

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com

June 2011

Chairman's Chatterings



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You will all, with the exception maybe of our most enthusiastic Luddite, Frank Lenehan, be familiar with the above. It is, of course, the banner from our website which is looked after by Piers MacFheorais.



My short-term memory is such that I'm not sure whether or not Piers has been on the Front Page before. Even if he has, he certainly deserves to be here again. His work in setting up our website initially and, subsequently, in keeping it up-to-date, has been tremendous. The huge number of "hits" on the site is testimony to its quality. Before Christmas there was a record number of 41 simultaneous online visitors. Even as I write on a nice sunny summer's afternoon there are four people checking it out. Thank you Piers for keeping it interesting. I am conscious that it doesn't just happen - it is caused.

Your Club needs YOU

If you are a competing Club member, please ask yourself when was the last time you marshalled on an event. If it was not recently, please effect a remedy forthwith. I realise that for some members exit visas from home can be an issue, but if they can be negotiated for competing, they can also be negotiated for marshalling.

To those of you who already marshal regularly "Thank you".

To those of you who fall into neither of the categories above, please GET INVOLVED.

Joe



James Pringle International Trophy Autotest 7th May



There was a new venue for the James Pringle ITA this year. John McCluskey had been prevailed upon and had generously let us use the yard of his jmc VAN TRANS premises on the Naas Road, just beyond the Red Cow roundabout - very convenient for



Olwen Blair to get the Luas in to town and spend some money! There was room to set out three challenging tests, made more so by a covering of loose material which made grip levels variable and difficult to judge - there was, in general, less of it than usual. There were four laps.

There were just two teams, Ireland and Northern Ireland, fighting it out with twelve reserves seeing how they compared. It would be nice to have at least an England team and indeed some B-teams as well to provide the main players with a little more pressure.

Ireland A led after the first lap but a rear suspension mounting failure on the Simon Echlin "Caterham" 7 resulted in Tom Devaney being promoted from the reserves.



(Simon's "Caterham" should really be badged a "Lotus" as



Paul, Steven & Sam [Sorry, Mark]



Eamonn, JJ (Communion money all spent at last), Simon (sweeping away the tears) & Tom (striding to the rescue)



[Sorry, Davy {Nova vendetta?}]



he certainly seems to share Colin Chapman's lust for lightness.) Northern Ireland began gradually to claw back the deficit and took the lead after Lap Three. They held on to win for the second year in a row.

Eddie Peterson, despite doing more rally crossing at the expense of auto testing this season, showed that he has lost



Sue takes a much better photo than Eddie

none of his verve and was best overall. Sam Bowden, in his Mini saloon, was a fine second and JJ Farrell completed the top three.

Frank Lenehan prevailed upon his son, Derek, to lend him a white van for Felix's office. There was a rumour that Frank really covets this machine and would love to kit it out as a camper van so that he can do some extensive touring!

At the helm was the fastidious and unflappable Piers Mac Fheorais so it was no surprise that the whole affair ran very smoothly. A great turn out of bodies on the organisational front helped. There were even a few spectators who didn't have to be press-ganged into helping. Andrew Blair might dispute this, but I am assured that he did volunteer! There was a nice programme



too - Eamonn King had obviously polished his silver tongue as it featured lots of advertisements.



Frank outlines his camper van ideas to Joe Doran and Felix

Editor



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RESULTS

1 Northern Ireland A

(Steven Ferguson, Sam Bowden, Paul Blair, Mark King) 3242.1s,

2 Republic of Ireland A

(J J Farrell, Eamonn Byrne, Simon Echlin/Tom Devaney, David Thompson) 3287.3s.

Individuals:

1 Eddie Peterson (Mini Special)

756.0s,

2 Sam Bowden (Mini) 761.9s,

3 J J Farrell (Mini Special) 764.8s,

4 Steven Ferguson (Mini Special) 767.1s,

5 Eamonn Byrne (Mini) 768.9s,

6 Robin Lyons (Mini) 783.5s,

7 Chris Grimes (Mini) 820.1s,

8 Paul Blair (Striker) 823.3s,

9 Guy Foster (Mini) 826.1s,

10 Norman Ferguson (Mini) 843.7s,

11 David Thompson (Nova) 852.5s,

12 Liam Croston (Starlet) 876.6s.

Class winners:

J J Farrell, Sam Bowden, Paul Blair, David Thompson.



