

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com

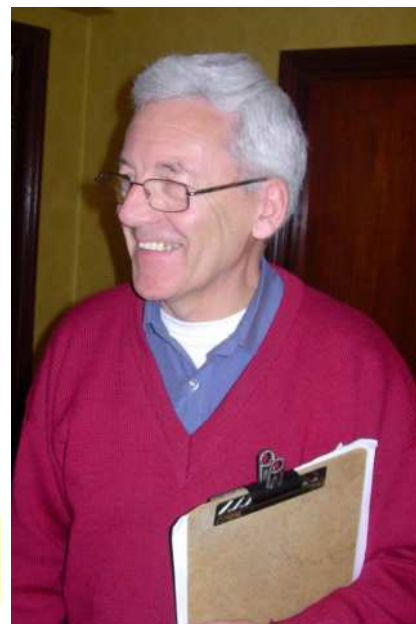
October 2011

Chairman's Chatterings

In similar vein to the June cover I am picking out two guys who seem to be available to marshal on almost every Club event, big or small. They don't live particularly adjacently either. Bill lives on the outskirts of Kilkenny city and John in Leighlinbridge. While they probably won't be too impressed with their notoriety being publicised in this fashion., I feel their contribution to the Club deserves to be acknowledged publicly.



*John
McAssey*



*Bill
White*

Timmy Faulkner, Mark Fagan, Owen Whelan and an anonymous scribbler have been persuaded to put pen to paper in this issue thus confirming that variety is the spice of life.
Thank you.



Clive Peterson remarked a couple of years ago on the practice of jumping the queue at tests. He wasn't impressed. There have been a couple of similar breaches of etiquette more recently.

I would like to remind you about how important it is that we are courteous to our fellow competitors, officials and anybody else who may cross our path during events. Marshals, in particular, stand around in all sorts of locations and all sorts of weather. They may have pain but certainly no gain other than the satisfaction of seeing you enjoy yourselves. Don't abuse their generosity by making their job more onerous than it already is.

It is vital that we remember that everyone involved with an event, in whatever capacity, should have an enjoyable day out. Our attitude and behaviour must at all times be such as to ensure that this is the case.

Joe



RESULTS

CORK M C AUTOTEST AT VERNON MOUNT, CORK (ROUND 1 OF HEWISON TROPHY CHAMPIONSHIP AND ROUND 12 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP):

3rd September

- 1 Eddie Peterson (Mini Special) 744.4s,
- 2 Steven Ferguson (Mini Special) 747.5s,
- 3 Eamonn Byrne (Mini) 749.4s,
- 4 David Thompson (Nova) 756.6s,
- 5 Robin Lyons (Mini Special) 757.5s,
- 6 Paddy Power (Mini Moke) 768.1s,
- 7 Sam Johnston (Mini Special) 770.8s,
- 8 Guy Foster (Mini) 784.5s,
- 9 Chris Grimes (Mini) 793.8s,
- 10 Liam Cashman (Starlet) 795.3s,
- 11 Andrew O'Donohoe (Westfield) 803.2s,
- 12 Paul Phelan (Mini Special) 807.4s.

Semi-expert award:

Rory Power (Mini) 912.4s.

Novice awards:

Jamie McMillan (Nova) 900.8s,
Timmy Lynch (Westfield) 1022.9s.

MUNSTER C C AUTOTEST AT HOBBS YARD, CURRAHEEN, CORK (ROUND 2 OF HEWISON TROPHY CHAMPIONSHIP AND ROUND 13 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP):

4th September

- 1 Steven Ferguson (Mini Special) 479.2s,
- 2 Eamonn Byrne (Mini) 495.6s,
- 3 Sam Johnston (Mini Special) 495.8s,
- 4 Eddie Peterson (Mini Special) 496.0s,
- 5 Robin Lyons (Mini Special) 496.6s,
- 6 David Thompson (Nova) 499.9s,
- 7 Chris Grimes (Mini) 511.6s,
- 8 Paddy Power (Mini Moke) 514.9s,
- 9 Guy Foster (Mini) 515.0s,
- 10 Andrew O'Donohoe (Westfield) 518.4s,
- 11 Alan Coyle (Mini Special) 540.4s,
- 12 Liam Cashman (Starlet) 543.8s.

Semi-expert award:

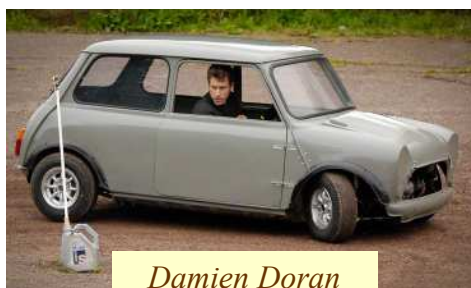
Rory Power (Mini) 589.8s.

Novice awards:

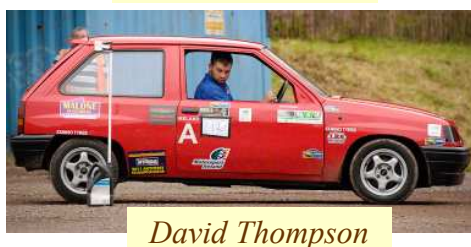
Timmy Lynch (Westfield) 596.0s,
Jamie McMillan (Nova) 610.5s.



