



*Martin Devine, John Nolan*



*Austin Quille shows off his times - John Maher hides his.*



*Guy Foster, Grattan Evans*



*Kevin O'Rourke, Phillip O'Reilly*



*Jack Quinn, Keith Slowey*



## TDC Turbine



*Ronnie Griffin's challenge was blunted by an overheating motor - no, not overheating driver*



*Jay Donegan dropped in to remind himself of what he was missing*



*Peter Moore gets some value from his unique winter wardrobe*



*Timmy Faulkner assured Dermot Nolan that tribal rivalries would not result in any spurious penalties*



*Son, Jason, followed him around in case he needed a "cross-bar" back to civilisation*



*Rebecca & Abigail Coogan came along to support dad, Les*



*Austin & Darren Quille had to indulge in some "synchronised driving" when the latter's alternator packed up*



*Peter Lynch & Noel Broderick check out a tandem that had the misfortune to be in the vicinity at Borris House while officiating on the Rally of the Tests in November. Fortunately, reversing was not required.*

Mention was made in the Wilfie Fitzsimmons appreciation in the last Turbine of his participating in the Monte Carlo Rally in the fifties. Here are Jimmy Millard & Dudley Reynolds in their Austin A35 in 1958. *The image is courtesy of Bob Montgomery, PastImperfect, Irish Times Jan 2004*



More understeer (Christy)



Oversteer - Simon Echlin



The pylon's back there somewhere - Eamonn (Byrne)



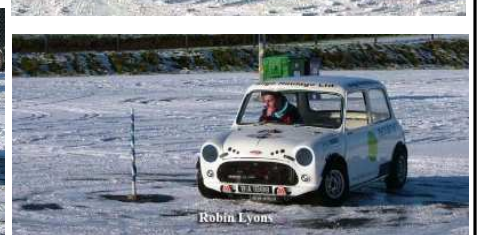
Richard Pinkney



Sтивен Ferguson



Richard Meeke



Robin Lyons

The Carlow Hewison weekend in November would normally have been postponed because of the inclement weather but because there were a few English visitors it was decided to go ahead to make their journey somewhat worthwhile. There was just one day of a few tests in the Mondello paddock. These photos will give you an idea of the unique conditions.



## Does anyone have a number for Dermot?



*This was what will probably become an immortal question as Ian McCulloch wondered about the whereabouts of shy, retiring Dermot Nolan. He and Robbie Parks hadn't appeared back as early as expected. Being who they were the concern was not so much for their welfare, rather the delay they were causing in finalising the results. They appeared not long afterwards. (I hesitate to say "to everyone's relief")*

Anyway, the Treasure Hunt as a complement to the Navigation Lessons was repeated. The route instructions were less convoluted this time, though fog on the Featherbed conspired to make it difficult to spot the right slots at times. The encouraging entry of 24 all seemed to enjoy themselves. A lot of crews were availing of the opportunity to hone their navigational skills in advance of the ALMC Endurance event.

The winners, though that is-



Fergal



Piers

n't of huge consequence, were Piers MacFheorais and Fergal Collins from Laura and Kevin Fagan. Third were John Maher & Jack



Laura

## Treasure Hunt 9th February

Quinn. The last pair to win a proper prize were Mark Doran & Owen Whelan. Probably, the best performance of the night came from Barry Tracey and



Lyndsay Doran (seen here synchronising her iPhone). They fell foul of the punctilious Ciaran Nutty at the

Stop Sign at the bottom of Cruagh. The 60 mark penalty dropped them way down the leader board.

There were lots of marshals which was good and Frank Lenehan was his usual generous self in allowing us to borrow a section of his smallholding in Glencullen for a manoeuvrability exercise.



Ciaran



Damien

The only retirement was the Starlet of Damien Phillips & Paul Tierney which stopped charging over the Featherbed.

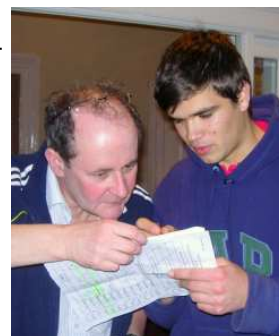
While there was a good representation of Cento Challenge competitors, there were just two Cento cars. The winners of the Tayto crisps were Joe & Aidan Courtney who, despite their tribulations, got the better of Simon McKinley & Deirdre Delaney.



Maybe, if it had been icy up on the Featherbed, Deirdre might

have done better.