The Nova/Starlet boys doing a preliminary perambulation



*A study in concentration -
George McMillan, Daniel Byrne, Paul Mooney*



*Richard Meeke
gets his Entry
Form in nice and
early*



*Christy Grimes, as
inscrutable as ever*



*Liam Croston, relaxing with
his travelling companion,
Rebecca Ferguson*



Guy Foster



*Eamonn Byrne, in
Robin Lyons's
shadow*



*We shouldn't let a Corolla
come between us*

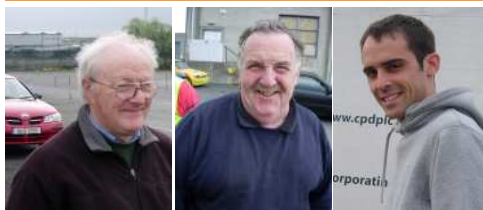


*Frank Fennell and John Lyons try
to work it out*



*Still talking after all these
years. Enduringly expert
exponents, Frank Lenehan
& Ken Irwin*

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Paul Phelan, Noel Broderick, Mark Doran

Tim Faulkner chatting to Paul Hickey & Damien Doran - no doubt he sees them as potential marshals



Philip O'Reilly affecting an air of efficiency



John Farrell auditioning for "Strictly Come Dancing"



Rob Bolton with some tape to deal with a loophole



Fashionista Eoin O'Curry was appalled when he realised that he and Eamonn King were wearing the same top.



Peter & Jimmy O'Donoghue



Trevor Foster, Ed Meredith, Kevin Fitzgerald



So dusty did it become that "goggles" like these were the "to have" accessory



Guy Foster, Ken Irwin, Norman Ferguson & Milton MacWilliams observe



*Here comes the cavalry
Tom Lenehan, Joanna Lenehan, Zoe & Emma Byrne,
Aislinn Reid & Jonathan Bradshaw*

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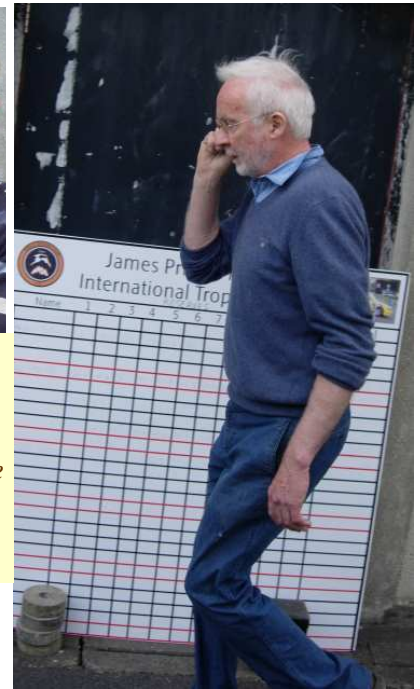
*Richard Meeke with
his embryonic tyre
mountain*



*Bill, Laura &
Ian White*



*Jack, Derek &
Frank Lenehan
Does Frank
need a mortgage
to pay his tele-
phone bill?*



*Rory Power
chooses
the healthy
option*



*Les Coogan adopts a
superior standpoint*



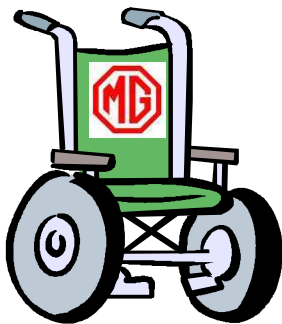
*Ian McCulloch and Norman
Ferguson compare notes*

*Christo-
pher
Grimes
minds the
car*



SNIPPET

Joe Reynolds had to try to squeeze a wheelchair into the boot during a recent event in Greece. His navigator, Paul Bosdet, managed to break his ankle not “heaven for-fend” as a result of a Joe driving indiscretion; Paul just slipped while he was “admiring the scenery”.



APRIL QUIZ Answers



The shoes (or should I say “brothel creepers”) belong to James O’Mahony (above) and that fashion icon Owen Whelan (below)



JUNE QUIZ

A change of question style this time. No doubt it will produce the usual avalanche of answers to imcc@oceanfree.net

Use the initials of these two Club members to generate the name of a plant used to produce blue dye.



*JJ's Multi-Venue Autotest
Beaulieu House, Drogheda
Sunday 3rd July*

Beginners' Championship Round 1 8th May

After a long wait since our last outing in November, the first round of the Beginners' Autotest Championship finally arrived.