Felix



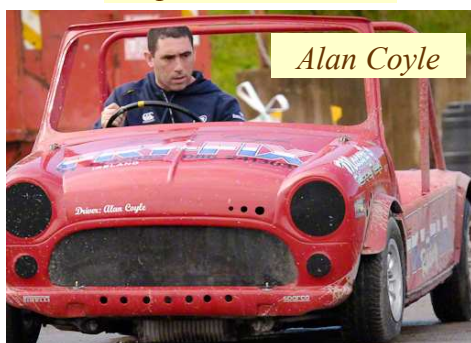
Damien Doran



David Thompson



Stephen O'Donohoe



Alan Coyle



Paddy Power



Is that a self-portrait on the door of Guy Foster's Mini?



Christy Grimes and Eamonn Byrne (golden boys?) carry out a routine repair

Beginners' Championship Round 6
Sun 23rd October Mondello
Help Tim (0876774967) by ringing him before he has to ring you

Photos here courtesy of Paul Phelan and James Mansfield. Thank you.

Beginners' Championship Round 4 21st August

Arriving bright and early at the gates of HSS Machinery for



Round 4 of the Beginners' Championship, we didn't know what the day had in store for us. But the sun was shining, birds were



James, Sarah & Mark

singing and I was ready for whatever TDC had to throw at me and my Starlet. I was soon joined by Piers MacFheorais and Alan Auerbach. Then the keyholders appeared and let us in. We parked up, chatted about the tests and shortly afterwards, Tim Faulkner and his team

came along to set up the tests. With everybody getting involved we were ready to go in no time at all.

First to go was Damien Doran who had a practice shot



with his Mini on Test 1. Unfortunately, new car gremlins (a broken driveshaft in particular) forced him to retire early. He then took on officiating duties along with those pictured below.

John Nolan waits his turn while Mark Doran & Caroline Kane get on with their jobs



Stefan Walsh



Paul Hickey



Caroline Kane



John McAssey



Paul Phelan

ple was the only other Mini in evidence. Stephen and Zoë Briggs had their immaculate Micra and

J a m e s Mansfield's tidy exam-



the McMillan boys (*it's been a*



Can't believe Jamie is taking a back seat

while since George was a boy – Ed) their very impressive Nova. But it was really a Starlet day with the other 14 competitors behind the wheel of these bomb-



proof
Toyotas.
Keith
Byrne,
last year's
beginners'

champ, put in a fantastic effort.

The tests were all very different. Test 1 was my favourite as it was open with plenty of grip. I found myself nearly reaching for second gear in places. Test 2 was far tighter, and a lot looser, but still very exciting stuff. Test 3 was looser again. Lots of gravel, dust, a wobble wobble through pylons made it lots 'n' lots of fun. It was a fantastic site and I'll give my No. 1 vote for it to be used as a venue in the future. All in all, it was a great day and luckily enough the rain stayed away till the end, although we could have done with a sprinkle of water to keep the dust down at times. On behalf of the competitors, I want to thank HSS for the use of their premises.

TDC Turbine



Proprietor, Tony Mansfield, and his entourage enjoyed the show

Also, Tim and everybody else involved for another great event.

Roll on Round 5.

Mark Fagan



P.S. I believe that in his briefing Tim recommended a more considered application of the accelerator. (Pot, Kettle, Black?) - Ed.

RESULTS

- 1 Jamie McMillan (Nova) 524.3s,
- 2 Mark Fagan (Starlet) 566.3s,
- 3 Andy O'Brien (Starlet) 608.5s.

NOVICES:

- 1 Keith Byrne (Starlet) 545.7s,
- 2 Mark Nugent (Starlet) 571.1s,
- 3 John Nolan (Starlet) 571.7s.

Class winner: James Mansfield (Mini) 608.3s.

EXPERTS:

- 1 George McMillan (Nova) 528.6s.

Bonus Pics



Damien's brother, Greg Phillips with Cillin and Saoirse



Niall Murray was in Sicily on holidays so fellow Ginettacist, Andy O'Brien had the Starlet all to himself



Niall Driver was keeping an eye on son, James, and double-driving friend, Tommy Egan, who has returned to Ireland recently after several years living in France



Damien Phillips and Joe Downey unzip a banana



John Byrne



Trish Denning's orange holder is the latest "must have" cockpit accessory



John Kane, Philip O'Reilly



The Nugents were out in force. Mark's TDC Toyota looked very impressive though he doesn't seem to be too impressed with whatever advice his mum, Geraldine, is offering.



Martin looks like he's keeping out of it.



John Nolan and Dave O'Leary shared and, I'm sure, cared

Declan's Multi-Venue Autotest

28th August

Back in the Saddle

I was nabbed early on Sunday morning by our venerable Turbine editor to write an account of Declan's event. As per usual, Ian feigned genuine tidings in order to achieve his ulterior motive of column inch fulfilment. You've been warned in print now of this strategy so beware next time you see him without a camera in tow.

This was my first time out in an MV/Lanes style event since 2009. That rustiness coupled to a new car that was only completed the night before, in addition to the fact that I'd never driven it in anger, resulted in some trepidation on my part.

Thankfully this was countered by the enthusiasm of my returning navigator extraordinaire, Joanna Doran, who was eager to get back into action following a year in the US sans four-wheeled competition.

I was keen to run with the roof down throughout the day for two reasons, the first being the visibility and the second that I keep clattering my head off the



hoodframe rails over the bumps. This novelty wore off for Joanna on the bracing early morning trip up to Declan's and became a topic of "debate" throughout the day; it's all about harmony in the car.

After the first few tests were taken circumspectly, the

confidence (if not the car control) increased and we pushed on. Bar a consistent inability to circle pylons (and a minor interface with a mower in the pallet yard!!) the car performed admirably and we had great fun. I have to say that I thought the two Barrettsdown tests were particularly awesome and while I am always in awe of Declan for organising this event consistently well I have to give him some extra kudos this year for securing such a fantastic new venue.

