

TDC Turbine

An intermittent missive of random rants, reports and reviews

www.tdcireland.com



August 2011

Chairman's Chatterings



It struck me recently to check whether, or not, probably our most esteemed member had occupied this space.

I was rather embarrassed not to find his image on any cover to date.

I am delighted now to rectify this grievous omission.

The gentleman in question is, of course, Paul Phelan (Felix). Our omnipresent, sagacious long serving/suffering secretary is an exemplar of the perfect (well, maybe that's going just a little too far- but not by much) Club member.

He has officiated in every conceivable role on events and been a hugely enthusiastic competitor whether as navigator/ co-driver extraordinaire or autotester ordinaire!



Two new photographers, Anne Doran & Bill White and one new scribe, Robert Bolton, as well, this time.
Thank you.



Since the last issue, the editor has been the victim of a computer event (in the sense that a "heart attack" is these days euphemistically referred to as a "cardiac event"). Maybe the drivel associated with the Turbine was too much for the computer to take. Although the machine is up-and-running again, the trauma of the experience resulted in total amnesia despite steps that had been taken to prevent this eventuality. Most of the material has been re-acquired so your enjoyment (presumptuous?) of this edition should not be compromised.



Joe



RESULTS

CORK M C AUTOTEST AT TOGHER, CORK (ROUND OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 9th July

- 1 Paddy Power (Mini Moke) 440.3s,
- 2 Liam Cashman (Starlet) 451.8s,
- 3 Alan Clarke (Mini Special) 473.1s,
- 4 Don Giles (Westfield) 487.5s,
- 5 Peter Desmond (Westfield) 489.8s,
- 6 Timmy Lynch (Westfield) 512.0s,
- 7 Rory Power (Mini) 515.7s,
- 8 Liam Croston (Starlet) 516.2s.

IMOKILLY M C AUTOTEST AT BISHOPSTOWN, CORK (ROUND OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 10th July

- 1 Paddy Power (Mini Moke) 470.7s,
- 2 Liam Cashman (Starlet) 494.0s,
- 3 Alan Clarke (Mini Special) 501.0s,
- 4 Damien Doran (Mini) 507.8s,
- 5 Don Giles (Westfield) 523.4s,
- 6 Liam Croston (Starlet) 529.9s,
- 7 Martin Walsh (Starlet Special) 536.9s,
- 8 Timmy Lynch (Westfield) 541.8s,
- 9 Rory Power (Mini) 545.7s.

LEINSTER MOTOR CLUB LINCOLN & NOLAN CUP SPORTING TRIAL AT BELMONT, DELGANY, CO WICKLOW: 10th July

- 1 Craig MacWilliam (Erskine-Yamaha) 0 marks,
- 2 Philip Erskine (Erskine-Yamaha) 0m,
- 3 Alan Kilkenny (Kilkenny-Yamaha) 1m,
- 4 Siobhan McCann (JMcVW) 2m,
- 5 Conor Peden (VW) 3m,
- 6 David Meeke (Kilkenny VW) 3m.

SNIPPETS

There was some TDC input in various capacities into The Gordon Bennett Rally at the beginning of June.



A selection of cars at St. Mullin's

James Doran chats to Richard Pain



Michael and Richard Jackson in their Lancia Lambda



One hundred and seventy pre-1930 cars make for an impressive sight.



Having survived Paul Mooney's attempt to maim himself and Piers at the James Pringle ITA, Frank forsook the comfort of his armchair. Jamie McMillan had another go later on, again unsuccessful.

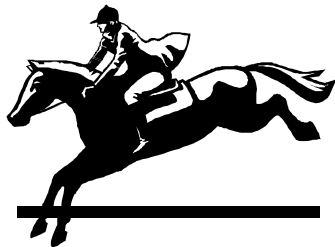


Vincent Fagan had to cry-off from his involvement in JJ's event when he realised that he was committed to attending the matinee performance of "Glee" that day. He is, I am reliably informed, as enthusiastic about musicals as he is about motorsport.

Laura Fagan is now Business Operations Planner at Unilever.

Might it be an idea for Robert Lyttle, who is the driving force behind the RSA/MI initiative to get boy racers off the public roads, to approach the insurance companies to seek a premium discount for those who are members of motor clubs on the basis that they are better placed to satisfy their "need for speed" in a suitable environment?

Joanna Doran is back after almost a year in the USA enjoying equestrian exploits. Welcome home.



I have received a tip-off that one of our members is double-jobbing. He's the one on the left and his



main job is with Dublin Bus.

I was cut to the quick at the last committee meeting when, in response to what I felt was a very reasonable comment during one of the in-depth discussions which are a feature of the meetings, Timmy was moved to suggest that you don't have to be a woman to be a bitch.

JUNE QUIZ Answer

The two illustrious Club members were **Donal Arundel** and **Owen Whelan** so the blue dye producing plant, as correctly identified by Timmy Faulkner (well done), was **WOAD**



AUGUST QUIZ

Who is this lurking in the bushes?

Answers as ever to:
imcc@oceanfree.net



Ciarán Freeney, Martin Devine, Lyndsay Doran, and Jay Donegan adopt an interesting diversity of poses at the home of Sandyford Motorsport - Woodside

Beginners' Championship Round 2 22nd June



Paul Hickey, James Doran, Alan Auerbach, Philip O'Reilly, Damien Phillips, Larry Mooney, Damien Doran, Guy Foster, James Driver, Niall Driver, Mark Fagan, Timmy Lynch, Trevor Foster

My erstwhile driver, Robert Bolton, has put fingers (two) to keyboard for the first time in this context. As you read what follows, you will perhaps understand why he and I have had such an enduring partnership in motorsport (in real life, I am married to his sister). We both seem to have a fondness for long sentences peppered with unnecessarily pretentious vocabulary. His legal background has seen him up the ante in this regard with his use of Latin. This same background probably explains the dearth of punctuation as well. Ed.