The previous day's James Pringle International Autotest was enough to whet the appetite of any wannabe autotester. Sunday's event was well subscribed with a lot of the usual suspects and a few new faces willing to give it a go!

Thankfully the rain that was promised stayed away (mostly) with only a few small showers to help keep the dust down and the sunburn to a minimum (especially for those of us who wished we had more hair!!)

The day began with a typical flurry of activity getting pylons in place and floury lines drawn as competitors desperately tried to learn the tests. The partially loose surface brought a welcome surprise to many of the drivers and would hopefully make it easier for beginners to display their autotesting prowess!

The tests were quite open, but still proved challenging and there were quite a few 'fails' (myself included).

Mark Fagan put in a sterling effort in his daily driver Starlet in his first foray into motorsport, followed closely by Niall Murray in his equally impressive Starlet. James Mansfield's Mini



Mark



Niall, with dad, Joe, lurking in the passenger seat

looked to be going well following some pre-season tweaking.



Overall honours went to Jamie McMillan in his rapid Nova.

Jamie, with proud dad, George

Big thanks have to go to John McCluskey for the use of the venue.

Finally, the biggest thanks of the day have to go to the organisers and marshals: Tim Faulkner,



Tim, John, Hugh



Gerard, Andy



Felix, at the controls of his trusty Dell

Paul Phelan, Joe Doran, John McAssey, Gerard O'Connor, Andy Blair, Les

Coogan, Rebecca Ferguson and Hugh Farrell.

Without their input, events like this would not be able to take place.

Roll on Round two!!!! at

Woodside on the evening of Wednesday, 22nd June.

Jay Donegan



RESULTS

- 1 Jamie McMillan (Nova) 693.1s,
- 2 Mark Fagan (Starlet) 809.7s,
- 3 Niall Murray (Starlet) 814.6s,
- 4 James Mansfield (Mini) 827.6s,
- 5 John Kane (Starlet) 835.0s,
- 6 Iain Meeke (Starlet) 912.8s.

NOVICES:

- 1 Rory Power (Mini) 706.5s,
- 2 Kevin Fitzgerald (Starlet) 733.7s,
- 3 Keith Byrne (Starlet) 745.2s,
- 4 Jay Donegan (Starlet) 746.8s,
- 5 Alan Auerbach (Starlet) 752.3s,
- 6 Mark Nugent (Starlet) 755.8s.

EXPERTS:

- 1 Chris Grimes (Mini) 578.3s,
- 2 Guy Foster (Mini) 586.3s,
- 3 Alan Coyle (Mini Special) 593.1s,
- 4 Liam Croston (Starlet) 612.4s,
- 5 Mark Doran (Nova) 629.2s,
- 6 Daniel Byrne (Nova) 633.4s.

There was a nice "post" on the website from Alan Auerbach's dad, Peter, after this event. I thought it worthy of inclusion here as it goes to show that "good turns" do occasionally yield a dividend.

Great day and many thanks to all who gave their time and effort to organising and running a great day.



Peter & Alan

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By coincidence I needed an engine picked up in the UK. I had phoned many couriers, freight companies, transport companies etc and was either told they couldn't collect engines or else quoted crazy prices. I even considered getting the ferry over and collecting it myself. But this would have cost €290 plus diesel and a day off work. So while standing at the autotest, I thought, why not give jmc VAN TRANS a call on Monday morning. My engine is now here already and it only cost €79. So if anyone else needs goods picked up, I recommend jmc VAN TRANS.



A mélange of Meekes: Iain, Richard & Dave



A kaleidoscope of Kanes: John & Christopher (John last competed ten years ago in a saloon race in Mondello in his Mini)



A clutch of Cobban/MacAulays: Callum, Sue, Ross & Dave



A bunch of Byrnes: John & Keith (Does Keith think that if he closes his eyes that I will go away?)



Joe Doran and Piers MacFheorais reflect on a good weekend for the Club



Mark FitzSimons checks Felix's figures



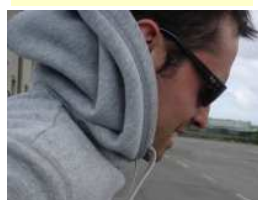
A group of Grimes: Christopher & Christy



Rebecca Ferguson enjoys a spin in Liam Croston's Starlet



Jay Donegan with his guru, Paul Ramoutar



A dangerous looking Mark Doran



What everybody would like to say to Noel Broderick but is too polite so to do



A radiant Rory Power



It does look like a good base for a camper van project



Guy Foster, Damien Phillips, Alan Coyle & Mark Nugent all look delirious



Orchard Classic Rally, Loughgall 21st May

John Byrne has been taking part in the Loughgall Festival of Speed

As you can see, this photo of John & Keith Byrne is courtesy of Peter Boyd. He has lots more action shots of the event on his website.

