

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com

April 2011

Chairman's Chatterings



I really liked the top image taken at the TDC Trial by James Mansfield, so much so that I felt it worthy of inclusion on the cover. This prompted me to pick other ones by Con Brady and Peter Boyd. All three guys generate fabulous snaps throughout the year at a wide variety of motoring events up and down the country. If you're careful, like me, you restrict your enjoyment to a perusal of their websites. Those of you who are vainer and prefer to acquire a more permanent reminder of your prowess certainly have the opportunity so to do.

In this issue, many of the photos accompanying the Trial report are courtesy of James - Thank you.

I have not been inundated with responses as a result of my February "Chatterings".

I would still love to hear from you.

In the meantime, you will see two forthcoming events flagged on the back page, which will provide an ideal opportunity for some input into your Club.

See you at one or both.

Joe



RESULTS

MONDELLO PARK SPORTS-CLUB RACE MEETING AT MONDELLO PARK: 10th April

STRYKER RACE 1 (12 laps):

1 Damian Roddy 12m 38.64s, 65.46 mph,
2 Des Bruton 12m 39.07s,
Fastest lap: Roddy 1m 02.285s, 66.44 mph.

STRYKER RACE 2 (15 laps):

1 Paul Yeomans 15m 56.96s, 64.87 mph,
2 Des Bruton 15m 58.04s,

MOTOR ENTHUSIASTS' CLUB DEVEREUX CUP SPORTING TRIAL AT NEW-TOWN BOSWELL, ASHFORD, CO WICKLOW: 2nd April

1 Philip Erskine (Erskine-Yamaha) 0 marks,
5 Richard Meeke (BD-Opel) 0m,
11 Christopher Evans (ETE-Yamaha) 4m.

Grade winner:

Richard Meeke

CO MONAGHAN M C AUTOTEST AT SWANS CROSS, CO MONAGHAN (FINAL ROUND OF HEWISON TROPHY CHAMPIONSHIP): 2nd April

1 Steven Ferguson (Mini Special) 595.5s,
2 Robin Lyons (Mini) 602.8s,
3 Simon Echlin (Caterham) 607.1s,
4 Eamonn Byrne (Mini) 615.9s,
5 Sam Johnston (Mini Special) 620.6s,
6 Chris Grimes (Mini) 638.4s,
7 Paddy Power (Mini Special) 638.5s,
8 Daniel Byrne (Mini) 640.5s,
9 Sam Bowden (Mini) 649.2s,
10 Guy Foster (Mini) 650.4s,
11 Paul Phelan (Mini Special) 665.7s,
12 Andrew O'Donohoe (Westfield) 670.4s.

Class winners:

Robin Lyons, Sam Johnston, Simon Echlin, Mark King (Nova) 678.0s.

LEINSTER MOTOR CLUB HEALY CUP SPORTING TRIAL AT BALLYBREW, EN-NISKERRY, CO WICKLOW: 19th March

1 Percy Pennefather (Erskine-Suzuki) 15 marks,
6 David Meeke (Kilkenny VW) 26m,
7 Christopher Evans (ETE-Yamaha) 26m.

Juniors:

Iain Meeke (BD-Opel) 68m.

Handicap:

Gordon Graves (Erskine-Suzuki).

LAOIS RALLYSport CLUB AUTOTEST AT PORT LAOISE (ROUND 12 OF HEWISON TROPHY CHAMPIONSHIP): 19th March

1 Steven Ferguson (Mini Special) 655.3s,
2 Eamonn Byrne (Mini) 660.2s,
3 Simon Echlin (Caterham) 664.8s,
4 Norman Ferguson (Mini) 665.9s,
5 Robin Lyons (Mini) 668.1s,
6 J J Farrell (Mini Special) 670.2s,
7 Paddy Power (Mini Special) 680.1s,
8 Guy Foster (Mini) 680.8s,
9 Andrew O'Donohoe (Westfield) 691.6s,
10 Chris Grimes (Mini) 693.5s,
11 Daniel Byrne (Mini) 699.1s,
12 Paul Phelan (Mini Special) 701.8s.

Class winners:

Norman Ferguson, J J Farrell, Andrew O'Donohoe, Richard Meeke (Nova) 710.8s.

Novice award:

Rory Power (Mini) 783.7s.

IRISH MOTOR RACING CLUB MULTI VENUE AUTOTEST AT PUNCHESTOWN RACE-COURSE, CO KILDARE: 17th March

1 Eamonn Byrne (Starlet) 1172s,
2 John Nolan (Starlet) 1176s,
3 Christopher Evans (Escort) 1177s,
4 Declan Hendrick (Starlet) 1197s,
5 Piers MacFheorais (Starlet) 1197s,
6 Daniel Byrne (Starlet) 1204s,
7 Stephen Free (Proton Satria) 1209s,
8 Damien Doran (Starlet) 1211s,
9 David Hayes (Starlet) 1212s,
10 Bernard Bradley (Escort) 1213s,
11 Les Coogan (Starlet) 1213s,
12 John Maher (Starlet) 1214s.

Class winners:

Declan Hendrick, John Nolan, Christopher Evans, Robert Woodside Jnr (Mazda MX5) 1245s, Joe Courtney (Cinquecento) 1237s.

Ladies Award:

Patricia Denning (Starlet) 1241s.

CO KILDARE M C RALLY-CROSS AT MONDELLO PARK (ROUND 7 (FINAL) OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 13th March

SUPER FINAL:

1 Patrick Ryan (Vauxhall Nova) 4m 01.99s,
5 George Tohill (BMW Compact) 4m 15.29s.

SOUTHSIDE MOTOR FACTORS MODIFIED A FINAL:

1 Ian O'Connell (Lotus Exige) 3m 19.51s,
6 George Tohill (BMW Compact) 3m 35.50s.

SOUTHSIDE MOTOR FACTORS MODIFIED B FINAL:

1 Dave Curran (Renault Clio V6) 3m 40.73s,

3 Chris Grimes (Vauxhall Nova)
3m 42.35s.
RATHGAR MOTOR FACTORS
STOCK HATCH A FINAL:
1 Gordon Lynch (Peugeot 106) 3m
36.26s,
2 Derek Tohill (Peugeot 106) 3m
36.69s,
3 Eddie Peterson (Peugeot 205)
3m 38.25s.
2 James Huddleston (Suzuki
Swift) 4m 20.40s.
RALLY CAR B FINAL:
1 Graham Kelly (Ford Escort) 3m
33.43s,
2 Simon Evans (Mini) 3m
35.70s,
3 Ian Downey (Vauxhall Corsa)
3m 42.99s,
4 Patricia Denning (Peugeot 106)
3m 56.87s.

**KERRY MOTOR CLUB
AUTOTEST AT TRALEE
RACECOURSE (ROUND 10
OF HEWISON TROPHY
CHAMPIONSHIP AND
ROUND 2 OF PREMIER
AUTO PARTS MUNSTER
CHAMPIONSHIP): 12th March**

1 Robin Lyons (Mini) 678.6s,
2 Steven Ferguson (Mini Special)
680.3s,
3 Eamonn Byrne (Mini) 691.4s,
4 Daniel Byrne (Mini) 719.5s,
5 Simon Echlin (Caterham)
725.3s,
6 Paddy Power (Mini Moke)
728.8s,
7 Chris Grimes (Mini) 732.7s,
8 Andrew O'Donohoe (Westfield)
735.1s,
9 David Thompson (Nova) 746.6s,
10 Paul Phelan (Mini Special)
758.6s,
11 Stephen O'Donohoe
(Westfield) 764.4s,
12 Guy Foster (Mini) 774.3s.

Class winners:
Eamonn Byrne, Steven Ferguson,
Simon Echlin, Liam Cashman
(Starlet) 776.9s, David Thompson.

Novice awards:
Rory Power (Mini) 887.3s.

**KERRY MOTOR CLUB
AUTOTEST AT TRALEE
RACECOURSE (ROUND 11
OF HEWISON TROPHY
CHAMPIONSHIP AND
ROUND 3 OF PREMIER
AUTO PARTS MUNSTER
CHAMPIONSHIP): 12th March**

1 Steven Ferguson (Mini Special)
594.6s,
2 Robin Lyons (Mini) 601.8s,
3 Eamonn Byrne (Mini) 606.5s,
4 Simon Echlin (Caterham)
625.4s,
5 Daniel Byrne (Mini) 644.4s,
6 Paddy Power (Mini Moke)
650.5s,
7 Andrew O'Donohoe (Westfield)
652.9s,
8 David Thompson (Nova) 655.2s,
9 Stephen O'Donohoe (Westfield)
664.0s,
10 Guy Foster (Mini) 669.6s,
11 Paul Phelan (Mini Special)
671.2s.