Vicis Opinio

Wednesday 22nd June saw the running of the second round of the Beginners' Championship with a huge number of 50 starters assembling at Woodside, Sandy-

ford including 17 Beginners and 21 Novices – is this a record? The weather was kind enough to ignore the forecasters' predictions giving us a fine evening without the promised rain and even kinder to yield a torrential downpour early that afternoon to keep the farmyard dust to a minimum.

The start was scheduled for 5.00 p.m. and C-o-C Larry Mooney got the proceedings underway with a drivers' briefing almost on the dot of 5.00 – is this another record? Three tests had been laid out which were familiar to quite a few drivers save for one addition of a foray into a yard at the side of the house.

Plenty of very solid walls did little to dampen enthusiastic driving but some words of caution by Larry during his briefing must have been heeded in that whilst there were quite a few

close shaves no one admitted to any (new) damage. One driver who'd I'm sure prefer to remain



anonymous probably came closest to grief on the gateway into the yard by the house and was observed closely examining the rear bumper of his very smart yellow Mark I Escort for signs of damage – none was visible. "I should have known how slippery it was as I'd helped to clear up all the wet leaves before the start".

Test 2 proved to be a big test of memory with no fewer

than 16 fails on the first lap. It must be encouraging to the Novices and Beginners to see that occasionally even an expert can forget where to go (really Daniel!).



Fails thereafter were not quite so frequent although about 50 in total would suggest that arriving earlier and taking a bit more time walking the tests before the event gets under way would be beneficial.

As the event progressed an impressive number of spectators turned up to enjoy the spectacle, bursting into enthusiastic applause for a virtuoso display by Simon Echlin who showed superb car control in his Caterham to win



the expert class by a (relatively) comfortable margin of almost seven seconds from Christy Grimes in his faithful if crumbly Mini.



Among the Novices the competition was very close with Owen Murray leading Keith

Slowey by just 3 seconds at the end of the first lap with Timmy Lynch only one second behind in third and Philip O'Reilly & Piers MacFheorais respectively 2 and 3 seconds further back. Owen pulled away after that to win the



Owen



Timmy



Piers

class notwithstanding a fail on the tricky test two – on his third lap! John Nolan overcame a slow start attributable to a fail and a couple of penalties on his first lap with fault free second and third laps to finish second Novice with Philip O'Reilly maintaining his early momentum to come home third. Both Keith and Piers had brain fade on the last lap managing to match Owen's fail on test two but not quite his speed and this dropped them down the order a bit. Piers commented that he is still learning the difference between RWD and FWD and that the harder he tried the slower he went! Well Piers, you know what they say about more haste.....

As for the main men of the event, round one's winner Jamie McMillan travelled down from the North to defend his Championship lead and set the



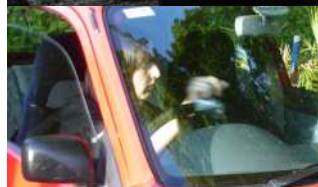
Jamie



Brian avoids being distracted by Joe Downey



Mark



A reflective Lyndsay

early pace in the very quick Nova leading by some 14 seconds at the end of the first lap. Just six seconds covered the pursuing Brian Murphy, round one's runner up Mark Fagan, Lyndsay Doran and Gary Hamilton with a bit of a gap then to the further dozen beginners. Lap two saw Jamie hold on to his lead with Brian and Mark still chasing hard but Lyndsay and Gary dropped back a bit due to becoming further victims of test two. Jamie increased his lead on the last lap to 30 seconds to earn a well deserved win. Mark pipped Brian by just 0.3 s for sec-

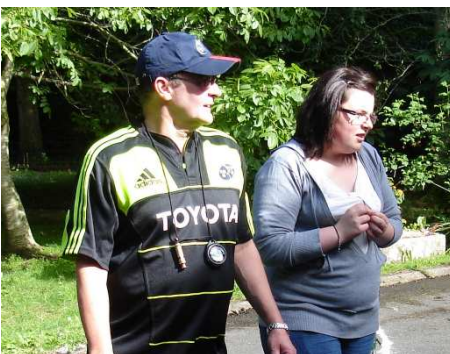
ond place – significantly closer to Jamie than round one – with Gary hanging on to fourth by just three seconds from a fast finishing Paul Ramoutar.

The huge entry had the potential to cause absolute bedlam in the running of three tests in a confined area and huge credit is due to C-o-C Larry and all the



Timmy Lynch seems to be suggesting an alternative route to that being proposed by Joe

marshals from Club President Joe Doran down to one of the youngest members – Joe’s daughter Nikki – for an extremely well run event with a minimum of delays. The input from the evening’s chief traffic policeman was of great benefit in keeping the traffic circulating. Take a bow Tim Faulkner.



Tim & Kate Phillips

The now traditional barbeque was again arranged under the supervision of chief chef Ruth Lenehan ably assisted by the Phillips family – Damien was excused as he was too busy piloting his Starlet into a top ten place in




Ruth, rushes to take care of her charcoal chores

the Phillips girls.