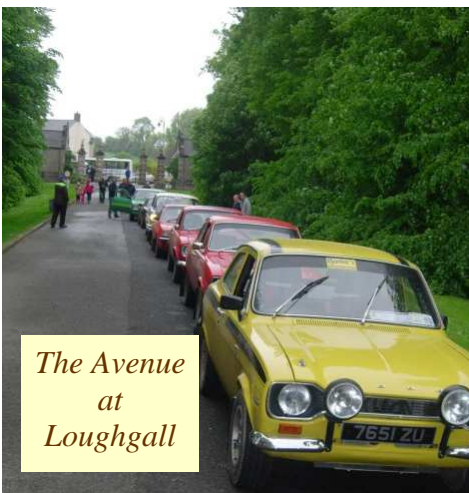


for a few years. He did the Historic Stages event around the park roads. This year, in addition to the usual stages, autotest and static displays, Ronnie Mitchell put together the Orchard Classic Rally. This was essentially a multi-venue autotest consisting of 23 mostly special tests over a 55-mile route around Loughgall. The last test was particularly special. It was the 3-mile "stage", albeit with lots of codeboards and stop boxes to keep us from losing the run of ourselves. The whole shebang started at 9:00 a.m. and, but for an inci-



dent on the stages which caused an unscheduled delay, would have been over by the originally planned 1:30 p.m. As classic cars tend to be conducted by more mature folk, Ronnie hoped to accommodate their afternoon nap, especially in this instance, as it was a very early start for any crews which had to travel.

Entries were encouraged by word of mouth. Rob was unavailable due to the Heineken Cup Final so when Mark Doran rang I was able to say yes. An ambiguous arrow on the first test caught us both out. Then Mark did well to avoid an apple tree on Test 12, first assaulted by Dermot Carnegie and finished off by Mark's dad, Joe (lots of competitors were challenged at this spot). Subsequently, it was plain sailing.



The Avenue at Loughgall

All in all, a good time was had by anybody I spoke to, though John Byrne had the misfortune to do severe damage to the undercarriage of his Sunbeam on a girder hidden in the grass on Test 2. (This was definitely a case of whatever the opposite of poetic justice is called.) Frank Fennell got away with snagging a tyre on the same piece of metal. The journey home was grand until we started listening to the radio commentary on the above mentioned Heineken final. Fortunately we made it back to Dublin in time to watch Leinster's remarkable second-half recovery.



Editor



RESULTS

1. **Robert Woodside Jnr./Dean Beckett, Mazda MX5, 25:16**
2. **Will Corry/Richard Nelson, Midget, 25:21**
3. **Eamonn Byrne/Joanna Lenehan, Mini, 26:07**
4. **Dermot Carnegie/Kevin Fagan, Escort, 26:37**
5. Ashley Lamont/Kenneth McDonald, Midget, 26:40
6. Kevin Fitzgerald/Vincent Fagan, Escort, 26:50
7. Robert Dickson/Catherine Dickson, Mini, 27:03
8. Mark Doran/Ian McCulloch, Escort, 27:12
9. Frank Lenehan/Olwen Blair, Datsun 100A, 27:13
10. Colin Earney/Andrew Earney, Mini, 27:18
11. Robert Woodside Snr./Tommy Hood, VW Beetle, 27:59
12. Alan Harryman/Terry Harryman, Mazda MX5, 27:59
13. John Farrell/John Golden, Escort, 28:04
14. Martin Nugent/Shay Crawley, Escort, 28:09
15. Joe Doran/Noel Broderick, Opel Manta, 28:26
19. Frank Fennell/Davy Johnston, Mercedes 300SE, 29:04
20. Steve Griffin/Jason Loughrey, Opel Kadett, 29:05



The forest at Loughgall

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Will Corry & Richard Nelson, who enjoyed an unscheduled tour of Armagh (along with quite a few other crews) en route to Test 1



Vincent Fagan wonders will Kevin Fitzgerald's driving exploits be as enthusiastic as his verbal prognostications.

Jason Loughrey got father-in-law, Steve Griffin, to all of the tests

Does this mean Eamonn Byrne is a "Hoodie"?