Class winners:
Robin Lyons, Paddy Power, Mar-
tin Walsh (Starlet Special) 739.6s,
Simon Echlin, Liam Cashman
(Starlet) 698.1s, David Thompson.

Novice awards:
Rory Power (Mini) 803.7s.

**CO MONAGHAN M C NAVI-
GATION TRIAL AT EMY-
VALE, CO MONAGHAN
(ROUND 7 OF MOTORSPORT
IRELAND NATIONAL CHAM-
PIONSHIP AND ROUND 6 OF
SQUEALING PIG BAR & RES-
TAURANT BORDER CHAM-
PIONSHIP): 5th/6th March**

1 Michael Carbin/Evin Hughes
(Subaru Legacy) 2 marks,
2 (tie) Mickey Tynan/Ciaran Ty-
nan (Subaru Impreza) and Trevor
Farrell/Noel Hall (Subaru Im-
preza) 2m,
4 Pakie Duffy/Colin Duffy

(Subaru Impreza) 3m,
5 Andy Mackarel/Liam Higgins
(Subaru Impreza) 3m,
6 Richard Cassidy/Paul Phelan
(Vauxhall Vectra) 3m.

**LIMERICK M C AUTOTEST
AT BARNABY TRANSPORT,
NEWCASTLE WEST (ROUND
1 OF PREMIER AUTO PARTS
MUNSTER CHAMPIONSHIP):
6th March**

1 Paddy Power (Mini Special)
581.8s,
2 Liam Cashman (Starlet) 592.5s,
3 Don Giles (Westfield) 617.3s,
4 Peter Desmond (Westfield)
622.0s,
5 Liam Croston (Starlet) 627.0s,
6 Martin Walsh (Starlet Special)
664.7s,
7 Stefan Walsh (Starlet) 674.7s,
8 Trevor Mitchell (Starlet Special)
678.9s,
9 Damien Doran (Starlet) 713.5s.

Class winners:
Liam Cashman, Liam Croston.

**GARDA SIOCHANA M C
THREE ROCK TROPHY
SPORTING TRIAL AT AUGH-
FARRELL, BRITTAS, CO
DUBLIN: 5th March**

1 Ian Meredith (VW) 0 marks,
2 Christopher Evans (ETE-
Yamaha) 0m.

Grade winner:
Christopher Evans

**MOTOR ENTHUSIASTS'
CLUB FREEMAN CUP
AUTOTEST AT MONDELLO
PARK, CO KILDARE (ROUND
9 OF HEWISON TROPHY
CHAMPIONSHIP): 26th Febru-
ary**

1 Steven Ferguson (Mini Special)
600.7s,
2 Robin Lyons (Mini) 609.9s,
3 Simon Echlin (Caterham)
614.2s,
4 J J Farrell (Mini Special) 621.0s,

TDC Turbine

5 Eamonn Byrne (Mini) 629.4s,
6 Paddy Power (Mini Special)
630.0s,
7 Trevor Ferguson (Striker)
641.2s,
8 Chris Grimes (Mini) 641.4s,
9 Daniel Byrne (Mini) 642.2s,
10 Norman Ferguson (Mini)
643.1s,
11 Andrew O'Donohoe
(Westfield) 648.3s,
12 Guy Foster (Mini) 663.5s.

Class winners:

Robin Lyons, J J Farrell, Simon
Echlin, Liam Cashman (Starlet)
673.1s, David Thompson (Nova)
676.7s.

Novice awards:

Rory Power (Mini) 799.9s, Declan

Lennon (Nova) 959.9s, Sam Ke-
ogh (Starlet) 1255.6s.

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 6 OF MOTORSPORT IRELAND NATIONAL CHAM- PIONSHIP): 20th February

SUPER FINAL:

1 George Tracey (Citroen Xsara)
3m 42.52s.

SUPERCAR A FINAL:

1 George Tracey (Citroen Xsara)
3m 07.17s.

SOUTHSIDE MOTOR FACTORS MODIFIED B FINAL:

1 Chris Grimes (Vauxhall Nova)
3m 32.67s.

RATHGAR MOTOR FACTORS

STOCK HATCH A FINAL:

1 Gordon Lynch (Peugeot 106) 3m
37.61s,

5 Eddie Peterson (Peugeot 205)
3m 43.30s.

RALLY CAR B FINAL:

1 Fergal Bowes (Peugeot 306) 3m
33.24s.

LEINSTER MOTOR CLUB LE FANU AND BRABAZON CUPS SPORTING TRIAL AT KILL- RUDDERY, BRAY, CO WICK- LOW: 19th February

1 Willie Fenton (VW) 15 marks,
7 Christopher Evans (ETE-
Yamaha) 27m.

Juniors:

Iain Meeke (BD-Opel) 54m.

FEBRUARY QUIZ Answers



1. **John Bateson** is the driver



2. The shoes belong to
Burschi Wojnar



3. **Colin Phillips** is
the former commit-
tee member.
Incidentally, he has
added a Heinkel
bubble-car to his
collection

**Congratulations to Trish Wo-
jnar (his mother) who was the
first (only) reader to answer Q2
correctly. Consanguinity did not
disqualify.**

APRIL QUIZ



Am running out of inspiration
so more footwear I'm afraid.

Who are the trendsetters?

Answers to
imcc@oceanfree.net



SNIPPET

*It struck me as strange when assembling the "RESULTS" that
Damian Roddy had won the first race but had not featured at all in
the second - See top P2. I presumed a mechanical failure. But then
my attention was drawn to what follows and, as you can see it was
more exciting than that.*

"Des Bruton led the Strykers from pole and looked to be controlling
it from the front until Damien Roddy managed a heart stopping pass
at turn two mid race. That's how they finished with the improving
Paul Yeomans right there in third. In race two, leader Joe Maher
spun at Mazda, launching Roddy into a frightening series of rolls,
leaving Yeomans to win from Bruton and Alan Watkins." *Leo Nulty*

See **www.irishstrykers.com** for the complete rotational sequence.



The brainchild of "The Doc", Frank O'Donoghue, this event was eagerly awaited by the 60 crews whose entries had been accepted. Many more potential entrants were disappointed - a great sign. I was one of these! Despite my disappointment, I came along to Luttrellstown to take a few snaps. When my second battery ran out of coulombs at Joe McHale's driving school, I decided to head for home. I had enjoyed myself and, even though I wasn't around at the finish, the level of organisation and the number of marshals in evidence suggested to me that a good day would have been had by all.

I was assigned the onerous task of collecting completed time-cards at Bellewstown but, because of where I was sited, saw little action. I had stood around chatting for so long at the start that the opportunity to visit a selective passed.

I must mention my culinary experiences. I thought that Dinner in the Golf Club was very good. However, my highlight was a visit to Lusk Services, en route to Bellewstown, where I had my first ever Burger King meal. My verdict is that my "Whopper" was nicer than I remember a Big Mac to have been.

Because of a lack of hard facts about proceedings, I was tempted to bring my "talent" for fiction into play. I resisted, so I have just reproduced a few photos to mark the occasion. Some of these are courtesy of balbriggan-info and posts from the all-pervasive Cento Challenge Facebook Group.

Editor



RESULTS

1 Eamonn Byrne/Anthony Preston (Toyota Starlet) 3906 marks,
2 Daniel Byrne/Richard Pain (Toyota Starlet) 4104m,
3 Simon McKinley/Deirdre Delaney (Fiat Cinquecento) 4192m,
4 Frank Lenehan/Colm Flynn (Toyota Starlet) 4298m,
5 Simon Echlin/Jonathan Bradshaw (Toyota Starlet) 4301m,
6 Robert Barrable/Damien Connolly (Fiat Seicento) 4337m,
Fiat Cento class:

1 Simon McKinley/Deirdre Delaney, 2 Robert Barrable/Damien Connolly, 3 Alan Kessie/Vincent O'Reilly (Seicento) 4661m.

Navigation Cars:

1 Brian Murphy/Derek Brannigan (Toyota Starlet) 4137m,
2 Stephen Free/Keith Wiseman (Proton Satria) 4158m,
3 Richard Meeke/Philip O'Reilly (Vauxhall Nova) 4191m.