A brilliant event, fantastic new sites and amazingly run in every aspect by Declan and Janet. Epic stuff.

Owen Whelan



A few words from the C-o-C

Last Sunday was, if my memory serves me right, the fifth MVAT held in Blessington and, as the C-o-C on each occasion, I feel it's time to put pen to paper, as they say. This event, like all others within TDC, would not happen without the 'TDC Machine'. The machine was never more evident than last Sunday in Blessington. I would like to take this opportunity to thank all of its personnel for their help, time and commitment, starting with, and in no particular order, Eoin O'Curry, chief marshal, who put



hours, no, days of work on the phone and driving around getting all the marshals together. On the day, this work pays off as everyone is where they should be when they should be. Ian McCulloch and his ever tolerant wife drove around the country for hours on end doing Tulips. The boss himself, Joe



Doran, who magically appeared on the Sunday morning with a boot-load of printing which he keeps saying is nothing but I am sure the

rest of us would eat it before we could organize it. Trish Denning

(pictured here canoodling with John Nolan) took the entries and organised them (it's cool to get a



phone call on holidays to say that three days after the regs are put up the entry is full) - again, hours of work that go unnoticed. Piers



who keeps the website up-to-date. Not forgetting number-cruncher,





Felix - a thankless job. A huge thanks to my long suffering wife and her catering team. To all the marshals - without you there would be no day out, a million thanks. To all the other members of TDC and anybody else who was unfortunate enough to answer their phone over the last three weeks and got a job on the day; without you it would not have happened or have been such a great day out. Thanks also to the local businesses which donated the prizes.



Derek Brophy, Catherine Boothman, Janet Hendrick and Trish Flanagan on the hob

Finally, the competitors; thank you for entering and putting on such a good show. To those who ran out of talent during the day!!! Hopefully, you will bring some more next year.

As a result of all your hard work we raised €4500. €2000 went to Barretstown Gang Camp and €2500 to St John's Ward in Crumlin Hospital.

Regards and see you all next year.

Declan Hendrick



James Mansfield made a few observations on the website afterwards which I feel are worthy of inclusion.

Some of the tests were tough on the car especially as the day progressed when the ruts got deeper and the going rougher. I got briefly beached going through the trees on the final test.

The car had developed trouble earlier in the day after the second test at Murphys but made it to the end despite not being able to maintain idle and misfiring when on the go.

Unfortunately, the car didn't make it much further. On my way out of Blessington it died and refused to restart. I have to say a massive thank you to Eddie Fitzgerald for stopping, arranging with Joe Reynolds to hold onto the car for the night, towing me up to the farm and driving me to the Luas. Thanks Eddie and Joe!!



Eddie

I forgot to say thanks to Joe Doran for the push starts during the day.

James



From the Finish Line

As I start to write this, it's late lunchtime, Tuesday. Having singularly failed to provide the Turbine editor with a Summer Lanes report (in summary, Piers {MacFheorais} and self tobog-ganed our way to 7th overall on a very enjoyable day: car sitting too low on a standard set-up. A Piers-type thoughtfully techie solution is being implemented) I cannot ignore the invitation offered: - "You will write a piece". And of course, he's right too; all part of the experience. As are the photos on the website. If you haven't already done so, go and have a look. The Vin's are superb, and Speedy has 1052 eating



The Vin



Speedy

up broadband width to be uploaded overnight. He has the preview batch of 81 up on Facebook, including some of his specialty where you can get detailed expression on a drivers face. All situations covered !

Arriving late from a Portlaoise based family reunion (3.00 am finish since you ask, but up early to put 'herself' on the Citywest Luas to watch the Dubs play Donegal) I discovered the back of a TDC arrow leading to Tests 3 and 4. Pity the farmyard after 4 is a bit rough: it looked fun! I don't think a Yaris is the new Starlet; let alone a permanent replacement for the Corolla. It's bigger than the Corolla; and the best

thing about it is the three-cylinder roar when you press on! I also had a look at Egar's farm as well as two in Declan's. As 'Kingers' (Brian Kingston) on



The Octane boys - Brian (O, woe is me) Kingston, Jack Quinn & Mick Kehoe

Octane said of the event: "savage" and it looked it. As the top ten was filled with the usual suspects, I am going to give more of an "impressions on the day" style view, mostly of those outside. Except for Ronnie. Running



into the yard on the last test it was noticeable how much bigger than a Mini the BGT was. And then

look where he was timewise. I thought he was a bit serious on the day. Chatting to Joe Reynolds at lunchtime, he said the European Classic Rally Championship events are a bit 'focussed' ; recce cars for Stratos's & 037s running twenty minutes in front and electronic timing on regularities to the tenth of a second! Hope this seriousness is not rubbing off permanently on Ronnie.

First noteworthy other is actually next up in eleventh, Brian Murphy proving neat and tidy is quick. He simply didn't look in any way frantic as in all



arms and elbows, but obviously no time was being wasted. There's a fastest on a test, and one slow time away from 8th place in there. Impressive from the man better known for his exploits on the other side of a rally car.

Two places behind was a young lad coming good who had a great day. I don't think at times Philip O'Reilly realised himself



how well the day was going. But he was on the pace in the field, and obviously elsewhere during the day. Good to see TDC beginners coming good. Well done, Philip. And then, I believe, he enjoyed an author inspired run over Sally Gap on the way home!