There had been some arcane dialogue about crisps, prior to the event, on the website, which led to Tim Faulkner (seen here with Philip O'Reilly having a post mortem) appearing with a bumper pack of King crisps. I am not sure what the rules of engagement were. Whatever, the outcome was that the following went home with a bag of King's best "cheese and onion". Simon Echlin, Johnathan Bradshaw, Declan Lennon, Mandy Lacey, John Nolan & Dave O'Leary.



Editor



## Patricia's Patois

We set off in an aptly named Colt with no Brantz from Enniskerry with Leo Nulty and Paul Grogan in a Fiat 500 Abarth behind us. They were quicker at finding out the price of petrol in the Scalp SS due to us having difficulty seeing the sign (bad eyesight and bad headlamps). We had tried to use the "phone a friend option" and rang the petrol station in advance but they wouldn't answer! We patiently followed Leo and Paul. Then they missed the left hand turn in Kiltarnan despite our flashing headlamps and furious blowing of the horn. However, they soon realised this and found Frank's farm without further problems.



Leo lurking



## TDC Turbine

The fog seemed caused a few problems heading for Sally Gap and we came across Declan Lennon and Mandy who were lost. We told them to follow us. Unfortunately, we forgot about them and we didn't see them again.



*Declan*

*(The fact that they finished twelve places ahead of you would suggest that **you** were lost and should have been following them! – Ed)*

My navigator had to cancel at short notice so Joe Downey



*Trish*



*Joe*

made a quiet comeback into the competitive world of motor sport and stepped into the navigator's seat at the last moment. Despite having never done regularities he coped very well but seemed to find average speeds of 23 mph very mundane and about half-way through suggested that I needed practice driving off pace notes so that was that..

Joe & Aidan Courtney made their presence felt. A broken exhaust let everybody know they were on their way. Then Aidan deposited the refreshments supplied by the Summerhill (partially digested) all over the Dublin Mountains. He reckoned his bout of mal-de-navi had been brought on by misdirected exhaust fumes.

As usual, thank you to all those who made the evening so enjoyable.

*Patricia*



### Bonus Pics



*Ian McCulloch & Robert Bolton*



*Jeremy Bishop resorts to googling for inspi-*



*Trevor Jones*



*I trust that Deirdre Gallagher's "Vintage" is oenologically rather than chronologically inspired.*

*Burschi Wojnar fuels up before the start*



*Richard Meeke, Dave MacAulay, Trevor Hamilton*



*Susan Fagan, Trish Wojnar, Noel Devlin*



*Jennifer Mullan & Tom Kirwan*



*Frank Hussey insisted on bringing a football (free with Shell V-Power) all the way home from the Czech Republic. I thought he was from Kerry, not Cavan.*

*Read his Winter Trial report overleaf*



*Iain Tullie and Gijs van Lennep, who won the Winter Trial, despite having no tripmeter for the final leg*

Having finished 7th overall in 2010, Joe Reynolds and I again decided to try our hand at what is probably one of the toughest classic car events in Europe. Like last year we would take Joe's BMW 1602 Alpina freshly fettled and shod with new Vredestein Snowtrac 3 tyres. As snow chains are obligatory a new set of quick-fit spike spiders was also required having lost both on last year's event.

This year's event started from Wolfsburg in Germany, the home of Volkswagen. Arrangements are made to transport the car with the help of Peter Rushforth who will trailer our car behind his transporter carrying Jayne Wignall's Alfa junior. Joe and I arrange to fly to Berlin and then complete the journey to Wolfsburg by train. A similar schedule is put in place for the return journey although we have to drive from Karlovy Vary in the Czech Republic to Hanover to catch flights home.

We arrive mid-afternoon on Friday, Jan 19<sup>th</sup>, in plenty of time for the Saturday scrutiny and Sunday morning start. We also have time to enjoy some of the facilities of the headquarters hotel. We discover that German ladies using the spa facilities are not very prudish!

Saturday morning after the car arrives, paper and documentation scrutiny pass off without a hitch and we have a little more time to relax before the first of the formalities – a get-together dinner for all competitors.

With an early start of 8:18 we don't dally too long in the bar.

This event is unusual in a number of ways. Firstly, as well as manned timing points at controls, on regularities there are also unmanned points which are monitored with a "logger". This is a GPS device carried on the dash of each car giving its exact position and time on a continuous basis. After some controversy over their use the previous year the organisers assure us all the gremlins have now been removed.