Class winners:

Brian Murphy/Derek Brannigan, Stephen Free/Keith Wiseman.

Retrospective Cars:

1 Dermot Carnegie/Paul Bosdet (Ford Escort) 4130m,
2 Liam Cashman/Eoin O'Curry (Toyota Starlet) 4212m,
3 Craig O'Rourke/Ronan O'Neill (Toyota Starlet) 4297m.

Class winners:

Liam Cashman/Eoin O'Curry, Dermot Carnegie/Paul Bosdet.

Combined results:

1 Eamonn Byrne/Anthony Preston;
2 Daniel Byrne/Richard Pain; 3 Dermot Carnegie/Paul Bosdet; 4 Brian Murphy/Derek Brannigan; 5 Stephen Free/Keith Wiseman; 6 Simon McKinley/Deirdre Delaney; 7 Richard Meeke/Philip O'Reilly; 8 Liam Cashman/Eoin O'Curry; 9 Frank Lenehan/Colm Flynn; 10 Craig O'Rourke/Ronan O'Neill.



*Emma & Eamonn Byrne
(Anthony Preston managed to elude me - quelle surprise!)*



Stephen O'Donoghue & Frank Lenehan



Robert Barrable & Damian Connolly



Myles O'Donoghue

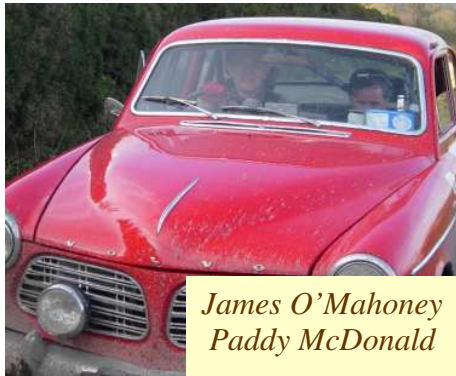


Simon McKinley & Deirdre Delaney

TDC Turbine



Eddie & Sue Peterson fell foul, as did many others, of the very slippery Luttrellstown selective



*James O'Mahoney
Paddy McDonald*



Clifford Auld & Declan Waters



Derek Brannigan, Johnathan Bradshaw



Craig MacWilliam & John O'Reilly



*Trevor Hamilton & Dave McAulay.
Dave got dirtier than the car during the day so Suzanne came to the rescue at the Supper halt with a clean outfit.*



Daniel Byrne & Richard Pain



*Bernard Bradley & Kevin Fagan
Bernard reckoned that after this event he might have a go at the National Ploughing Championships*



Kevin Fitzgerald & Vincent Fagan



Dermot Carnegie & Paul Bosdet



Stefan Walsh & Tim Faulkner



Shay Crawley & Noel Broderick



Andy Hennessy practises the "royal wave"



Mick O'Shea & John Farrell. John woke up in time for Luttrellstown where he had a very rare "off".



Aaron & Alan Tracey

TDC Turbine



Pat & Paul Driver



Damien Phillips & Paul Tierney



Richard Swanston & Karen Fisher



Piers MacFheorais & Fergal Collins



*Andrew Hughes
Neil Anderson*



Leo Nulty & Paul Grogan



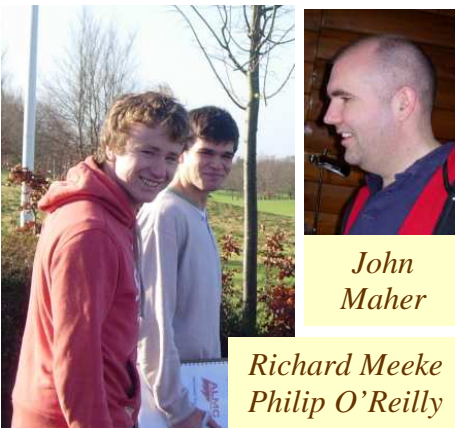
*Michael Cullen
Mark Creevey*



*"Woe is me". David Ronaldson
& Colin Murphy*



Bobby Clinton & Dave Ray



*John Maher
Richard Meeke
Philip O'Reilly*



*Glyn Gaffney & Alan Doran.
Glyn's flashy Celica lost out to
the humble Mini (below) of dad,
Ted, and Karen in the battle for
family bragging rights*



*John Folan & his daughter,
Tazmin O'Donnell*



*Nikki
Doran in a
hurry*



*Trish Denning at
dawn*



Is Karen trying to escape?



*Damien Doran, Anthony O'Neill,
James Doran*

TDC Turbine



Fred Bent offers suggestions to Joe Reynolds as to what he might do with his napkin



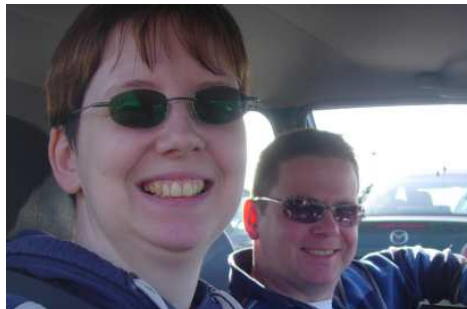
Steven (I swear I'll drive carefully) Free & Keith Wiseman



Danny & Jamie O'Donohoe



Dermot Nolan & Russell Stanworth



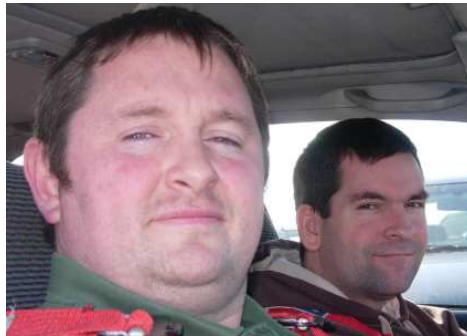
Fiona Driver & John Cullen



Philip & Kyle Somerville



Roy (Sorry, I left my wallet at home) Tobin & Dan Polley



Gregory Starr & William Murphy



James Driver

Alan Kessie

Maurice Eakin



Night & Day



*Padraig Farrell, Noel Devlin
Deirdre Gallagher*



Frank O'Donoghue explains it carefully to Peter Lynch



TDC Turbine



As Dermot Nolan checks for messages he wonders does anyone have his number



Maurice McMonagle, Des Bruton & Eddie Colton



Ciaran Nutty, Jo & Richard McAllister

Joe Downey & Nuala Lynch in conference



What's this? Daniel Byrne posing for a photograph?



Doug Richardson, Fred Lewis, John Golden



Centos head for home



This footwear was worn by a navigator. Whatever next?



Marshals came from far and wide including this lot from north of the Border - Brian Dorman, Ronnie Mitchell & Craig Hunt



Bellewstown Belles - Louise & Sandra Connaghy, Hazel Long



The Rocket kept a low profile



Andrew O'Donohoe likes to appear in every Turbine



Pat & Winnie Sheil



Richard Pain and Sue Peterson compare notes



Joe Corcoran, Tom Callanan, Paul Hughes



Go to almc.ie for a comprehensive report

Matthew Devlin takes Joe Downey's Jeep for a test-drive



Our (myself & Damien Phillips) previous attempt at a Treasure Hunt ended with “these new lights don’t seem as bright as they were” and us reaching the view-point after Cruagh Wood with the help of a torch out the window. It turned out the alternator/battery didn’t like the newly fitted spots quite as much as we did, but as the Starlet’s sight improved slightly after a lengthy tickover we rolled down Kilakee Hill and decided it was probably better to discover this now than on the upcoming Endurance event.

Though intended to give



Locals, John Farrar & Brian McConnell were second

newcomers a taste of retro style events I think they also offer some



Dave McAulay, being his usual assiduous self, as he prepares to guide Trevor Hamilton to third place

mid-week fun and a chance to freshen the regularity navigation skills prior to the Trial so when a

Treasure Hunt 23rd March

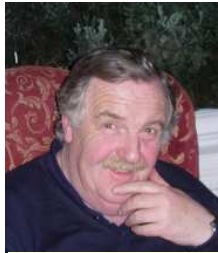
second Treasure Hunt was announced we were in. After the hectic Endurance trial it gave Damo a chance to adjust to the more sedate pace of regularities and trying to maintain an average speed,



FF - cheese sandwich, no butter please

meaning there were constant adjustments between our readout and the tulip distances but it was a good lesson in maths on the go if nothing else.