Huge thanks to Ruth’s Da, Frank, for once again making



available his farmyard and avenue and also his inner yard notwithstanding the serious risk of his property damaging competing cars. An event like this in what is now a built-up area without incurring the wrath of the local populace is becoming increasingly unique. *(I believe that Declan Lennon did trojan work out on the main road – Ed.)* The same man (Frank) defied his great age by finishing third of 12 experts, setting two fastest times along the way. He denied that local knowledge had anything to do with it. Can round three scheduled for Sunday 24th July match this event? Watch this space.

Rob 

RESULTS

- 1 Jamie McMillan (Nova) 487.0s,
- 2 Mark Fagan (Starlet) 517.6s,
- 3 Brian Murphy (Starlet) 517.9s,
- 4 Gary Hamilton (Micra) 559.1s,
- 5 Paul Ramoutar (Starlet) 562.3s,
- 6 James Mansfield (Mini) 564.7s.

Class winners:

Mark Fagan, James Mansfield.

NOVICES:

- 1 Owen Murray (Starlet) 478.4s,
- 2 John Nolan (Starlet) 490.5s,
- 3 Philip O’Reilly (Starlet) 493.7s,
- 4 John McAssey (Starlet) 501.4s,
- 5 Jay Donegan (Starlet) 508.8s,
- 6 Keith Slowey (Starlet) 508.9s.

Class winners:

Owen Murray, Piers MacFheorais (Mazda MX5).

EXPERTS:

- 1 Simon Echlin (Caterham) 407.1s,
- 2 Chris Grimes (Mini) 413.9s,
- 3 Frank Lenehan (Starlet) 428.0s,
- 4 Daniel Byrne (Nova) 432.4s,
- 5 Mark Doran (Escort) 444.9s,
- 6 J J Farrell (Starlet) 451.3s.

Bonus Pics



Mark Doran officiated as well as competing

No point in having the tyre pressures spot-on if you don’t memorise the test properly!





Mick Kehoe (Is Mazda a subsidiary of Peugeot?)



Alan Athey stands well back from Martin Devine



John Kane is easy to spot



JJ Farrell gets a move on



Damien Doran not in a Mini



Piers MacFheorais and Rob Bolton pictured in their preferred profiles



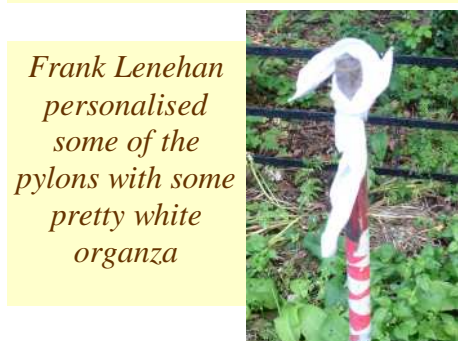
Declan Hendrick absorbs the farmyard ambience to get in the mood for his multi-venue event.



Trish Denning and Peter Boyd keep a watchful eye



Owen Murray tidies up after Kevin Fagan



Frank Lenehan personalised some of the pylons with some pretty white organza



Fred Lewis (R) adopted a stray spectator for the evening



James Doran and Paul Hickey found time to inspect the trees to assess their suitability for hugging



Ciarán's Nutty and Freeney

Does Stefan Walsh ever stop smiling?



The bucket shakers who collected for "Open Door"

JJ's Multi-Venue Autotest 3rd July

Based again in Beaulieu House, Drogheda a great day was had by the capacity entry. My rookie reporter was the redoubtable Mick Kehoe. His take on the day was restricted by his being a competitor so if you feel the need for more details, you will have to read between the lines of the Results (full set on the website along with sundry other observations). Another option is to come along to other Club events and pick up all the gossip personally. Ed.

Peter Boyd is responsible for the photos accompanying Mick's piece - Thank you.

So a Team element to the event.... Cool I thought, Team



Jack Quinn (blue shirt) keeps an eye on Mick



Jack abuses his Pug while Damien waits for his turn



Damien's new engine is up to the task

Peugeot.....Sugar, only two Peugeots on the entry list..... Speedy suggested Team Octane and suggested I ask Damien (Doran).... So I did and Team Octane was born. Couple of calls and Emails later we had Team Octane graphics for the cars. The graphics turned out to be my only preparation for the event. Jack's (Quinn) preparation included a good service of his factory standard 309 and the fitting of a sump guard. Poor Damien's Mini required an engine rebuild and new gearbox. Finished and ready just in time so he didn't have to lower the team tone in a Starlet ☺

As for the day itself, well, it started with a noisy blast up the M1 via the Apple Green for breakfast rolls (the breakfast of champions). The sun beaming down and with my heater stuck on hot and only three hours' sleep I was wrecked before we started. Turned out that John Maher, a long-time friend of mine, ran at the same time as myself on the tests. So now I have someone to chase for times. John is running a good Starlet so I usually try to keep him honest. The first few tests were uneventful.... I realised that I was trying very hard and that my times were close to John. This only made me try harder..... ☺ In the first field test the Peugeot which is actually set up for track days felt at home and flew through the test.... The result was my first ever fastest time.... Chuffed.

Then my preparation, or lack of, came to the fore.... Hand brake failed.... Rear pads had come out on the right hand side. The retaining pin had disappeared. Well assuming I had fit-

ted it in the first place... ☺ Jack "borrowed" some wire from a fence in the farmer's field and we managed to tie the pads back into place. The wire worked a treat...