Craig Hunt is hoping that a person with an "AWAY" board will come along



Les belles femmes: Catherine Dickson, Olwen Blair & Joanna Lenehan

Davy Johnston having a smoke in the bushes



Peter Murphy & Andy Hennessey were doing the Stage event. Andy is pointing out to Vincent Fagan and Dermot Carnegie the scene of yet another outstanding driving feat.

Frank Lenehan reckons that Olwen Blair has eyes in the back of her head as she seemed to be able to read the codeboards even if he neglected to back off



Shay Crawley enjoyed his spin with Martin Nugent



Noel Broderick found it easier when he turned his map the right way up.

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Kevin Fagan, Frank Lenehan & Joe Doran are amused

Michael Beattie adopts a proprietorial gait simpatico with the backdrop



Conn Williamson made stately progress in his BMW Coupé



"It's just not like it was in the 'Good Old Days'," opines Terry Harryman to Brian Nelson



Eddie Fitzgerald was due to accompany Bernard Bradley on course-car duty in a Nissan 240 RS. The car, new to Bernard, had a fixed co-driver's seat to which Eddie was unable to gain access. The flexibility of his joints is somewhat compromised as he approaches "Senior Citizenship". Eddie was reduced to engaging passers-by in conversation - not an unrewarding experience.



John Farrell on the move



Colin & Andrew Earney

Brian McCurry



Robert Woodside Snr.



Brendan Mullin, Eric Martin & Martin McBride



Arthur McMullan & Josh Douglas



Neil Fletcher & Cliff Auld

This article appeared in the Winter 2011 edition of **TEC-TOPICS** the magazine of TOYOTA ENTHUSIASTS CLUB.

Thank you, Denis.

STARTLING STARLETS

RALLYING

When the topic of Toyota in Rallying comes up, no doubt most of us will think of the sophisticated, highly developed, four-wheel drive Celica Turbos, campaigned with great success in the nineteen nineties by Toyota Team Europe. Or even two decades further back the wonderful, 2-litre 16-valve Celica TA22s that started TTE on its way to victory.

However, at the other end of the scale an unlikely candidate is emerging as a competitive machine in Irish Club Rallying - the second generation 70 Series Starlet.

As those with an interest in motorsport will know, Rallying, along with Autotesting, or Driving Tests as they used to be called, are still very popular in the Emerald Isle. The Irish are particularly expert in the last, often quite complex, with forward and reverse manoeuvres round pylons; but over the last few years a new form of event has emerged which is proving popular and is something of a cross between an Autotest and a closed road Special Stage Test. Simpler, driving forward only, and less of a memory test! The competitive aspect comprises of a number of tests timed against the clock along farm lanes and through farmyards, typically about a quarter, to half a mile long, usually on loose surfaces mixed with some shorter tests on concrete surfaced factory complexes. The

Tests are linked by easily navigated road sections.

IRISH STAR

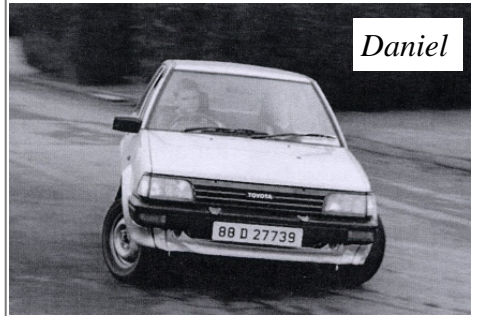
Enter the Starlet KP70 of the late nineteen eighties. Remember too, this model was a volume seller in the republic of Ireland compared to the minimal numbers imported to the UK. In the Republic it was also sold in a wider range of derivatives, including the larger 1300 cc engine. A few years ago a number of motorsport experts there identified the Starlet as an inexpensive and potentially competitive weapon for Autotests, and these Lanes type Rallies. And a ready supply of potential cars literally ready for scrapping and at scrap prices too! Having tackled one of these events a few years ago and seeing two of our Dublin based experts on the entry list, I entered the recent Ulster Automobile Club Boxing Day event postponed due to the snow, from its original date until late January. My machine, my wife's absolutely standard last generation Starlet 90 Series, now approaching 150,000 miles.

Great fun and we managed to finish a not very creditable 36th, out of 47 starters. But what about the two aforementioned Starlet 70s? Veteran Frank Lenehan



came first, and Daniel Byrne, fourth, having battled all day with a clutch of expertly driven "hot" MG Midgets and Minis. However, we didn't feel too disappointed, for as well as the obviously superior

skill of the two Starlet drivers who are competing week in and week



out, a quick glance and chat with Frank revealed a little machine somewhat different from when it left the factory all those years ago.