The twenty odd miles seemed to whizz past as they always do and we were ready for a run over the test which turned out to be in a wheelbarrow... With the possibility to run a proper test out of the question it was a great laugh to end the night on,



Noel Broderick in pensive mood

though some very tricky questions on the hunt left time to be made up on more than one occasion. The evening wasn’t entirely without hassle as our old Brantz couldn’t quite be calibrated

though after seeing a near spill or two there may be insurance issues to look into there as



STOP sign sticklers, Ciaran Nutty & Vincent Fagan



well! After much debate it was decided that seen as I hadn’t had my Weetabix that morning and



Frank Lenehan & Myles O’Reilly look sideways



being the navigator I’d go in the barrow to get pushed around the

This was the finishing order:

Damien Phillips	Paul Tierney	Starlet
John Farrar	Brian McConnell	X Trail
Trevor Hamilton	Dave McAulay	Escort
Stephen Briggs	Trevor Jones	Micra
David Meeke	Iain Meeke	X Trail
Richard Meeke	Philip O’Reilly	Nova
Owen Murray	Susan Fagan	Pajero
Patricia Denning	Joe Downey	Starlet
Noel Broderick	David Hayes	Starlet
Jennifer Mullan	Tom Kirwan	Leon
Colin McCoy	James Moran	Primastar
Noel Devlin	Matthew Devlin	Starlet
Barry Tracey	Lyndsay Doran	Starlet
Suzanne Cobban	Ray Cobban	Escort
Les Coogan	James Driver	BMW 316
Eoin O’Curry	Tim Faulkner	Corolla
Kevin Fagan	David Fagan	Astra
John Nolan	Dave O’Leary	Starlet
Kevin Fitzgerald	Derek Bows	Golf
Jay Donegan	Jeremy Bishop	Mini
Declan Lennon	Mandy Lacey	Grand Vitara

TDC Turbine



Wheelbarrow gladiators - Derek Bows & Kevin Fitzgerald, Declan Lennon & Iain Meeke, Les Coogan & James Driver, Susan Fagan & Owen Murray

massively technical course for what was a very respectable time



*Calculating
Jeremy
Bishop*

on the night. It was back inside then for a couple of well deserved Lucozades and for the scores to be totted up where we became the proud owners of two new warning triangles, which are hopefully not an omen for the Trial...

The Treasure Hunt early last year was the first time I navigated and led me to do two retros during



White van men, Colin McCoy & James Moran

the year which were thoroughly brilliant craic from start to finish. It was encouraging to see so many



*Niall Driver
keeps a watchful
eye*

newcomers the last night and some of the times were im-

pressive considering many were running without tripmeters. I hope



Tom Kirwan & Jennifer Mullan

this translates into there being more navigators available for events as we seem to be an endan-



*Dave Meeke was a
bit late after a
longer than usual
sun-bed session*

gered species at the moment and this is one of the stumbling blocks I see in re-



Lyndsay Doran

establishing retro navigation trials on the calendar. My advice to anyone considering navigating is if you get the offer of a seat, and there are plenty of them out there, then go for it! All a driver can hope from a first-timer is to be going in the right direction; ideal times and average speeds come after that. What you will learn in



*Matthew Devlin
wonders*



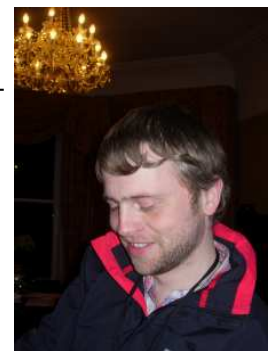
*Ray Cobban
shows off his
shy side*

one proper event you wouldn't in ten Treasure Hunts and there are always more experienced people there willing to give you guidance.

As always these nights wouldn't run without the work of the usual people. A special thanks

to Ian who seemed caught between reprising his role as a teacher whilst maintaining his paparazzi style photographer impersonation. Also to Felix for the times along with Frank Fennell, Frank Lenehan, Ciaran Nutty, Vincent Fagan, Robert Bolton, Myles O'Reilly, the Dorans and everyone else who marshalled or helped out along the way.

Paul Tierney



*Dave O'Leary,
under the spot-
light*

TDC Trial 9th April

Given the dwindling popularity of “Retros” and the increasing appeal of multi-venue autotests, especially those featuring special tests, it was decided to do something different this year. So a one-day “Trial” with tests and some straightforward Regularities was put together under the guiding hand of Frank Fennell. It was felt that this might tempt both Retro and MVAT protagonists. And so it did, to the extent that we had hoped for. Maybe the enthusiasm of those who did participate could prove to be contagious and more bodies might appear for something similar in the future.



that this might tempt both Retro and MVAT protagonists. And so it did, to the extent that we had hoped

for. Maybe the enthusiasm of those who did participate could prove to be contagious and more bodies might appear for something similar in the future.

A novel feature of the event was the absence of an overall winner. There were some very nice trophies for the classes. The most competitive class was that for “Starlets” so I shall begin with it.

Best were Eamonn Byrne and Joanna Lenehan. Joanna said she wasn’t scared once. Given that most of her “hot seat” experiences have been courtesy of her



dad, Frank, who adopts a rather “press-on-regardless whatever” approach, I am not surprised that a day with Eamonn was relatively relaxing.

“Hard luck Kev” Fagan reckoned he had never sat with



anyone so quick as Eddie Peterson - “there were some cuts”. They certainly kept Eamonn and Joanna honest.

Richard Meeke and Philip O’Reilly had a great run in the yel-



low Nova. Richard’s highlight was his very impressive run second time through the longer Castle Howard. When asked for a quote, Philip came up with a somewhat cryptic “that’s what the grass verges are for”.

Another “less old” crew was



Dan, with dad, Noel

next. Jonathan Bradshaw managed to persuade Daniel Byrne to

give him a ride. The lengths people will go to get out of a marshalling commitment! To give Jonathan his due, he did send along girlfriend Aisling and friend,



Jonathan consults Joanna

Mairead, to man clipboards. Daniel’s biggest worry was that not everyone might have heard that Dermot (Carnegie) had won the “Rally of the Tests”. Daniel is also inaugurating a “Bring back Richard Pain” campaign though Jonathan is reciprocating with an “Up Echy (Simon Echlin) Motorsport” offensive. It’s always nice to see cousins getting on so well.

Tim Faulkner admitted that there were a few moments of directional madness - he didn’t re-



veal which of he and/or Piers MacFheorais was responsible. It was a harmonious day - their smiles were a bit of a giveaway. Piers would prefer if there were no code boards - they upset his rhythm!

John Nolan & Dave O’Leary’s position and penalties



suggest a steady run, though I can't imagine that any journey

with John would be "steady"!

Damien Phillips and Paul Tierney in the immaculate blue



Starlet were seventh in the class. Paul was a bit stuck for a quote so Damien wondered "Do I have to help you with that as well?". Paul (paultierney1@gmail.com) then wondered if anybody was looking for a new navigator [I hope Trish (Denning) doesn't read this]. They had a great day though it was a bit scary at times - a rock and a tree in Castle Howard.



It was great to see the other Clones Cyclone, Andy Mackarel, front runner in navigation rallying for decades, out with his son, Stephen, in a Corsa. He seems to have lost none of his "driving flair" since I saw him last.

Stephen suggested his da was mediocre but he was great and, despite being scared out of his wits, gave the impression of being cool as a cucumber. Like me, Andy has journalistic pretensions - he does a report after each of the Border Championship rounds for its competitors. I hope he finds this drive satisfactory.

Eoin O'Curry really enjoyed being able to understand everything his driver (Noel Broderick) was saying. [Sorry, Cashbox (Liam Cashman)]. When asked whether he had coped, Eoin reckoned he had coped pretty well; with Noel. Before the event Noel was asked who was navigating for him. When he replied, "Eoin", it



was suggested he would be on patches by the end of the day (Eoin is quite an enthusiastic smoker). Not being as familiar as I would like with every Flann O'Brien style aphorism, I am at a loss as to what the precise meaning of Noel's "Putting my left leg first, Eoin was brilliant". I leave it to you to interpret as you wish.



Noel Devlin was the only driver to import a navigator (Don

Whyatt) from the UK, though Don does have "connections" here. Noel reckoned he needed another 300 bhp to respond to Don's "flat over crest" demands. These requests rather curiously occurred on the Regularities. In a strangely complementary way, Don wondered how Noel could be so adept with the handbrake on road sections, yet so incompetent on Tests!