Me old mate John McAssey is next for mention. A normal Faulkner – McAssey phone call goes "Ring! Ring! Hello Tim. Am I in trouble again?" as he knows I am looking for marshals for a beginners' event. Normal response from him is in the positive. Great to see his cracking Birr result backed up with another good finish here. John's, and one of the

other Starlets (Starlii ?? in the Latin, for a group/rash/outbreak or whatever the collective for Starlets should be, {squirm? - Ed} as suggested by Mark McCandless between showers on the icy slippery finish line of the field after a post-



John finishes his breakfast before the "off"



Vinny Murphy (L) and Mark

lunch downpour), also shared an eerie on the tests silence reminiscent of Stephen Briggs' electric Nissan. No less effective for that, but it puts John somewhere in the middle of the Mini/Starlet debate, being now the proud possessor of one of each. Just reward for one of life's good guys.

Aside from driving an MG Midget, Mike Reid merits



mention for fastest in the field immediately after lunch. Another one of those just done right, that didn't look thaaaat

quick, things!

A few big improvers in driving on the event. First up, Mick Kehoe who really impressed; it all seeming to come together on the day. A bit more serious from the driver, but it looked very right for what is truthfully a large car compared to most others on the event. I think a bit of octane.ie inspired rivalry (more later) brought this about. Caught my eye, anyway!

The ladies' contest resulted in Lyndsay Doran prevail-



ing over queen of the drifters, Trish Denning. No-one, and I mean no-one, does circling a garage on a test like Trish; an absolute joy to watch. Lyndsay is another to come on terrifically in the last year, from beginners, and backed up her performance on JJ's event with another fine result here. A pity time constraints mean herself and Barry are likely to miss September's Endurance Trial.

Arriving at Test 3, I ob-



served someone wrestling with Damien Phillips's Starlet. And it was n't Damien! Dave Fitzgerald admitted he found steering knobs and all that front-wheel drive stuff



Dave tries to frighten Lyndsay Doran & Karen Gaffney

took a bit of getting used to, only having driven a rear-wheel drive car competitively before. You can't hide class though and from lunchtime the eye and the time-card showed he was getting there as the day progressed. I must confess to admiration of the car too: it always looks immaculate at the start and sounds terrific.

Kinger is next up. After a bit of octane.ie based advice (not taken! he went off practising on Saturday). A very pleasant gentleman with a large smile permanently welded to his face turned up on Sunday. I like "savage" as his description of the day. Must confess I was also impressed with the ability shown; merely convinces me more that "previous motorsport experience necessary" is right for multi-venues. Piers reckons it's indiscreet to beat the car's owner on a first share-event. There's a tale there, however, because after seventeen there was the magnificent total of two seconds between himself and car owner, Jack Quinn.



Paschal Dunne I thought a new name to me, but the face I had met previously! Not shy with the car though, and I hope

to see him out on more events. Young Shane couldn't make the previous week's beginners' due to a gearbox rebuild but drove very well and sensibly whenever I saw him.



Jack Quinn. Gentleman. Smiler. Dignified. Had a lot thrown at him during the day and never lost his characteristic good humour. Confession: there was a fail onto the finish of the last, eighteenth test; marshal, your good self. Straight onto the finish, missing out a down the yard and throw over line. This let Kingers, sharing the car, ahead on the day. Mistake acknowledged with all due grace; it's always gratifying to marshal Jack and his like.

Along with the two lads in the red Pug the next three!!! up for mention comprise the most smiles per car contenders. Poor Karen Gaffney overcame the difficult job of not going to a classic American car show to compete in Declan's event. Hard station - didn't stop permanent big smiles!

Another big improver at the driving, and big smile merchant, was Billy Fennan in the 1300 Escort. But the large-bore exhaust noise never matched the size of the grin permanently affixed. Round the back of the sheds in Egar's; sideways onto



the lane beside the field; look left and grin at the spectators there! Magic !

His mate, Mick Fisher, also seemed to be driving better than usual. He had his characteristic eternal grin, too.

Lads and Lass! It brightens the day.

A colleague, also an observer of our events, was impressed by the competence of one of the very recent beginners. Driving one of the larger cars she



coped very well with all this admittedly wide-ranging event could throw at her. I actually found a special character-study pic

from the previous week's beginners' event of Ms Briggs. (<http://public.fotki.com/speedy/2011/tdc-beginners-autotest-2/img-1358.html#media>)

This is Zoë Briggs on about her 7th ever test; apprehensive? Smiling! He's right: plenty of talent there.

Mrs Declan and the catering crew. Superb!

I was asked recently to define a multi-venue. Done the masterful JJ and Declan way, with all the elements, it is a life experience, not just a motorsport event. From the pre-event build-up to the subsequent car and facial pose photos; it's the totality. My definition is a bit PR-ee at the minute but Declan's event was a master-class in the broader entertainment environment competi-

tive for participants.

Mr Declan. Take an ex-



tremely well deserved bow so we can call: "Encore! Encore!"

Tim Faulkner



RESULTS

- 1 James Wilson (Mini) 1213.4s,
- 2 Eamonn Byrne (Starlet) 1219.0s,
- 3 Liam Cashman (Starlet) 1225.9s,



Frank proved the L-sticker applier very wrong

- 4 Ronnie Griffin (MGB GT)

1228.0s,

- 5 Frank Lenahan (Starlet)

1248.5s,



- 6 Eddie Peterson (Mini) 1248.8s,

- 7 Andrew O'Donohoe (Midget)

1284.9s,



- 8 Harold Hassard (Sunny)

1293.3s,

Is Harold the Frank Lenahan of the North?



TDC Turbine

9 Simon Echlin (Starlet) 1298.9s,
10 John Nolan (Starlet) 1300.0s.
Class winners: Eddie Peterson,
Eamonn Byrne, Ronnie Griffin.