MINIMAL MODS

Frank happily revealed some of the secrets of his Starlet 70 Rally car. Purchasing the Starlets at the end of their working lives, apparently literally as they arrive at the scrap yard gate, a number of "mods" are carried out. Frank claims that his engine is standard 1300 although the car certainly flies. As will be familiar in a few of our own Club Members' Toyotas, some of the Starlets appear to have got an engine transplant from other models, the larger (1500 cc) Lite Ace petrol unit being mentioned. However, two vital changes are made to the running gear. To get extra traction out of the often slippery corners, it is fitted with a limited slip differential. Apparently a number of enthusiasts in the Dublin area clubbed together and split the cost of ten sets specially commissioned and built by an expert Transmission company. Frank feels the standard handbrake is not very effective - locking of the rear wheels important to execute faster, sharper turns by sliding around the obstacles and pylons. The solution is to fit a hydraulic handbrake working off the normal braking system. Some cars have been fitted with wider rear

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brake drums. Rather simpler the fitting of competition seats, full harness seat belts and additional Branz or Halda measuring equipment for the co-driver. As you may pick up in the attached photos (thanks to Roy Dempster, www.roydempster.com), stronger, wider, wheels seem to be fitted; no doubt again scrap yard finds from other Toyotas, with specialised, heavier tread and loose surface tyres. While all this surgery is going on and much of the trim stripped out, a bit of welding can



Denis

be tackled to repair the ravages of time. So, I am told, for a total outlay of around £2000 a competitive little car and if you bend a panel take one off your spare car(s) lying in the garage or garden. Mind you, none of them is likely to win

a Concours prize at our AGM at Billing - but then they were built to do a different job.

But back to my standard Starlet 90 and our rather lowly placing. Apart from our lack of specialised equipment and even more obvious lack of skill, my main excuse was that my wife needed it brought back intact to go shopping at Tesco later that evening!

Denis Bell

CO KILDARE M C RALLY-CROSS AT MONDELLO PARK (ROUND 3 OF QUAFIE MSA BRITISH CHAMPIONSHIP): 12th June

SUPERCAR A FINAL:

1 Pat Doran (Focus) 3m 07.15s,
2 George Tracey (Xsara) 3m 07.51s,

SUPERNATIONALS AND MODIFIED B FINAL:

1 Ian O'Connell (Lotus Exige) 3m 18.96s,
6 George Tohill (BMW Compact) 3m 31.95s.

RESULTS

HOT HATCH AND STOCK HATCH (16 VALVE) A FINAL:

1 Derek Tohill (Peugeot 106) 3m 34.01s,
2 Eddie Peterson (Peugeot 106) 3m 34.77s,

GARDA SIOCHANA M C WEEKEND SPORTING TRIAL AT GARRYHUNDEN, CARLOW: 16th/17th April

1 Alan Kilkenny (Kilkenny-Yamaha) 0 marks,

2 Philip Erskine (Erskine-Yamaha) 1m,
3 John Bolton (Grasshopper VW) 2m,
4 Craig MacWilliam (Erskine-Yamaha) 3m,
5 Paul Needham (Erskine-Honda) 3m,
6 Ian Meredith (VW) 4m,
7 Christopher Evans (ETE-Yamaha) 5m,
8 Brian Conlon (Erskine-Honda) 6m,
9 Clive Evans (ETE-Yamaha) 8m,
10 Ian MacWilliam (Erskine-Yamaha) 8m.

APPRECIATION



It came as a great shock to many TDC members to hear of the death of Nigel Coulter on 20th May. He was ever present at the Cork Retro over the years, mostly in an organisational role but sometimes as a competitor. No matter in which capacity he was there, he always had a smile on his face and was happy to help in whatever way he could. If necessary, he even brought his boys along.

Forty two years of age is too young to suffer a fatal aneurism. It may be of some small consolation that he was a doer who enriched the lives of those with whom he came into contact.

Nigel was a former chairman & director of Cork Motor Club and played an active role in all of CMC's events, from marshalling on Night Navigation Trials to Clerk of the Course of the Cork Forestry Rally & West Cork Classic Rally.

His friends in TDC extend their condolences to his wife Sadie, sons Adam and Morgan, mother Catherine, sister Carol and brother Jason.