David Hayes reckoned that the "buzz" of his Castle Howard adventure was similar to that experienced by a



"joyrider" (you tend not to hear that term so much these days - not a bad thing).

Though Michael McDonnell struggled a bit with the Regularities, they



Michael with Karen Gaffney

had a ball. They also managed to make contact with one of the very few solid objects in Holfelds to the detriment of the Starlet's offside headlamp.

I'd better get Vincent Fagan's moment of glory out of the way at this stage. A virtuoso drive from Kevin Fitzgerald saw the pair victorious in their what ended up being a two-car class. Despite having been slower than Eamonn



and Joanna on the tests (and less accurate on the Regularities), the vagaries of the class system saw them end up with fewer penalties than the aforementioned. Vincent was not slow to point this out when collecting his class award. We were treated to a very entertaining “few words” which took just a little bit longer to deliver than Eamonn’s standard spiel. As is customary, Vincent suggested that his driver was brilliant. This time, he insisted that he *actually meant it*.

Steven Free and Keith Wiseman were runners-up in the class in their rapid Proton. Even at the



finish they were asking “What are code-boards?” They also reckoned that they were quickest on the Regularities. I think maybe they need to come along to the Navigation lessons in the Autumn!

And so to the lightweight Retro class. Dermot Carnegie, despite not being entirely happy (still) with the ratios in the Escort’s gearbox, was pedaling with enough enthusiasm for Sam Johnston to remark that the code-boards seemed to come up very quickly.



Dermot was impressed by Sam’s apparent ability to read the code-boards before they came to them - he reckoned Sam must be cross-eyed.

Behind them was the ever neat-and-tidy Steve Griffin who survived a broken flexible brake pipe. A bit of matchmaking by Trish Denning resulted in the ef-



fervescent* Clifford Auld showing him the way. **Does this mean he’s good for indigestion?* Cliff was most impressed with Steve, particularly his sense of direction. He reported that it was an absolute pleasure to sit for the first time with a driver who knows his left from his right!

A quick perusal suggests that Dave McAulay was one of the best on the Regularities. He was obviously listening carefully on the various occasions he has had to endure being lectured on the subject. Trevor Hamilton’s Escort



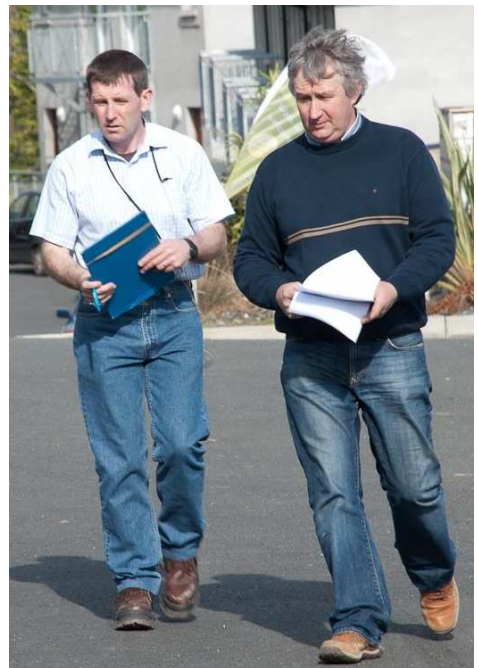
looks fabulous but still seems to take a while to wind-up. Their third in class was commendable.

Joe Doran got off to a flying start with a “fail” on the first test.



He & Nikki continued to fly, finished and were still talking.

Martin Nugent & Colin Dwyer had a trouble-free run in the Escort.



I heard Davy Johnston’s sheep joke for the second time at lunch. It’s a good one, so do ask



him to share it with you next time you see him - he's had plenty of practice telling it. Davy and his chauffeur, Ernie Campbell, made their usual quick getaway at the finish so I can but surmise from their perpetually happy faces that their journey from Enniskillen had been worthwhile. The extra cc of their Cooper S gave them an advantage over the next-up Mini 850 of Ted & Karen Gaffney. Once



Ted got over the organizational hiccup on the first regularity the day got progressively better. There was disappointment at the finish when Karen refused to entertain those present and thus confirm her reputation as a karaoke queen. I don't suppose Ted has aspirations to be a karaoke queen.

Andy Hennessy & Peter Murphy had one of the former's



lovely Anglias out. After fifteen years Peter has finally come to terms with the Regularities - when along comes a change informat to upset his equilibrium. As ever, Andy's test antics kept onlookers entertained. I trust his Fastway couriers proceed with more circumspection.

The attractive, recently built, Midget of Malcolm Clark &



Chris McNally was forced to retire at lunch with a holed petrol tank. In a Midget, unmetalled roads present a challenge greater than that for most other cars. It is difficult for organisers to decide how to make best use of the likes of Castle Howard. This time Malcolm was unfortunate to fall foul of the terrain.

The heavyweight Retro class featured a trio with lots of experience. Mechanical maladies suffered by the other two saw Dave



Fitzgerald & Ian McCulloch, together for the first time, rise to the top of the pile, as it usually does with the cream. [Rob (Bolton) had forgotten about the event when he acquired tickets for the clashing Leinster vs Leicester rugby match]. Dave showed great commitment on the tests and, despite not always taking the direct route, had some respectable times. Ian enjoyed the comfort of the Amazon.

James O'Mahony distributes fuel in the Limerick area so Der-

mot Carnegie, in particular, was amused (rather cruelly, I thought) when he and Paddy McDonnell had to retire after only the first test when they ran out of



petrol. They did actually have a catastrophic fuel system malfunction. It was a pity that the battle of the Amazons never really got going. So it was left to the Rover of Gavin & Kathryn Millington to take up the gauntlet. Being brother and sister, these this pairing's outings together can be fraught. On overhearing Cliff Auld's left/right compliment re Steve Griffin, Gavin was moved to remark that he had a navigator who **didn't** know her left from her right. When they had a problem with the car in Castle Howard it was Kathryn's fault because she had let Gavin drive too fast. Indeed, this problem forced them to skip a substantial section of the route and forfeit their class lead



after Time Card 1. The Rover had broken a rear disc resulting in a complete lack of retardation. Apparently this was a perennial Rover Achilles Heel. Roger Clark used to insist on a brake upgrade before he sat in a Rover of any variety. They left Castle Howard on the end of a tow-rope attached to a Jeep. The rope was between their back and the Jeep's front to prevent them careering downhill. The "rig" allowed a 4x4 to exit from a side-road in front of them. As a reward for their generosity it stopped and offered to relieve the nice old Rover of its towing duties. Incidentally, the Rover had a problem at scrutiny when its brake lights refused to come on. Frank Lenehan headed off to seek a replacement, unnecessarily as it transpired. A brutal application of Gavin's right foot to the pedal induced a response.

There were just four takers for the Touring Class. Les Coogan



came good on the last test, according to James Driver, which saw them take the honours, despite pretty well ignoring the Regularities.

Martins Devine and Murphy were given a quick lesson by Timmy Faulkner in what was likely to happen at the Summerhill. They reckoned it was one of the most informative five minutes they had ever spent. Martin's dad, John, followed them around to



pick up the pieces. He was so impressed with the "crack" that he expressed a desire to take part in the next event himself.

John ended up doing a Sir Galahad routine for damsels in distress, Trish Denning and Lyndsay



Doran, who became rather more closely acquainted with a tree in Castle Howard than they would have liked. Trish and Lyndsay had a great day. Scrutineer, Ciarán Nutty, commented that Trish's Starlet, new to her, had no hook for her handbag - unlike the last one.

Peter Snodden & Alan Kelly were being advised by Clifford Auld. It is too tempting not to suggest "the blind leading the blind". Totally untrue, of course, though Alan did say "never again". Maybe the gusto with which Peter was conducting the Scimitar may



have had something to do with his sentiment.

As ever, there was a willing and able coterie of marshals. Having a group that can be relied upon, as could this one, minimizes the anxiety for an organiser. Others worthy of a mention in respect of the smooth running of the event are Mark Doran, Owen Whelan, Joe Doran, Paul Phelan & Cecil Orr, Trish Denning, Ciarán Nutty, Larry Mooney, Eamonn King, Frank O'Donoghue & David Yeates. Also, the Summerhill, Ramada and "Meetings". Anybody I have omitted mustn't have done anything to warrant their inclusion! Alternatively, they could be a casualty of my increasingly fallible brain. I did refer to FF at the beginning. His "managing" deserves another acknowledgment.