Another unusual aspect relates to the timing on regularities. Each time point is timed from the start of the regularity. There is a maximum penalty



at any one intermediate time point of 5 minutes and an overall max for the regularity of 30 minutes. This might seem like a lot but believe me the slightest hiccup on snow and you are now trying to cut and run to get back on schedule. Taking say 5 minutes to fit chains early on a snowy regularity can accumulate to a maximum quite easily if there are at least another 6 timing points to be passed. By cutting out a loop you hope to get back as close as possible to schedule time for some of the later points. Not knowing the location of the points means that this exercise involves guesswork and a certain amount of luck.

Sunday appears on paper to be an easy day with just 2 tests, a lap consistency test and 2 regularities to be covered. However, a double-booking results in the cancellation of the first test at the Volkswagen training track. As we leave Wolfsburg there is a smattering of fresh snow with the forecast for some light snow during the day but heavier snow as we go further east into the Czech Republic, Poland and Austria.

After an interesting drive cross-country into what was East Germany we arrive at Oscarsleben for the first test on a very snowy and icy Kart track. This is followed by a lap consistency test on the main track usually used for a round of the German touring car championship. With a slow run on the kart track and a clean run on the lap consistency test we lie in 4th place. Lunch today is in Meisdorf followed by the first of the day's regularities – a 20 km run south towards Leipzig. We are happy to drop only 6 seconds over the 4 timing points – only one of which is manned. En route to the next regularity south of Leipzig we have a coffee halt at Schloss Colditz – the WW2 Prisoner of war camp



made famous by Pat Reid in his book *Escape From Colditz*. (It looks smaller in real life than it does on the screen.)



The following regularity seems to cover every snow track south east of Colditz and, as it is now dark, navigation is more important than ever. Despite a wrong slot, quickly spotted, we are relieved to drop only 12 seconds over the 6 timing points and retain 4th place when we arrive in Chemnitz for the evening. As usual, we all convene for the communal dinner at 8pm to swap stories and the “if only’s”.



Seeding each day is at the discretion of the organiser and many variations are used. Today we start in our position overall so that means an 8:04 departure. Each day, as you clock out of the main control, you are given some of the regularity routes for the day. Additionally today, because of a blockage on the originally planned route we are all advised to avoid this and make our own way to the start of the 1st regularity which thankfully is a manned start. Fortunately, the route of the regularity is straightforward, requiring little plotting and I can, therefore, concentrate on finding a traffic and snow free route to the manned start. Needless to say, the map is not as it should be and there are a few anxious moments trying to figure out exactly where we are. We arrive at the start a few minutes late but will be able to make this time back later. Another good run on this reg. We are now approaching the Czech border after which we do a test and lap consistency test at the Most racing circuit. There follow 3 more regularities and a further test before we cross the border into Poland where we will spend the night in Jelena Gora. Results each evening are taking a bit of time so we must wait till morning to see how we fared.

Tuesday dawns with some further snow on the ground and we start the day in 2nd overall. We



*Joe & Frank cope with the low temperatures with the help of their supplementary heaters*

have 3 very snowy regularities to do before we again cross into the Czech Republic. The first 2 regs. are uneventful. However, the third, which requires navigators to plot a route that crosses col-

oured cycle tracks in a certain order, is more of a challenge. After all that, we discover that, just before the border crossing, the regularity is cut short due to heavy snow on the latter part of the section. So much snow falls that even the 4-wheel drive course car can't get through. The rally left lunch

in Lethorad via 2 more very snowy regularities and headed for Sternberk. By the time we reached the lower altitude of Sternberk at around dusk, most of the snow had disappeared. However, right on cue, it started snowing again we had dinner prior to going out again on a short night loop.

Tonight crews complete one of 2 night runs that usually entail a long night regularity and a “Night Nav.” Tonight, however, it consists of 2 regularities each completed after a run up the very snowy and icy Ecce Home hillclimb. We managed both hillclimbs in respectable times but we had a big time loss on the 2nd regularity when we got stuck on an icy hairpin and were unable to obtain any traction. We had to fit chains to get going again and this resulted in a delay of over 4 minutes at each of the next 6 intermediates which we were unable to claw back. We arrive in Brno having dropped back to 7th place.