I trust Simon's performance wasn't compromised by the energy expended and associated trauma in changing Dermot Carnegie's wheel



Trevor Athey, Kevin Fagan, Darren Quille



Steven Bolton, Les Coogan



Dave Hayes looked on enviously as his Starlet hadn't recovered from the Summer Lanes



Doran Damsels - Joanna, Nikki, Rachel



Tim Faulkner at the end of a hectic weekend

Joanna Lenehan got the weather she was expecting



Bonus Pics



Ian & Bill White



Ian McCandless marshalled on condition that he got four laps of the field in his 911



Ruth Lenehan shows off her Renault rally jacket - again



Joe Reynolds stokes up



Declan sent brother-in-law Damien Flanagan up on a cherry picker to catch pneumonia



A "Byrneout" - Keith, Michael, Niall & John

TDC Turbine



Best of the MX5s, Allan Harryman & passenger Dean Beckett. I did hear that one of the other MX5s had a bit of a problem with Test 8. They were using the diagram for Test 9.



James Wilson and Andrew O'Donohoe console Will Corry, who had just been ditched by Melissa.

Incidentally, James reminded me of Eamonn's comment when he first appeared in the Starlet - he had gone metric.

Also, Andrew had a two-wheeled moment in Joe Reynolds's place when his watch clasp opened and he instinctively grabbed it. I presume it was a gold Rolex, encrusted with diamonds, which those leaving Anglo customarily receive as a parting gift.



Stefan Walsh and his minder, John Roseblade



Two wallets making a rare appearance. Is there a genetic facet to this occurrence as they belong to Peter Lynch and nephew, Andrew O'Donohoe? To gain access to the latter's, there was material damage so reluctant was the wallet to be extracted.



Kevin O'Rourke takes his time



Emma Byrne and Paul Hendrick lowered the average age of those present



Stephen Free had to go home early to do crowd control at a children's birthday party



The reason for Eddie Peterson's moment in Barretstown was a disintegrating knob. He suggested that his dad, Clive, should be more thorough with his preparation of the Mini next time

That committed extrovert, Anthony Preston, smiles for the camera



Mark Nugent

Mark Doran



Colm Flynn grapples with the paperwork



The Cashmen, Liam and Michael, whose ever-present smiles always brighten the mood



Dermot Carnegie contemplates his line of attack



Brendan Finn looks for a way out

**P.S. The winners of the Team Prize were (surprise! surprise!)
Liam Cashman, Frank Lenehan & Eamonn Byrne**

P.P.S. Thank you to "The Vin" (Vincent Fagan), whose snaps have enhanced the narrative above.

Another small crossword

1		2			3
4	5		6		
7					

Across

- 1 Gearboxes have these (6)
- 4 Souped-up Mini (6)
- 7 A Sunbeam for a mountain range in the middle of Europe (6)

Down

- 1 What MI used to be (4)
- 2 How you recognise cars from Nenagh, Thurles and Templemore (2)
- 3 Popular Toyota (7)
- 5 Pretty Mini variant (4)
- 6 They are very grand in F1 (4)

August Solution

¹ T	U	² N	E	U	³ P
H		A			I
O					S
⁴ R	⁵ O	C	⁶ K	E	T
	V		I		O
⁷ C	A	N	N	O	N
	L		G		S

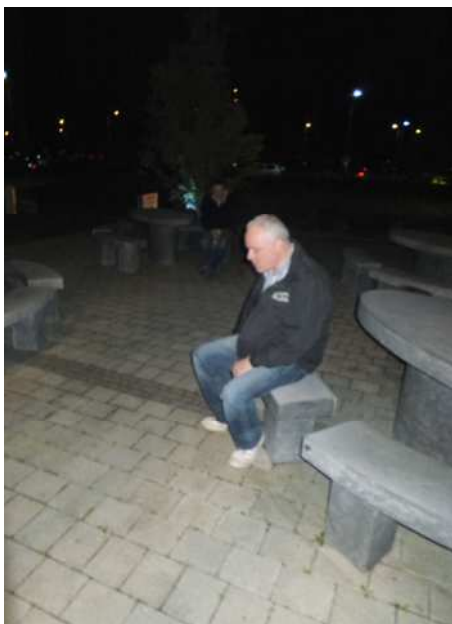


There must be lots of you out there who can come up with an appropriate caption for this.

Please send your suggestion to:
imcc@oceanfree.net

(I'm afraid to make one myself in case I incur Ruth's wrath)

I had helped a little with the inaugural “Endurance Trial” in February but this was my first time taking part in this style of event. It also represented another “first” - sitting with Piers MacFheorais.



Piers looks like he's regretting asking me to sit with him

Despite the relatively straightforward duties of the person in the hot seat, Piers was concerned that the cockpit arrangements would suit my needs. I was asked to choose between lap & diagonal and full-harness belts. It is a while since I have felt so pampered. Having seen evidence of Piers's car preparation before I knew that my “arrangements” would be perfect - and so it proved. It took Piers a while to get used to the MX5 which was set up differently to its usual configuration. In fact, if he was to repeat the exercise, he would have used less grippy rubber. I misinterpreted the split (got lost on Test 2). Others found it ambiguous also. I was relieved when it was scrubbed. Apart from the foregoing a good time was had by both of us.