You'll be glad to hear that my voice has returned. I was cut to the quick when I heard somebody comment, "Finally, Ian has been silenced"! My wife actually thought that I'd been seeing too much of FF recently.

Editor



RESULTS

Retrospective Cars:

Class 1:

1 Dave Fitzgerald/Ian McCulloch
(Volvo Amazon) 83.0 marks.

Class 2:

1 Dermot Carnegie/Sam Johnston
(Ford Escort) 96.5m,
2 Steve Griffin/Clifford Auld
(Opel Kadett) 108.1m,
3 Trevor Hamilton/Dave McAulay
(Ford Escort) 141.9m.

Other Cars:

Class 3:

1 Eamonn Byrne/Joanna Lenehan
(Toyota Starlet) 69.8m,
2 Eddie Peterson/Kevin Fagan
(Peugeot 106) 75.7m,
3 Richard Meeke/Philip O'Reilly
(Vauxhall Nova) 107.1m.

Class 4:

1 Kevin Fitzgerald/Vincent Fagan
(VW Golf) 44.0m,
2 Stephen Free/Keith Wiseman
(Proton Satria) 272.0m.

Touring Class:

1 Les Coogan/James Driver
(Toyota Starlet) 57.5m,
2 Martin Devine/Martin Murphy
(Toyota Starlet) 112.5m,
3 Patricia Denning/Lyndsay Doran
(Toyota Starlet) 144.3m.

Best Mixed Crew:

Joe Doran/Nikki Doran (Opel Manta).

Combined results:

1 Kevin Fitzgerald/Vincent Fagan;
2 Eamonn Byrne/Joanna Lenehan;
3 Eddie Peterson/Kevin Fagan;
4 Dave Fitzgerald/Ian McCulloch;
5 Dermot Carnegie/Sam Johnston;
6 Richard Meeke/Philip O'Reilly;
7 Steve Griffin/Clifford Auld;
8 Daniel Byrne/Jonathan Bradshaw
(Toyota Starlet) 122.3m;
9 Piers MacFheorais/Tim Faulkner
(Toyota Starlet) 126.4m,
10 Trevor Hamilton/Dave McAulay.

Bonus Pics



Gordon Graves, Brendan McCoy, Ronnie Mitchell, Peter Lynch, Doug Richardson



Paul & Terry Dooley at work



David Pain & Ben Deithrick are rarin' to go



Ciaran Nutty seems happy in his work



Tim Faulkner gets histrionic with Colin Dwyer



Franks Fennell & Lenehan look concerned



A rare image of Peter Boyd - he prefers to stay on the other side of the lens



Richard & Dave Meeke

Mark Doran whispers sweet nothings in Clive Evans's ear



Cecil Orr and Felix did the results





Balmy Briefing



Frank O'Donoghue really pushed the boat out for his and Audrey's fortieth wedding anniversary



Trish Denning tries to woo Paul Tierney from Damo



Amazing shot by James Mansfield of bits of glass from Dave Hayes's headlamp left of the pole he has just grazed



Trish Denning also did damage



Dermot's Escort was suffering from a novel looking incontinence before the event. Does he put Fairy in the rad?



The Scimitar could probably do with stiffer suspension



Marian O'Reilly and Trish Wojnar added a bit of "glam" to the Prizegiving

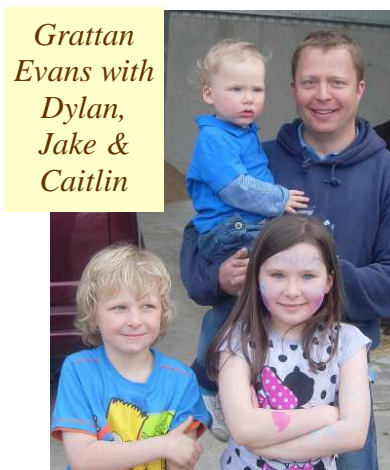
Owen Whelan found yet another use for duct tape after a "PJ Proby" moment



Noel Broderick chooses the healthy option



Three of the Carnegie Fan Club - Leah Herman, Alanna & Ava



Grattan Evans with Dylan, Jake & Caitlin



Larry Mooney, Ken Collins, Gerry Freeman

A couple of photos below lend themselves to a couple of supplementary quiz questions.



Who is Mick Kehoe waiting for in vain?



*Joe Stephenson, Myles O'Reilly, ?, Joe Doran, Steve Griffin, Trevor Hamilton
Who is ?*

T.D.C. NOISE

When this run of the Turbine began in February 2009, I was aware of a previous incarnation assembled by David Kennedy from which I include a few extracts. I discovered relatively recently that there was a TDC Newsletter before this again. This was styled the *T.D.C. NOISE*. It was edited by Philip Erskine. Overleaf, I have included random pages from the first four editions. These will probably have a greater appeal to the more mature among you.



Andy Hennessy, Ted Gaffney, Daniel Byrne, Noel Broderick, Dave Meeke, Dave Fitzgerald, Laura Fagan

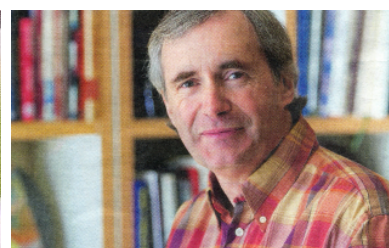


Dermot Carnegie & Ernie Campbell exchange pleasantries



Lyndsay Doran and Noel Devlin try to make sense of it all

SNIPPETS



Michael Jackson featured in an article in the Irish Times in March about people with famous namesakes. When he needs to identify himself to a garda or whomever they tend to make a quip, not about moonwalking, but Bubbles, the monkey.

When manning the Start of a test at a MVAT earlier this year, I noticed that some drivers, particularly those of the stage variety, dropped the clutch on "1", which meant that they really did go on "Go". Is this a legitimate ploy?

I believe Ruth Lenehan conducted a thorough search for a person sufficiently responsible to deliver her Competition Licence application to Felix last month. Patricia Denning was deemed suitable.

Don't forget - unsolicited material for the Turbine is always most welcome. Send to imcc@oceanfree.net



TRIAL BY MUD

The Sporting Trial or Mud plug as it is more crudely known, is fast becoming the "In" sport round and about Dublin/Wicklow area.

Inside the last few years entries have boomed from 8 to almost 60 per outing giving the organizing clubs plenty to do laying out and running the Trials. Sporting certainly is the nature of the event, with smiles, willing assistance and snide remarks available to all who do and indeed who don't get stuck in sections. Like in Ye Olde Days, consistency and reliability is the key to success and when coupled to skill, makes even the most horrendous courses feasible.

Roughly half of the machines driven are owner built and basics vary through Ford, V.W., BLMC, Renault and N.S.U. which with the owners' private little tweaks results in no two devices being similar. Regs. and Rules governing construction are broad and simple with particular emphasis being placed on cost (£8 - £250 being the approx. range). This

ridiculously low outlay provides the driver with almost 3 hours of solid, highly competitive motor sport in each meeting, and as a Mondello Man was heard to say "There's more to talk about after a Mud plug than after a race meeting."

Participants come from all walks of life — with Motor traders, Architects, Farmers, Solicitors, and even Bankers fighting (in the finest Sporting Trads. of course) in mud and water, through roots and rocks, over slippery slopes and shifting sand, in sickness and in health, for the honours, and fame

Well now, the rest of the country, do you have an opportunity to promote such events? Could this very inexpensive motor sport be nation wide, with a national event once a year for allcomers?

Think about it,

WHAT'S THAT NOISE?

The T.D.C. Noise is specifically formulated to supply to all Club members up to date info. on recent and forthcoming attractions. It will be published every two months and will include results and a resume of Recent events, reports of social occasions, film shows, dances, A.G.M., and advance notice of future Test Trials, Rallies, Mud plugs, Autocrosses, Navigation classes, post mortems etc., plus articles covering motor sport for members to chew on.

Committee members are listed overleaf and together with this news letter will keep you, our members, well informed of the club's aims and activities.