One of my favourite tests of the day was the small field that we had to lap twice..... I hammered the Pug around it trying to beat John.... And it worked, by 3 seconds..... ☺

I had only one major cock-up that I can recall. The second time in Butterly's, Test 16 I think... The test that went around the square block then down to the back yard ... On my way back up the yard I was flat in second with loads of speed coming out across the line that we reversed onto earlier in the test and the car came out sideways and continued sideways all the way across the yard till I stopped with my nose on the pylon..... Had to reverse back and lost 7 seconds to John.... Was gutted..... apart from that, it was IMHO the best drive I've had in ages.....

As for my personal battle with John..... Beat him by 0.9 seconds total..... Result.... ☺ ☺

As for the Octane team mates..... Jack drove the wheels off the 309. It was only Jack's second or third event and in a bog standard 309 I was very impressed with his speed. A few

pylons and a fail or two.. Otherwise he would have been up there with other large saloons. Bloody great drive IMO and his car never missed a beat.

Damien again drove the wheels off the Mini and it seemed to be running very well on the new engine.... Only problem that I noted all day was that the exhaust came adrift in the quarry test..... Surprised more cars didn't suffer there.....

Sorry I don't have any crazy funny stories..... Maybe I took this one too seriously... ☺ ☺

Mick



Sam Baird, Eamonn Byrne, Simon Echlin, Johnathan Bradshaw, Robert Dickson & James Wilson step it out

RESULTS

- 1 Eamonn Byrne (Mini) 1102.2s,
 - 2 Frank Lenehan (Starlet) 1126.5s,
 - 3 Andrew O'Donohoe (Midget) 1127.9s,
 - 4 Will Corry (Midget) 1134.4s,
 - 5 Liam Cashman (Starlet) 1134.9s,
 - 6 Simon Echlin (Nova) 1138.6s,
 - 7 Mark Doran (Escort) 1153.4s,
 - 8 Richard Meeke (Nova) 1156.7s,
 - 9 Ashley Lamont (Midget) 1162.1s,
 - 10 John Nolan (Starlet) 1166.2s.
- Class winners:*
Robert Dickson (Mini) 1193.0s,
Frank Lenehan, Andrew O'Donohoe.



Eamonn Byrne



Will Corry



Frank Lenehan



Mark Doran



Damien Doran & Anthony O'Neill get their paperwork in order



Andrew O'Donohoe



Ashley Lamont



Mini Convention



Boys' eye view



Could this be Simon Echlin having a rest?



Northern legends, Robert Woodside Snr, Harold Hassard & Robert Dickson



Damien Phillips brings his Starlet back home to Co Louth



Tim Faulkner can't bear to watch

Beginners' Championship Round 3 24th July

After the amazing turn-out for the previous round this was rather disappointing. Whilst Mondello may not be as convenient (for most) or exotic as Woodside, two good tests are on offer. A bonus this time was some track

action to provide amusement when there was a hiatus.

There were just three beginners. Despite his managing to accrue the greatest number of pylon/line faults of the entire entry, Jamie McMillan still managed to

come out on top. Niall Murray, though, is getting closer. As well as being genetically predisposed courtesy of dad,



Jamie

Niall



Has Christy considered whose fingers, and the possible state of them, which have been handling his slip?



Joe, who dropped over to check on progress during the race meeting lunch halt, he sought an even greater spiritual edge by bringing

along his friend Barry Morton, who is a grandson of Des Bradley. James Mansfield was third in his modestly modified Mini. His increasingly aggressive approach to the tests is being rewarded with more respectable times.

Jamie's dad, George, won the family duel comfortably on this occasion. Mum, Fiona, was on hand to mediate in case the competition became too intense. George finished second expert behind



Christy Grimes, who had Jennifer,



as well as Christopher, with him to provide moral support. Stefan



Stefan defers to His Eminence Eamonn King

Walsh drove as enthusiastically as ever to third.

Stefan is to me a bit of a paradox. He looks quick but this isn't always reflected in his times.

Jamie ended up beating the best novice, Timmy Lynch, by a mere 0.2s. He, in turn, beat Seamus Anderson by just 0.4s. Seamus was making his debut in the championship. He had been persuaded by fellow south-easterner, Stefan, to come along. Normally a



stage rally protagonist in Escort or Anglia, depending on his mood, he

does have a smoky Starlet which he takes out for the occasional autotest. He also has a two-ring gas burner in the back of his Transit and, if you were in its vicinity on Sunday morning, a very appetising and almost full-Irish was on offer. The Denning/MacFheorais catering hegemony had better beware.

Mark Nugent, Aidan Freeney, Alan Auerbach, Anthony



Aidan, Anthony F, Anthony



Alan, Mark

O'Neill and Anthony Freeney filled the rest of the places. Incidentally, the Freeney Westfield was better behaved on this occasion. A new radiator seems to have done the trick. Owen Murray broke a brake pipe on the first test and was forced to retire.

Let's see more of you next time for Round 4. Don't miss the opportunity to be organised by tireless Tim.

Editor



RESULTS

- 1 Jamie McMillan (Nova) 583.7s,
- 2 Niall Murray (Starlet) 626.2s,
- 3 James Mansfield (Mini) 728.3s.

NOVICES:

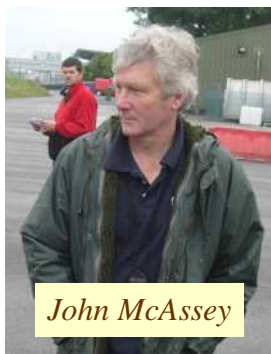
- 1 Timmy Lynch (Westfield) 583.9s,
- 2 Seamus Anderson (Starlet) 584.3s,
- 3 Mark Nugent (Starlet) 631.8s.