Piers had a bit of a scare on the Friday when the clutch decided to abdicate its usual function. He had to attend a business meeting in Limerick. A phone call to Eamonn Byrne set in train a chain of events typical of the Byrne modus operandi which resulted in the car being back in Kilgobbin by 7.30 p.m. Piers had rung to apprise me of the hiccup and I generously offered him my Midget should the need arise. Given the nature of some of the terrain we encountered I was glad that this offer did not have to be availed of. Malcolm Clark's Midget did live to tell the



tale, though, given his finishing position I suspect he wasn't driving quite as aggressively as others in more robust machinery. While it has to be acknowledged that finding suitable venues is very difficult, there is no doubt that Piers was most impressive at White River and Gormanston, the smoothest of the tests on offer.

While in “constructive criticism” mode, when the route is defined by tulips alone errors can be very difficult to cope with. A marked map can make it relatively easy for navigators to retrieve the situation. Vis-à-vis the selective diagrams, can these be drawn more carefully? That for Bellewstown, for instance, appeared as a “landscape rectangle”. The proportions in re-

ality were closer to “portrait”. The driver can commit more and hence enjoy more the experience if he has a better idea of the challenge awaiting him. What about using Google Earth images to help in this regard (resolution permitting)? While you may not necessarily think it from the foregoing, I must reiterate that Piers and myself really did enjoy the experience. We were both pretty bunched when it was all over, so much so that we didn't wait for results and headed home. We did appreciate the effort put in by everyone involved with the event.

The results of events like these can be quite confusing given the plethora of classes and their eligibility, or otherwise, for overall honours. I decided to rely on the oracle, Felix, and his Monday MI results. These confirm that all was well



with the world and that the winners were Eamonn Byrne & Anthony Preston in their Starlet. Second were Brian Murphy & Graham Kelly.



Brian didn't let the sun get in his eyes on the selectives




Behind them in the first of the "conventional"

Endurance machines was the Rover 200 of Karl O'Donoghue and Padraig Farrell. Another pair of Starlets followed, Daniel Byrne & Kevin Fagan and Martin & John



John & Ronnie

you fancy more "stuff" relating to the event, www.almc.ie would be a good place to start.

Editor 

horses. Oh yeah & when you're coming to a crest always shout flat over crest - maybe"

The Heroes from the Past ??

"Ah sure, we missed four code boards on one selective on the last event but at least we caught JJ and he couldn't figure out how we finished on his bumper!!"

The Amateurs ??

"Never mind the first selective, if you can get the measured mile done you'll be going well!! - because it's a measured kilometre!!!"



John & Martin at the briefing

Devine (I don't know whether John was encouraging or restraining Martin - whatever he did was effective). Completing the top six was the Corsa of Aaron and Alan Tracey.

Quickest of the day were Robert Woodside Jnr & Dean Beckett who won the "Navigation Car"



class in the MX5. Best of the "Retro" cars was the BGT of Ronnie Griffin who took John McCluskey along for the ride. If

Thank you to Con Brady for the proper photographs accompanying this piece.

The writer (listener) of what follows has asked to remain anonymous!!

"Eavesdrops from a Marriott Hotel"

Arriving early allows plenty of time to lounge in the upstairs coffee dock to see all the wrong approaches for Rally HQ office but, more importantly, offers the opportunity to listen to the buzz, banter and general "chit chat" all of which was in abundance. Inspiration was all around, so here follows a small taster of what could be heard both before and after.....

A few tips for the novice Enduranceist(?) ??

"It's your first Endurance? - Ah sure don't worry - there'll be a string of cars ahead of yah - just keep following them!! On the selectives - The sh++ will be coming at you so quickly you won't know where you're goin!! - Just tell him to keep her lit & don't spare the

The Flying Finns ??

"On the first test - just do the auld "Scandanavian flick" there; 90-left into 90-right & she'll be grand - Juha Kankkunen will have nothing on yah!!..... Just pretend it's a Celica and forget the fact you're drivin' a Starlet!!"

Professional Navigators ??

"Who's sitting with yah?? - Oh Jaysus, God love-yah. Have you got a white stick with you too?? - A bleedin' labrador might be a better bet!! - Better looking too and Blonde!!"

A Rallying Welcome ??

"How's about yah?? Hey!! Yah wanna rally?? Yah won't be rallyin' round here- Ha!!"

The Chocaholic Crew ??

"There we were out on the "measured mile" and there was a deadly chocolate shop right in the middle of Ashbourne with parkin' right outside!! - Sure wouldn't we need some supplies for the day?? - Never mind that the rally suit doesn't fit - we won't be needin' them to-day!!"

The Yellow Packers ??

"There I was parked-up minding my own business waiting for yer man to come out of Tesco when

TDC Turbine

the local “shickmalonee” came over to ask me about all the Starlets. He couldn’t understand why they weren’t driving proper auld rear wheel drive ones?? - I couldn’t answer that question for him - sure aren’t we all asking the same question!!”

Speaking of Rear Wheel Drive ??
Those spectating at the karting track wanted to know if “Hard-luck Kev’s” red Golf GTI was a rear wheel drive version?? Don’t think so, but it sure looked like it!!

Code Boards ??
“Nobody told us about them Code Boards!! What are they for?? Where were they?? – Ah, shure next time we’ll know better!”