FORTHCOMING T.D.C. EVENTS

	TYPE	VENUE	TIME
27th Dec.	Sporting Trial	Red Bog	12 noon
29th Dec.	Christmas Party	Dublin Sport	10 p.m.
1st Jan.	Production Car Trial	To be confirmed	12 noon
10/11th Jan.	Cibie Nite-Lite Boreen Rally	Devereaux	11 p.m.
24th Jan.	Sporting Trial	Kilpeddar	12 noon.
		To be confirmed	

CONROD





NITE LITE BOREEN RALLY

Sean Campbell and Paul Phelan in their RS 2000 became winners of the Boreen Rally when they clocked in to the finish control at Kilmuckridge after traversing over 40 Time points and four Forest Special Stages over a 200 mile route in Counties Wicklow and Wexford. This event, co-promoted with DUMC & LCC was once again sponsored by Cibie through the generosity of the sole concessionaires P.R. Reilly Ltd., and found an entry of 40 crews at the start near Kilpeddar on a wild wet night, ready to contest the first round of the 1976 BP National Rally Championship. As a point of interest 89% of all lamps used were Cibie. Lots of speculation surrounded the many "A.N. Other" navigators entered, with one in particular R. Harris being allocated to three different cars. However all was quickly sorted out in the Horse Box which served admirably as the check-in cum start control. Seeded number one were last years winners Brendan Fagan/Kenny Johnston in a borrowed Mexico as their new Mk II car was not ready in time. Campbell/Phelan were at 2 in their trusty Gr.I RS 2000 while Ger Buckley/John Caplice filled the number 3 spot in the familiar "TIU" Escort. At 4 were John Coyne/Derek Smith making their debut in a full Group I Avenger. Regular Boreen entrants were John Bridges/Derek Johnston in a Cooper S as well as John Tansey/Peter Scott in a BMW. Others of interest were Michael Duggan/V. Coughlan at 11th spot in their hybrid Morris Minor (who managed some very consistent stage times), Robert Craigie/Des Flanagan in a Fiat 128 coupe, and Ivan Sheane in a Fiat 903 Spyder. The taciturn Mark Slevin/Sam Meyer were seeded at 24 in the ex Prince Michael of Kent Escort and Racing Driver Eddie Jordan/Chris McNally 31st in the ex Des Bradley Magnum. Competitors headed out to the first 2 mile stage at Ballylug where Ger Buckley set fastest time with John Bridges a very close second and obviously revelling in the slippery conditions. John Alvey retired his Sheane bodied VW with gearbox problems while Ivan Sheanes Spyder succumbed to lack of sparks. The five mile Cronybyrne stage saw Buckley fastest yet again with Campbell second and Sean Murphy/Mick Mooney chasing hard. Unfortunately the next stage Glenealy had to be scrubbed owing to some "enthusiastic" spec-

tators having moved some arrows. The final 5 mile stage at Shelton Abbey showed Campbell fastest with no sign of Buckley who apparently retired when the head gasket blew. Derek Gaffney/Joe French also expired here with lack of front shock absorbers. At the Service break it was Campbell/Phelan who held the lead from Bridges, Doherty, Fagan and Duggan in that order. A short liaison section brought competitors to Control 1 (near Woodenbridge) which was the start of the navigation proper. The first 7 minutes to TP2 caught a few with a wrong approach exiting from the Forest rather than the tarmac white. Geoff Meredith/Bryan Harris crashed heavily on the way to via 4 and both were hospitalized. James Doherty/Ray Inglis retired their Avenger here with a holed radiator. A six minutes over Tara Hill saw Campbell/Phelan drop 6 into TP7 when "Felix" had a rare wrong slot only to be held up by Tansey/Inglis who had the same problem. The route then headed south west near Ballycanew, Camolin and Ferns and many crews were caught for the odd minute even though the tarmac terrain looked easily on. At Control 15 only Fagan/Johnston still retained a clean sheet and were placed 3rd overall. The leaders at this point were Bridges/D. Johnston undeterred by their number 13, with Campbell/Phelan in 2nd place and the remarkable Duggan/Coughlan holding 3rd position in the Morris Minor. Things started to tighten up when the route headed west to Balindagga where the "whites are whitest" and here many crews started skipping points in order to keep within their max. lateness. Fagan/Johnston blotted their copy book by dropping 1 into TP18 and at via 20 they were docked a further 15 for an alleged wrong approach (an official protest is presently in the hands of the Stewards). John Nicholson/Clarke went off the road here but managed to limp to the finish. Meanwhile D. Baynes/H. Inglis Escort Sport were putting in a very consistent performance. The familiar whites near Templeshanbo and Clohamon brought crews to a petrol stop at Ballycarney after which the pressure was continued through the whites of Oulart and Blackwater. The 4 minutes into TP33 caught the whole field, best being Campbell/Phelan who only dropped 1. S. Gaffney/R. Harris holed their sump here but managed

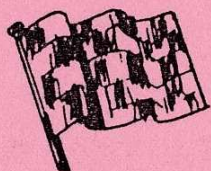
to struggle straight to the finish. It was evident at this stage that most crews were near their max. lateness and very few completed the loop South of Blackwater. Eddie Jordan/Chris McNally got bogged-down in a nongor and went o.t.l. A series of tight 4 minutes took competitors to the finish at the Hydro Inn, Kilmuckridge after negotiating a notorious ford into TP39. Here Campbell/Phelan dropped a further 5 with water on the electrics. Just twenty crews were classified as finishers when provisional results were published shortly after 09.00 hrs. General opinion was a well run event with laurels to Chief Marshal Jim Cusack who in these days of "hard-to-get-Marshals" managed to man every point. A Very Special Thank you to all you readers who gave up your nights sleep!

The Official Prize Distribution will take place on March 8th at 20.30 hrs. in the Yellow House, Rathfarnham. **Premier & 1st overall S. Campbell/P. Phelan RS 2000 - 1st Class D & 2nd overall B. Fagan/K. Johnston RS1600 - 1st Class B & 3rd overall J. Coyne/D. Smith Avenger - 1st Class A & 4th overall D. Baynes/H. Inglis Escort 1300 - 1st Non expert & 5th overall M. Slevin/S. Meyer Escort - 1st Class C & 6th overall A. Pinkster/R. Bruton Imp - 2nd Non expert & 13th overall R. Mitchell/G. Rynhart Cortina TC; Best T.D.C. crew & 16th overall D. Driver/N. Driver Cooper S.**

SPORTING TRIAL 24/1/76

An entry of 63 contested the recent Sporting Trial at the Earl of Meath's Estate, Killruddery on a crisp sunny January afternoon. Six sections were tackled twice by each competitor on the east side of the Little Sugar Loaf. It appeared that recommendations made at the Driver's meeting the week before had fallen on "stoney ground" as at least four sections had 9's and 10's which by their very steep nature, proved to be dangerous to rear-engined cars.

Nevertheless, the results showed a Sheane benefit with 4 cars out of the top six, and led home by the Maestro constructor himself, David Sheane. Just one mark behind was Ken Fildes in second spot (knocking at the door as usual) with Des Bradley a further 4 marks behind giving Des his best place to date. Clive Evans and Michael Reid retired early in the event when their ET4 & 100E decided to unleash "much" oil. Another to go later-on, was the Erskine Twins NSU special, sporting a Prinz 1000 engine this time, but the extra power proved too much for a half shaft Alec Watkins (VW special) once again



RESULTS



Ingersoll-Rand
INTERNATIONAL

Trophy
Autotest

Over the past decade, Northern Ireland has shown that it produces more consistently successful teams of drivers in autotests than any other part of these islands, but at the International Trophy Autotest sponsored by Ingersoll Rand and Mack Trucks, at the Dublin Sport Hotel on March 6th, the Ulstermen went one better, with their A and B teams making both first and second places overall, ahead of the two Republic of Ireland teams, whilst England A were best of the visitors in fifth spot. However, there was one bright spot for the Sassenachs, as Trevor Smith drove his Midget superbly throughout the day to take the best individual performance after lunchtime leader Harold Hagan had two penalties during the afternoon, slipping back to fourth position.

Last year's winners, Northern Ireland, were naturally hot favourites to win the Autotest, and their A team of Robert Woodside, Ken Irwin and Ken Shields was by far the strongest on paper. Two England teams included RAC/BTRDA champion Trevor Smith, while Scotland and Wales brought the total up to eight teams. Eight fast tests were laid out in the hotel car park, and the event was televised live for part of the day by RTE. Harold Hagan set forth best time on test 1, although Woodside's quicker time was spoiled by a line fault. The Republic of Ireland A team immediately dropped to the tail of the field as their first driver to run, Peter Lynch, failed the test in his Midget. Ken Irwin also had a line, but despite two penalties, N.I. A were in their accustomed position going into test 2, albeit with three other teams within 5 seconds. Woodside was best on test 2, 0.3s ahead of Trevor Smith, who helped England A into third place, overtaking the home B team. It was Hagan again on test 3, Ireland's top Midget driver showing that he is back on top form after a spell in the doldrums during the last year or so.