EXPERTS:

- 1 Chris Grimes (Mini) 475.5s,
- 2 George McMillan (Nova) 552.7s,



Owen
Murray



John McAssey



Bill White
ponders pylon
placement



Stephen Briggs
reviews his realm



Ian McCulloch enjoys
a leisurely lunch



Alan Auer-
bach's
consort,
Jess
Jordan



John Boyd

Bonus Pics



Damien Doran and Stefan Walsh
fail miserably to get Peter Boyd to
smile for the camera



Seamus Anderson's
chef, Joe Tynan



Martin
Nugent



Tim Faulkner tells Ciarán
Freeney where to go



Antonia O'Neill has a test-drive



Felix



Mark Doran &
Gerry Lynch (Timmy's dad)



Eamonn King



The Freeney boys do a bit of brushing up

Let's hear what you think. Get it off your chest on the website.
www.tdcireland.com

At the halfway point in the 2011 ERC, I thought that you might like to hear how Derek Tohill's campaign has been going. To be honest, it has been mixed. Nonetheless, he is third in the standings. We wish him better fortune in the second half of the season.

What follows has been extracted from Derek's website where you can find more words and pictures.

Derek Tohill

Round 1, England, 24th/25th April

Derek Tohill entered the opening round of the European Rallycross Championship (ERC) at Lydden with high hopes of starting his title defence with a strong result. The Irishman had completed a perfect test a few weeks earlier by winning a round of the British Championship at the same venue.



The weekend began well with some beautiful weather and 13,500 spectators. Derek and his Rallycross Rebels team also started well by

posting fastest overall time in practice 1, practice 2 and timed qualifying. But as the heats began it became apparent to the team that they were suffering an engine problem. In the A Final the engine failed in the Ford Fiesta MK.7 and Tohill had to limp home as the last finisher and eleven Championship points.

Round 2, Portugal, 14th/15th May

The circuit for Round 2 is over 1000 metres above sea level and this brought challenges to both Derek his team and the Duratec engine in his Fiesta.



Derek Tohill (IRL) Ford Fiesta & Robin Olsson (SWE) Peugeot 207

The weekend began with the Irishman struggling to

find a good set up. A second and fourth place in the first 2 qualification heats ensured Tohill would qualify for the A Final but this wasn't good enough for the team and they set about making major revisions to the Ford Fiesta MK.7 on Saturday night. A late night was a certainty for the Rallycross Rebels team but Tohill was rewarded with a much better car on Sunday morning. The Irishman delivered and produced a second fastest time which was much closer to the leading pace and ensured a front row start for the A Final.

As the lights went green for the A Final the Irishman got away second best behind the Norwegian Lars Enerberg. Most of the following field took the joker lap on the first lap which allowed Enerberg and Tohill to break away. Tohill had to settle for second place for the entire final but the Irishman was happy to pick up 17 points when things weren't going exactly to plan.

Round 3, France, 21st/22nd May

The third round was at Essay, France just over 100 miles west of Paris. There was a very large entry at this event as it was also a counting round of the FFSA French Rallycross Championship.

The circuit was mainly drenched in sunshine throughout the weekend; the dry and hot weather ensuring dust would be an added dimension to the event. The fans were in a typically French mood and were very vocal in their support for the home drivers; over 25,000 Rallycross fans attended the event.



It was a tough beginning & an even tougher end to the weekend for the Rallycross Rebels Team

The weekend began with the Irishman being plagued by electrical problems which forced him to miss the first practice session. The Rallycross Rebels managed to find a temporary fix to this problem which got Tohill's Fiesta out for the second session but, this

left the team on the back foot and struggling to find the optimum gearing in time for qualification. Tohill had to be content with 4th place overall after day one. Overnight changes saw happier faces on Sunday morning. The reigning European Rallycross Champion managed to win his first heat and finish second overall in the final heat.



Things were better on Sunday morning

This put the Irishman on the front row of the grid for the main A Final. As the lights turned green, Tohill got a blistering start and lead the field throughout lap 1. But at the end of the fast gravel back straight Lars Enerberg (Norway) tried to pass the Irishman resulting in both drivers out braking themselves and spinning out. As the Irishman rejoined it was soon clear that he had the exact same problem as Round 1 in Lydden Hill, England. To the team's disappointment the engine was misfiring and all the man from Dublin could do was limp home in 6th place overall.

Round 4, Norway, June 25th/26th June

Norway was the first of the Scandinavian rounds and was expected to be the toughest round of the season as most of the quick drivers in the Championship hail from Norway. The event started well for Tohill and



Derek getting to grips with Norwegian soil
the Irish Rallycross Rebels team, with 2nd fastest time in qualifying but a spin in the first heat

while leading meant Tohill had a lot of work to do on Sunday. The short wheel base of the Fiesta makes for a very twitchy car.

A win in both heats two and three left Tohill on pole position in the B Final. He got a great start and drove to a convincing win in the B Final ahead of Belgian Koen Pauwels. This put the Irishman on the back row of the main A Final.

As the lights turned green, Tohill made yet another blistering start and passed nearly the whole field down to the first corner. The Irishman took the joker lap first ensuring he stayed out of trouble and got in some quick opening laps. Tohill was a close second to Norway's local favourite Lars Enerberg when he took his joker lap. Tohill followed Enerberg closely, keeping a full grid of Norwegians behind him including Norwegian Championship leader Ole Højberg in his BMW 1 series.