Richard Meeke & Philip O'Reilly



Bobby Clinton brought his Mini from Galway



Glyn Gaffney was considerably slower than dad, Ted, (seen here looking grouchy with Kevin Fitzgerald)



James O'Mahony & Paddy McDonnell weren't smiling when their Volvo drowned out in Murphy's



Bonus Pics



Andy Hughes & Neil Anderson



Damien Phillips & Paul Tierney



Jamie O'Donohoe, Anthony O'Neill and Dave O'Leary seem to have mislaid their drivers



Dave Breach & Ciarán Timmins



James Driver let his dad, Niall, have a go behind the wheel for a change



Kyle & Philip Somerville



Tim Faulkner abandoned his provincial allegiances in deference to the Rugby World Cup



Peter Murphy & Andy Hennessy discuss tactics



Karl and Myles O'Donoghue, Mark Gargan (Karl is too busy eating his sweet to smile for the camera)

TDC Turbine



David & Paul Hickey psych themselves up



A tonsorially homogenous trio - John Maher, Steven Free & Jay Donegan



The forgotten Evans? - Simon



The Cento boys were back, Aidan Courtney & Dermot Nolan above. Leo Nulty may be perfect but his Cento let him down early on



Steve Griffin doesn't look quite as positive about what lies ahead as Dave Fitzgerald



What sort of a driver must Alan Harryman be to inspire this reaction from Roisin Boyd.



Kevin Fagan and Frank Hussey flaunt their corporations



Bernard Bradley and Andy Hennessy



Essential personnel - Pat Corish (clocks) and Gerry Keogh (scrutiny)



Frank Lenehan and Paul Blair discuss car performance while Olwen Blair contemplates more cerebral



Shane Reidy and John Folan



John Nolan and Trish Denning





Malcolm Clark in the queue for the Mellifont test. Chris McNally forgot his sun-cream so had to wait in the car.



Joe Murray is delighted to be able to show off the best of his summer wardrobe



Ronnie Griffin, with Paul Blair in attendance, deals with an exhaust challenge.



John Nolan and Piers MacFheorais exchange pleasantries



William Kelly has a late breakfast



Felix looks worried



Noel Broderick, Karen Gaffney, Clifford Auld

In a parallel existence, I have an input into a couple of events which cater for cars, older than would appeal to most of us. The latest of these was the

SNIPPET



Frank Fennell/Fred Bent ('62 Mercedes 280C) and Richard Jackson/Liz Aspden ('29 Lancia Lambda) were class winners



Wolseley Rally last month. It was based in Drumshanbo and I only mention it because there were some faces involved which might be familiar to you. The event is pretty relaxed e.g. regularity start times are advisory! This year's winner, Simon Corry in a '36 Riley 12/4 Special navigated himself on Thursday. Jo McAllister sat with him on Friday (Tom Callanan's '32 Alvis Speed 20 had packed up on Thursday so he went home on Friday and swapped it for his TR4 for Saturday - hence Jo's availability). Another retiree, Niki McGrath, then guided Simon to victory on the final day.

Editor 



Mickey Gabbett/Edwina St Laurence fettle their '31 Alvis 12/50 while Fred Bent and Frank Fennell look on helplessly



Tom Callanan/Jo McAllister prepare mentally at the start of a regularity

Niall Murray



The latest MI bulletin included the piece below on club member, Niall Murray, who is contesting the Beginners Autotest series to complement his Ginetta endeavours.

Niall Murray from Dublin has been selected as the Dunlop Young Racing Driver of the Month for June, for his performances during the month in the Ginetta Junior UK Championship.

The 16 year-old from Firhouse, the winner of last year's inaugural Ginetta Junior Ireland series, finished in an excellent second place in the British Championship race at Oulton Park on June 5, also setting the race's fastest lap. He followed this, two weeks later, with a fourth place finish at Croft in North Yorkshire, despite not having tested at either

circuit previously. He is racing against opposition, many of whom already have knowledge of these tracks, and of the 1.8 litre Ginetta G40, from last year.

Niall plans to complete the season in this class, and hopes to contest it again in 2012, with a full year's experience to his credit, when he hopes to mount a strong challenge for the UK title. The Ginetta Junior UK class runs as a supporting race to the high profile, televised British Touring Car Championship.

Niall is sponsored by Staffordshire University, which has a partnership with the Beacon Racing team, providing technical knowledge and engineering skills, and by Murray Motorsport and splashIT.net. He attends Colaiste Eanna Secondary School, where he is a fifth year student. Niall began kart racing in 2003 and won the O Plate meeting in the KF3 class in 2009.

Having been selected as the third Dunlop Driver of the Month for the 2011 season, Niall is now a contender for the prestigious €50,000 Dunlop Motorsport Ireland Young Racing Driver of the Year Award. This award is presented annually and is sponsored by Dunlop, the Irish Sports Council and Motorsport Ireland.



Further to the piece on this topic in August there was a suggestion from Paul Tierney, via Damien Phillips. In the absence of Retro style events (maybe they will come back into fashion in the future), Paul thinks that Endurance events and Multi-Venue Autotests could be made more interesting for the likes of himself (a competent navigator!) if alternative route instructions were offered. These might incorporate more challenging navigation and/or do it yourself regularity. This idea was discussed at the last committee meeting. The feeling was that there would be a lot of effort involved in producing this alternative for the relatively few who might take up the option. Also, there would be the opportunity for crews to get lost. The resultant endeavours to retrieve the situation could alienate householders (no significant PR is done on the routes for these sort of events). Vincent suggests that those who fancy applying their hot-seat skills should have a go at a Navigation event. Paul Phelan still enjoys these. He would be the one to ask for advice.

We haven't abandoned the notion to offer some basic lessons - we just haven't done anything about it yet. Keep an eye on the website. The Treasure Hunts are also still at the planning stage!

Ian McCulloch

SNIPPET



Eamonn King sent me this amusing photo from his archive. It was taken on a motoring (Austin Princess 1800) holiday to Hayle near St. Ives in 1978.