With Woodside and Irwin in the top six overall, and Ken Shields giving his usual virtuoso performance in his VW Beetle and lying seventh, N.I. "A" were already over 20 seconds in the lead at this

comparatively early stage, with the Republic of Ireland B just heading a close three way battle for runner up place. The final test before lunch fell to Dermot Carnegie's Clubman GT, but his team mate Steve Griffin nudged a pylon in his Midget, letting Ulster B through. John Calton's Mexico had its second penalty here, holding England A back to fourth. So, at the halfway lunch break, the holders, Northern Ireland A, were a comfortable 26 seconds ahead of their compatriots, with Republic B another 15s down, and just 3s in front of England A. The Republic A team had battled their way back to fifth, whilst the hybrid Scottish team was holding off England B and Wales. On the individual front, Hagan was less than a second ahead of Smith, with Hewison championship leader Alan Murray best of the Minis in third place, 1½ seconds down. Woodside, Carnegie, and Irwin were next, with Hill Scott leading the reserves in his Midget, seventh overall.

After lunch, Trevor Smith got down to business in earnest, determined to show the Irish what he could do, and he duly took best times on the next two tests. Hagan had a pylon on the second of these, losing his individual lead, but worse befell England A when John Calton failed test 5, dashing any hopes his team had of mixing it with the two Irish teams. Lee Lucas, of the N.I. reserves, was best in his Beach Buggy on test 7, over a second better than the best of the team drivers, Woodside, but by this time, team results appeared to be fairly well settled, unless a major upset took place.

On the final test, Alan Murray took the fastest time he had been trying for all day, a tenth of a second up on Woodside, but there was simply no doubt at all as to which team was on top — Northern Ireland A had 68 seconds to spare over their own B team, with Republic of Ireland B only 8 seconds further back. The A team from the Republic took fourth place, but England A were almost put back another place when Calton again failed the second last test, Scotland getting within fighting distance of them.

There was no denying Trevor Smith his best overall performance, and he was the only one of the top ten drivers to remain penalty free all day. Robert Woodside took the Buggy to second, with Alan Murray third and Hagan fourth. The defending Eire and Ulster champions, Dermot Carnegie and Ken Irwin, were fifth and sixth, and it was Irishmen all the way from this downwards, with the Clubman GT of John Larkin next best visitor, in twelfth spot.

RESULTS:

1. N. Ireland A (R. Woodside, K. Irwin, K. Shields) 1315.9
2. N. Ireland B (H. Hagan, R. Dickson, L. Dallas) 1384.0
3. Republic of Ireland B (S. Griffin, D. Carnegie, L. Mooney) 1392.9
4. Republic of Ireland A (P. Lynch, A. Murray, F. Lenehan) 1417.7
5. England A (T. Smith, J. Larkin, J. Calton) 1488.7
6. Scotland (R. Yapp, S. Meyer, G. Aird) 1507.3
7. England B (P. Cox, B. Dawker, T. Bowsher) 1599.7
8. Wales (R. Proffitt, G. Williams, D. Jones) 1623.6

Individuals: 1. T. Smith (Midget) 418.0, 2. R. Woodside (Beach Buggy) 420.6, 3. A. Murray (Cooper S) 424.8, 4. H. Hagan (Midget) 430.5, 5. D. Carnegie (Clubman GT) 433.1, 6. K. Irwin (Clubman GT) 433.4

TEST TRIAL 7/3/76

A record entry of 38 drivers for a Crossroads trial tackled a 15 mile course consisting of nine tests, and after a sharpish opener outside Devereaux, Robert (The King) Woodside led all the mini experts. Ten of the crosschannel drivers were to have their first experience of throwing between the banks and walls—the entry included twelve drivers from the North.

On the familiar site at the bottom of Altidore, Woodside was again fastest, and likewise in the following test, but Alan Murray showing his recent form tied with him in test four and set joint fastest time with D. Carnegie in test 6. (Test 5 was cancelled due to two competitors encountering mishaps).

H. WILDE MEMORIAL TEST TRIAL 31/10/76

C.O.C. John Bolton ran a short 7 mile course on new ground near Garristown which provided the 18 starters with many spins and throws during the 2½ hr. event. Alan Murray demonstrated his supremacy in the sport by being fastest in 7 tests with Dermot Carnegie best in 3 and sharing 1 with Ken Irwin, who also was best in 1.

Man of the Meet indeed was Ken Irwin, who despite almost amputating 2 fingers in a fan earlier in the week, came from the North and drove in 3 tests before retiring due to aggro from his injuries. Murray's performance was precise with some unusual antics, including a 270° reverse throw on test 12 in Cloghertown, to the thrill of a large crowd. Carnegie could have been in close combat except that the pylons kept hitting him.

Harold Hogan, another of the trusty band of 7 from the North was a worthy 3rd in his Midget, and so slick are his changes of gear & direction that one wonders if there is not fluid somewhere in the drive(r). Paul Phelan, now 1275 cc, gave an impression of modest performance but belied this in the results by being 4th o/a proving that by not wasting time and reading the tests he can better those screeching and squealing all over the place. William Rutherford and Ron Glynn were driving cleanly and slotted in that order behind Felix.

The Lynch/Griffin midget lost its clutch before the event so Peter drove with Dough Richardson in his "57 different varieties" Midget which was turned out beautifully. The more conventional midget of Lambe/Cavanagh skidded too much on the slippery 7th test and modified the bank. Frank Lenehan & Leslie Dallas in the

big sal. class both had to be very careful in the greasy and tight tests, especially on the 2nd lap.

Finally a note on the human pylon - Con. Lenihan, who stood in the centre of a double 360° turn on three occasions, when the non-human pylon was knocked down. A leather medal is being forwarded for your devotion far and beyond the call of duty.

RESULTS:-

1.	A. Murray	473
2.	D. Carnegie	497
3.	H. Hagan	503
4.	P. Phelan	525
5.	W. Rutherford	527
6.	R. Glynn	530
7.	L. Dallas	540
8.	P. Power	542
9.	P. Lynch	547
10.	F. Lenehan	560
11.	D. Richardson	565
12.	M. Mulligan	568
13.	N. Ferguson	571
14.	G. Burke	606
15.	I. Doherty	625
16.	D. Lambe	665
17.	B. Cavanagh	726

BOREEN RALLY 1977

Preparations are well under way for the forthcoming Boreen Rally on Jan. 15/16 1977. For this event some changes of format to that of previous years are being made, in that the mileage of special stages over private land has been increased substantially without dropping the traditional Navigation Part which will now be just 90 miles, making a total length for the event of 230 miles. It is hoped that this revised layout will encourage a greater and more discerning entry whilst still being 'easily-on' for both novice and expert crews. Start will be from Kilmacanogue, Co. Wicklow with the finish within 30 miles of Dublin.

Sponsorship for the Boreen has been kindly offered by M/S H.R. Holfeld (more details later) and assistance from various firms has been obtained and will be associated with the special stages.

Regs will be available on Dec. 1st.

A PERFORMANCE TO AD(MEYER)

Sam Meyer from Kiltarnan, has returned a remarkable record for the 1976 Autocross season. In his 999cc Longman Clubman (sponsored by his own Tic-a-Tee childrenswear agency, which he imports and distributes to all leading shops and boutiques) and maintained by Mark Slevin, Sam has won his class in 14 of the 15 events in which he entered. Though unable to obtain F.T.D. during the season, consistency and careful preparation have rewarded him with 2nd. overall in the Castrol Autocross Championship. In fact at one stage Sam led the championship, an amazing feat in the face of cars and specials grossly his superior in engine size, and ended with 27 points to winner Dermot Carnegie's 29.

Well done Sam and equal if not better luck next season.

James Pringle Memorial International Trophy Autotest

www.tdcireland.com



Newlands Cross, Naas Road, Dublin, 7th May 2011

Peerspeed Photography

If you wish to become involved with either, or both, of these events please contact
Tim Faulkner 0876774967

TDC Beginners Autotest

www.tdcireland.com

Round 1



Newlands Cross, Naas Road, Dublin, 8th May 2011

SNIPPET

This is a selection of your committee hard at work on your behalf - Piers MacFheorais, Frank Lenehan, Ronnie Griffin & Tim Faulkner/