Tohill dug deep and finished 2nd overall ensuring the tricolour was raised in Norway

Round 5, Sweden, 2nd/3rd July

One week later, part two of the Scandinavian tour was in the holy grail of Rallycross at Holjes, Sweden. 24 Touring cars would line up in Tohill's class in front of nearly 30,000 spectators. The weekend looked set to suit the Irishman perfectly as the heavens opened on Friday while scrutiny and administration took place. The Rallycross Rebels team were looking forward to a wet race as Derek has had many wins in wet conditions over the past few seasons.



The weekend in Sweden began with a torrential downpour of rain

But as a very wet Heat 1 began, it may as well have ended at the same moment. The wipers on the Irishman's Ford Fiesta failed after turn one. Tohill just managed to get the car home in one piece but was only 19th out of the 24 cars. This put him in the very first heat on Sunday morning, this was far from ideal as the Tohill would have to clean the wet and re-graded gravel sections. But, surprisingly, he still managed to post a 4th quickest time which was a step in the right direction. The third heat Tohill got held up in traffic while trying to make progress on a damp track, this meant the Irishman only managed to post 8th fastest time which led to a qualification again on pole position for the B Final.



Tohill pressing hard over the jumps at Holjes, Sweden

The Fiesta had been producing too much wheel spin all weekend on a damp track but the dry B Final led to the Fiesta bogging down at the start and Tohill lost some positions off the line. While the Irishman was trying to make up some lost ground he sustained two punctures which eventually ended the Tohill's weekend with a retirement and 11th overall.

Championship Standings after 5 of 10 Rounds:

1. Lars Enerberg – Norway – Ford Fiesta ST RWD – 80 Points
2. Koen Pauwels – Belgium – Ford Fiesta MK.7 RWD – 57 Points
3. Derek Tohill – Ireland – Ford Fiesta MK.7 RWD – 56 Points
4. Roman Castoral – Czech Republic – Opel Astra OPC RWD – 54 Points
5. Per Magne Røyrås – Norway – Peugeot 206 RWD – 50 Points
6. David Nordgard – Norway – Ford Focus MK.2 RWD – 41 Points

Summer Lanes Rally

23rd July



In the absence of a formal report, I include an illuminating post from Piers MacFheorais procured from the web-site.

Brilliant event. Was a bit apprehensive following my first visit two years ago which ended in my using the passenger door as a roof hatch following an off on one of the faster sections. Tim, navigator for the day, did a great job and didn't seem even slightly put off by this or my or the idea of entering farmyards flat out.

Peter Boyd is responsible for the photos - Thank you.

RESULTS

- 1 Robert Woodside Jnr/Stephen Dowds (Mazda MX-5) 17m 28s,
- 2 Mark Doran/Nikki Doran (Escort) Mk1 17m 39s,
- 3 J.J. Farrell/Carol Proctor Farrell (Starlet) 17m 45s,
- 4 Eamonn Byrne/Joanna Lenehan (Starlet) 17m 47s,
- 5 Frank Lenehan/Olwen Blair (Starlet) 18m 39s,
- 6 Roger Gordon/Clifford Auld (Supra) 19m 02s,
- 7 Piers Mac Fheorais/Tim Faulkner (Mazda MX-5) 19m 30s.
- 10 Richard Meeke/Philip O'Reilly (Corsa) 22m 03s.



Birr and District Motor Club's first Autotest in 30 years was a huge success. Eoin Longworth and his crew had obviously put in a lot of effort and it certainly paid off. All of the tests were brilliant. Between the tests, the arrows on every junction made navigating really easy and even I didn't get lost. The marshals were all very friendly and seemed to be thoroughly enjoying themselves. Some of the landowners seemed quite surprised at cars tearing round their yards and through their sheds. I hear Eoin will be looking for marshals for next year as many of those watching plan to compete. Eithne Garahy and her daughters, Hannah & Jane, also deserve a very big thank you as they must have spent all Saturday baking. Ronnie Griffin thoroughly enjoyed his breakfast of fresh scones accompanied by homemade jam. The hospitality was second to none - well done to BADMC. I will be back along next year for the scones alone, never mind the fantastic tests.

I headed off from home bright and early and had forgotten how noisy my "New Starlet" is. It lacks a few basic creature comforts for motorway driving but in saying that it behaved impeccably and I'm glad (as I'm sure my father is) to report I didn't make any unplanned modifications to the bodywork. I'm slowly getting to grips with the car and becoming quite fond of it. I really enjoyed myself all day. However, the highlight for me was the piggery where there were three tests in quick succession on all sorts of surfaces. Walking these tests, and others, proved quite a challenge. I'll bring a spare pair of shoes next year!

The strong entry list was made up of the usual crew of Mul-

Birr MVAT

31st July

tivenue drivers along with a big contingent from the Birr & District Motor Club. There were also a few other motorsport disciplines represented. BADMC members Charlie Cavanagh and William Daly were suitably mounted in a red Fiesta and never stopped smiling all day. Another BADMC crew, David Forde and Ben Cuniffe in a Nissan Almera, were overheard calling it "Savage Fun". Dave Breach obviously knows that Toyota's have the reliability for these events as he has previously competed in a Celica 185 in stage rallying. He deemed Joe Murray's Starlet to be not as powerful but just as much fun, and he seemed glad to be back behind the wheel. Joe was putting in some quick times and had some



tidy lines (just!). This pair are ones to be watched in the future.

John Whelan, better known for his exploits in circuit racing, was sharing a Ford Ka along with James Driver. John had a minor incident, details of which are sketchy. The accompanying pic suggests that the Ka is rather un-



conventionally parked. However, both of these drivers are true sportsmen and not ones to give up. They finished the day with great gusto.