MORE RESULTS

MOTOR ENTHUSIASTS' CLUB FREEMAN CUP SPORTING TRIAL AT GLENEALY, CO WICKLOW: 17th September

1 Alan Kilkenny (Kilkenny-Yamaha) 0 marks,
3 Gordon Erskine (Erskine-Yamaha) 3m,
4 Craig MacWilliam (Erskine-Yamaha) 5m,
6 Philip Erskine (Erskine-Yamaha) 9m,
9 Ian MacWilliam (Erskine-Yamaha) 12m,

11 Christopher Evans (ETE-Yamaha) 13m.

Grade winner: Gordon Graves (Erskine-Suzuki) 26m.

LEINSTER MOTOR CLUB GVB CUP SPORTING TRIAL AT GALLOWS HILL, NEWCASTLE, CO WICKLOW: 1st October

1 Alan Kilkenny (Kilkenny-Yamaha) 14 marks,
4 John Bolton (Grasshopper VW) 24m,
5 Christopher Evans (ETE-Yamaha) 24m.

WEXFORD M C AUTOTEST AT WELLINGTONBRIDGE, CO WEXFORD: 9th October

1 Don Giles (Westfield) 528.2s,
2 Mike Mulcahy (Mini Special) 550.6s,
3 Liam Croston (Starlet) 553.2s,
4 Rory Power (Mini) 587.7s,
5 Timmy Lynch (Westfield) 607.6s,
6 Michael Lynch (Starlet) 614.2s.

Class winners: Mark Fagan (Starlet) 718.4s, Zöe Briggs 990.3s.

All the visitors were made to feel very welcome. Although some of the tests were a bit tight, the Autosolo (Timmy-style grand prix) which concluded proceedings offered an opportunity for a rather more enthusiastic approach. As well as Mark and Zöe, John Kane was the other beginner to

make the trip.

In his capacity as Beginners' boss, Tim Faulkner, after a small amount of website discourse, made an executive decision and decreed that this event would be Round 5 of the Beginners' Championship.

He simultaneously ruled that the Championship would be decided on the best five, of the now seven, rounds.



GET WELL SOON

I am reliably informed that Dermot Carnegie's recent medical intervention proceeded as planned. He will have to wait until after Christmas, though, before he is allowed behind the wheel again. We wish him well with his convalescence.

OCTOBER QUIZ



This shoe has appeared before so you should have little difficulty in identifying the wearer.

Answers as ever to:
imcc@oceanfree.net



AUGUST QUIZ Answer

Given that he featured in the photo below the question, Mark Doran didn't take long to identify **Ciaran Freeney** lurking in the bushes.

Ciaran Nutty also came up with the right answer which he gave as Ciaran eile - go maith.

Ken Wharton Memorial International Autotest

9th October



Motorsport Ireland's autotest team scored another victory in the Ken Wharton Memorial International event in Warwickshire, giving them their sixth win in eight years in this showpiece event. They exacted revenge for their defeats by Northern Ireland in 2010 and also in the James Pringle event earlier this year.



The quartet of David Thompson, Eamonn Byrne, Simon Echlin and J J Farrell took a narrow lead on the opening test over old rivals Northern Ireland and stayed in front all the way to the finish, eventually winning by 22 seconds. Wicklow driver Byrne, scoring his tenth team win in this event, and Thompson from Leitrim, each took a class win, with Echlin a close second behind Richard Pinkney of England.

RESULTS

- 1 Republic of Ireland (J J Farrell, Eamonn Byrne, Simon Echlin, David Thompson) 2222.8s,
- 2 Northern Ireland (Steven Ferguson, Robin Lyons, Paul Blair, Mark King) 2245.0s,
- 3 England (Alastair Moffatt, Dave Mosey, Richard Pinkney, Roger Holder) 2304.6s,
- 4 Wales (Dave Evans, Rob Rolston, Ian Chapman, Richard Bass) 2592.8s.

Individuals:

- 1 Alastair Moffatt (Mini Special) 534.5s,
 - 2 Steven Ferguson (Mini Special) 538.7s,
 - 3 Eamonn Byrne (Mini) 545.7s,
 - 4 Richard Pinkney (Caterham) 547.2s,
 - 5 Simon Echlin (Caterham) 547.9s,
 - 6 J J Farrell (Mini Special) 548.2s,
 - 7 Robin Lyons (Mini) 550.3s,
 - 8 Paul Blair (Striker) 565.9s,
 - 9 Dave Evans (Blitz Special) 570.8s,
 - 10 David Thompson (Nova) 581.0s,
 - 11 Dave Mosey (Mini) 587.8s,
 - 12 Mark King (Nova) 590.1s.
- Class winners:* Alastair Moffatt,

Alastair



- Eamonn Byrne, Richard Pinkney, David Thompson.
Reserves: 1 Sam Bowden (Mini) 540.7s,
 2 Trevor Ferguson (Striker) 581.3s,
 3 Chris Grimes (Mini) 581.5s,
 4 Paul Phelan (Mini Special) 583.4s,
 5 Andrew O'Donohoe (Westfield) 585.2s,
 6 Chris Chapman (Striker) 618.6s.
Class winners: Sam Bowden, Trevor Ferguson, Paul Phelan, Paul Mooney (Nova) 623.4s.



Felix succumbed to his soft spot for sleep on the boat home

Frank Lenehan "enjoyed" a very rare steak at the banquet, courtesy of Ronnie Griffin



The team had lots of support as you can see from this pic of the Irish contingent: Chris Grimes, Ronnie Griffin, J J Farrell, Joanna Lenehan, Christopher Grimes, Eamonn Byrne, Paul Phelan, Andrew O'Donohoe, David Thompson, Frank Lenehan, John Farrell, Richard Meeke, Simon Echlin, Philip O'Reilly, John Boyd. Peter Boyd (obvious reason), Stephen O'Donohoe & Myles O'Reilly missed the photo.