The competition today takes us from Brno in Czech to Krems in Austria. More light snow overnight and still cold meant the cars had to be brushed off and warmed up for the day. Today's run consists of 5 regularities and 2 tests. Although the main roads were mostly slush, the regularities were snow covered and, often, only the course cars had left tracks. Of course, this included a few false ones as well! They do try to confuse sleepy navigators.

A 90 km drive saw us leave the Czech Republic and enter Austria for the first regularity there. Mark (Appleton, C-o-C) had set this one with a map containing 15 letters - A to O, only 6 of which had to be driven through. The resulting wrong slots in 2 particular places caused a lot of the frontrunners to lose time. After a nice lunch of wiener schnitzel competitors went straight into a long self-start regularity. The route instructions for this regularity were only given at the TC just 3 minutes before the start. This added some extra pressure and tested the navigators' Plot 'n' Bash skills. With a mixture of snow-free sections and narrow snow covered side loops, a lot of cars had

trouble. The reason was that the new snow covered sections had ice under the snow. One junction in particular saw a lot of cars fail to make the turn and slide over a small bank into a field. They then left deep tracks as evidence of their attempts to escape. While yours truly got the route OK, we were the first to leave tracks in said field. Unfortunately, a missed intermediate after a difficult village route doesn't improve our standing and we arrive in Krems still in 7th place.

Today we drive from Krems to Pilzen in the Czech Republic. For the 4th day in a row we have woken up to good snow conditions. It's real Winter Trial weather. Two days previously, the 48-hour car, found that the first regularity for today was impassable due to snow drifts. So, the organisers headed off early to check it out. No problems, it had been cleared and new snow had fallen over the icy base and then been gritted. Perfect! The regularity was on and it was more Plot 'n' Bash for the navigators with a nice route just south west of Krems. The icy conditions cause us to lose some time and we drop 1:57s on this reg. Brain fade on the next regularity takes us off route for a couple of hundred metres resulting in further penalties. By this stage I had woken up and did much better on the next 2 regularities. Joe also drove well and we had a competitive time on the test at the Wachauring. Austria was at its best today with the trees



looking spectacular covered in fresh snow. All the side roads and regularities had plenty of snow and ice for the drivers to keep the drivers amused. Regularity 2 was the same as the first for slippery surfaces and great

scenery. The route looked simple enough on the map, but picking the correct route out of the snow banks from the side-roads and driveways caused some problems and we lost time.

After crossing back into the Czech Republic for the lunch halt and a short looping regularity it was off to Locenice for a repeat of the test done at the beginning of last year's night loop. This is an Irish style, round the farmyard buildings test and there

were plenty of local spectators to see cars sliding all over the place. Despite the snow and ice we have a competitive time.

After dinner in the town hall in Susice we head out for the 2nd of the night loops which tonight consists of a Plot and Bash "night nav" with 14 time points and the usual 3 minute sections interspersed with passage controls manned by Czech marshals from the local motor club. God, do they take their time stamping the time cards. Experience of both driver and navigator come to the fore and after the "night nav" we are up to 3rd overall. We nearly came undone on the regularity taking a maximum after getting stuck in the snow behind another competitor. At this point, we were running 2nd on the road as both the early runners had problems. The leaders wrong-slotted and coming back on route met the 2nd place car who had no option but to take evasive action as a result of which he spent an hour off the road. (*I'd say they were charmed – Ed.*) Heading dejectedly to Pilzen we are immediately heartened to discover that all crews had a maximum on the regularity so our result on the night of 2nd cleanest was enough to leave us in 3rd place starting the final day.

When all the penalties are totalled up van Lennep and Tullie are now clear leaders by 21 minutes over Lamberigts and Denzler with Reynolds and Hussey third and Wignall and Rushforth up to fourth. Dale and Porter have a great night charging round the full route in the 1930s open-top Bentley with all 4 wheels chained. They retain their 8th place.

The final day today contained a test and 2 regularities, and one control in particular caused a lot of crews a problem. The route set was on a good quality white road, then took the long way round a gravel triangle to the right. Fewer than half the crews did this. Most either drove straight past on the white road or emerged from the forest behind the triangle. A lot of 5 minute penalties were collected. We saw our deepest snow of the event on the last regularity. A number of cars went off and got stuck and the final 2 timing points were unreachable due to snow drifts. Fortunately, despite an unforced error on the 2nd of the regularities we managed to hold onto 3rd place at the finish in Karlovy Vary. Irish eyes were smiling and we enjoyed some local hospitality until the early hours.

Frank Hussey