Damien Phillips had a good run in his immaculate Starlet and was very impressive on Test 4



(Kieran's Yard). One of the locals was overheard asking Jason Griffin if Damien was a rally driver as he seemed to be spending most of his time going sideways.

John Nolan was on the pace throughout and finished a very creditable 4th overall. He has



his Starlet back in Concours condition having spent some late nights repairing the slight damage that he did on JJ's event. Breaking the Starlet stronghold in 5th was the Nova of Richard Meeke. Behind Richard, showing he is as good a driver as he is a marshal, was John McAssey. In 7th in his ongoing quest to make a name for himself in the other side of the car was

TDC Turbine



Richard



Eamonn



John



Frank



Brian



Daniel

Brian Murphy.

Hearty congratulations to Eamonn Byrne, Frank Lenahan and Daniel Byrne on their 1-2-3. All three are a joy to watch and make it look very easy.

After the prize-giving everyone headed for home and it was

an unusual sight, seeing ten Starlets in a convoy heading for Dublin. Given how good the event was I think the convoy will be

even longer next year!

Many thanks to BADMC and their entire crew of timekeepers, marshals, landowners & bakers for a very enjoyable day.

Patricia



Peter Boyd is responsible for the photos accompanying Trish's piece - Thank you.

RESULTS

- 1 Eamonn Byrne (Starlet) 1204.0s,
 - 2 Frank Lenahan (Starlet) 1221.2s,
 - 3 Daniel Byrne (Starlet) 1250.0s,
 - 4 John Nolan (Starlet) 1270.9s,
 - 5 Richard Meeke (Nova) 1272.4s,
 - 6 John McAssey (Starlet) 1307.8s,
 - 7 Brian Murphy (Starlet) 1318.0s,
 - 8 Guy Foster (Mini) 1319.0s,
 - 9 Kevin O'Rourke (Starlet) 1334.4s,
 - 10 Damien Doran (Mini) 1343.7s.
- Class winners:*
 Piers MacFheorais (Mazda MX5) 1359.4s,
 Patricia Denning (Starlet) 1388.9s.



Marathon Matters

26th June to 1st July

Frank Fennell has been persuaded to put pen to paper again. His thoughts on the recent Classic Marathon follow.

The accompanying photos have been liberated from the Classic Rally Association website - Thank you.

As I try to remember what happened six weeks ago in Northern Spain, I must mention, before I forget, that next year's Marathon takes place here in Ireland in June.

The Irish interest this time was courtesy of Eamonn Byrne/Iain Tullie (Alfa Romeo Giulietta Sprint) (Dermot Carnegie's body has not been functioning as it ought for a little while, which is why Eamonn was driving his car. Dermot will be having some surgical intervention to rectify his situation in September. The Club wishes him luck – Ed.) Frank



Fennell/Mark Appleton (Alfa Romeo Giulia Super), Tom Hayes/Kevin Reynolds (BMW Alpina) and Joe Reynolds/Fred Bent (BMW Alpina).

A six-day route, over 2000 km devised by

routemaster, Anthony Preston, was very well received, and had many of the Preston punches that we would expect. There were some interesting tests included and every point was marshaled throughout.

Killiney's Tom Hayes thought his architect friend, Kevin Reynolds, would be able to manage the



Tom and Kevin on the scheduled route

navigating but it was a steep learning curve and they saw some extra parts of the Spanish countryside.

Who better to adjust to LHD than Brilliant



Eamonn cocks a wheel at a cone in DC's Alfa as a dog would a leg to a tree

Boy Byrne? But the Alfa was soon to overheat and suffered head gasket failure – a replacement was provided by yours truly and, fitted by Ronnie (part of



the Rally's efficient service crew) and Eamonn – I'm actually an official! But a penalty of three hours for an afternoon off was recorded and put himself and Iain out of contention.

Joe Reynolds & Fred Bent (3rd in 2010) were



Joe is well on the pipe in the BM as he puffs a fine Spanish Smoke Screen

set to make their mark, and cement the chances of Joe's victory in the European Championship – but Fred was in exploring mode and often opted for the pretty – as opposed to the intended – route.

Frank Fennell & Mark Appleton (1st in 2009)



It looks as if Frank has woken up as he applies full pressure on the anchors

were a little short of match practice, but were soon among the top bunch (the Kevin Savage prepared Alfa was 100% reliable).

The Irish Team had been set back by Eamonn & Iain's head gasket interlude, but now that they were on the pace again they were able to enjoy their participation in tests and regularities, as well as the social side.

Before the start on the Thursday, Eamonn thought that Iain was off somewhere plotting privately. He discovered later that Iain had been social-

ising with The Rocket and didn't get to the "garage" (*Fennell-speak for bed – Ed*) until 3.30 a.m. Eamonn managed to pour Iain into the car, albeit with some time loss and a confused Alfa, till the coffee halt.

At this stage only two teams remained in contention for the Team Prize and both had large penalties of over three hours. Eamonn and I discovered that Iain was on both surviving teams – that made the unfinished business more interesting. Three days later we won the Team Prize by two minutes.

When Ronnie was setting out on one of the days, the rear of the Reynolds Roadshow truck (part of the "service" arrangements for the event) had not been closed properly with the resultant shedding of a number of items as he made his way to his next assignment. An attendant at a toll booth received a call from the previous toll booth to tell of the calamity. On examination there were several missing cases, a trolley jack and Ronnie's hat amongst other wind-swept items. On retracing their steps most items were located except Ronnie's case which contained

his entire wardrobe including his blue suede shoes (deo gratias). The purchase of some new XXXXL items saw him recover his equilibrium. I didn't hear what, if anything, the trolley jack discommoded as it reversed out of the truck.

More about Tom & Kevin in their BMW – Tom has done quite a few CRA, as well as some long-distance, events. He had a very successful trip with his Studebaker in last year's Peking-Paris. By this time Kevin had settled down and was enjoying the crack. Unfortunately, a tightening right hander soon after the start of a regularity caught them out. They upset the geometry of the Alpina and had to retire.

At the top end it was a close fight between husband and wife crew, Mark & Sue Godfrey (winners in 2010) in their MGB, Howard & Matt Warren in the 911, and team-mates Chas Colton & Guy Woodcock, also in a 911. The last crashed out on a loose test after severe understeer saw them stray into the scenery.

The final regularity was a different affair – Godfreys led, Fennell second and Warrens third. We suspected a difficult climb and prior to that we were required to average only 20 km/h, and in misreading some jogularity points were up and down and had too many penalties, demoting ourselves to third.

The Godfreys were lucky to finish the Angluri section because a roasting MGB virtually seized after a long climb before the summit of Angluri. They had a 30 s margin over the Warrens, with Fennell a further 11 seconds back.

Joe Reynolds & Fred had steered a more compact route over the last few days, and Joe's sights of the FIA Trophy were well in vision. An event in Czechoslovakia in October and the Monte Challenge in November will decide the outcome.

Roll on June 2012!



Frank and Ronnie have a discussion at Santo Estevo Service (I thought Ronnie only did monologues - Ed.)

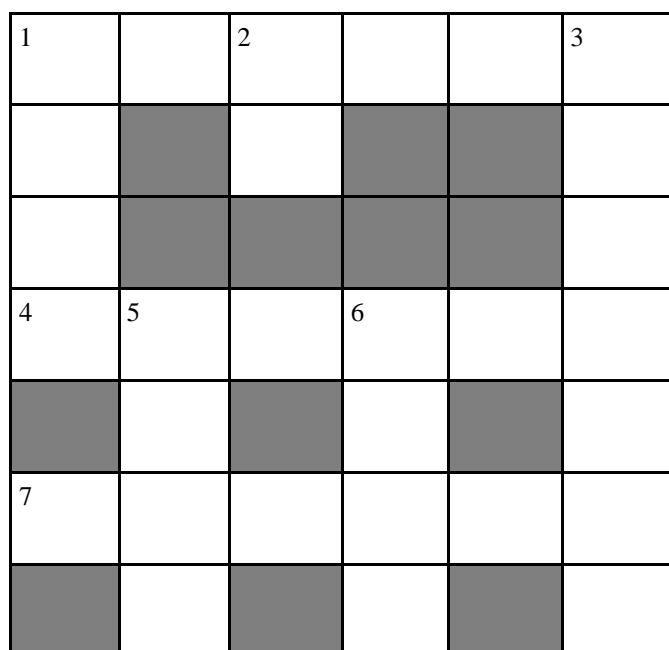


FF



A small crossword - if you like it there may be a bigger one next time

No prizes - just the fulfilment that comes from a task satisfactorily completed.

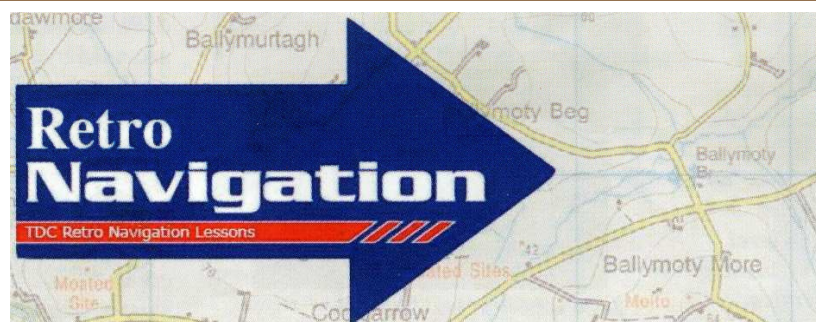


Across

- 1 You go to the garage for this to get your car running better (4-2)
 4 Ronnie Griffin's nickname (6)
 7 An early make of sporting trials car used in the UK - Boom Boom (6)

Down

- 1 A manufacturer of soft hammers and a Norse god (4)
 2 Chemical symbol for an element sometimes put in valves (2)
 3 What are found in cylinders (7)
 5 Hot Rods run on this shape of track (4)
 6 The most regal member of the committee (4)



This image first appeared this time two years ago. Since then Retro events seem to have lost their popularity and there are virtually none still running, certainly not in the format that they were then.

At the last committee meeting there was a discussion as to whether it was worth bothering with navigation lessons this year. The consensus was that the ball should be put in your court. If there is sufficient interest a class will be run sometime in the autumn. This would probably go through simple navigation by tulip diagrams, grid reference plotting and map reading. In addition simple event timing would be covered.

The classes should prepare those who attend fully for endurance events which, although there has only been one to date, seem set to become more popular.

Post any comments you might have on this subject on the website. The committee will be guided by your input when decisions are being made.

Vincent Fagan, Ian McCulloch

P.S. It is hoped to run one or two Treasure Hunts over the winter which will provide an opportunity to use basic navigation techniques.

TDC offers its condolences to Frank Fennell and Kay, Frankie & Isobel on the death of Frank's mum, Veronica (Vera) at the end of July just three months shy of her 100th birthday.

Also to Frank Hussey and his family, particularly his daughter, Sinéad, whose husband, Geoff Hingston, died tragically young at the beginning of August.