

# TDC Turbine



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

www.tdcireland.com

August 2012

## Chairman's Chatterings

# www.tdcireland.com

This seems to be the first port of call for many of you when you start googling. I'm not sure quite why (I didn't do it on purpose) but whenever I activate google half a dozen sites spring into view, of which the TDC website is one. I am often tempted to have a quick peek before I move on to what I had really intended to look at. As there seems always to be something worth perusing, my visit is longer than originally intended.



The site receives a phenomenal number of "hits".

As well as being a reliable reference for event information (both before and after) there are always interesting contributions relating to these events as well.

The *For Sale* facility seems also to be fulfilling a need.

The "Archive" section in "PHOTOS" appears to be a little moribund. Maybe any of you with old photographs might consider sending them in for inclusion.



The guiding hand behind the site is, as most of you will know, Piers Mac Fheorais, to whom the Club is extremely grateful.

It is, of course, you the members - not to mention the many visitors - who really make the site worth visiting.

**Keep commenting!**



I know he has been mentioned before in dispatches but Peter Boyd's willingness to share his photographs helps hugely in putting together this publication. The Abbey Special Tests Rally, the Classic Marathon, Summer Lanes Rally & Birr MVAT pieces herein would have been much the poorer without Peter's pics. Thank you.



Yet another pen pusher has been persuaded to contribute. Zöe Briggs is a very welcome addition to the fold.

Joe



**Police Motor Club (NI) Abbey Insurance Special Tests Rally 5th June**

Early on the Bank Holiday Monday saw Piers and I head for the Police Motor Club's (NI) inaugural "Lanes" Rally. The event was based in Maghaberry which caught me out badly with its less than obvious pronunciation. Despite being corrected a number of times on the day, and since, I have not quite grasped its vagarious intonations.

Since my last outing with Piers he has been fiddling with the suspension. This exercise bore fruit in the form of considerably improved handling. His confidence in the set-up saw him adopt an encouragingly positive approach to the 21 tests. Most of these were repeated three times (the last run in reverse) over the three "laps". My moment of glory came on the second-last test which we attempted using the diagram for the last test. Fortunately, we had done it earlier in the day so we coped. Also, there were arrows and lots of tape to keep you right. I do have an excuse but I won't bore you with it.

Despite this faux-pas we came second. We could live with being beaten by the gorgeous Escort of Robert Woodside (Snr) and David Allen.

The other Republic interloper was Frank Lenehan who was accompanied by his regular guide, Olwen Blair. They had a fail as did a number of competi-

tors. On a couple of tests the pylons' placement on the ground seemed a little at variance with that suggested by the diagrams.

It was such a glorious day that dust was a bit of an issue but nobody was really complaining. Jim Allen and his team are to be congratulated on putting on such an excellent event. The refreshments were of just as high a standard as the car-side of proceedings.

Editor



Robert



Piers



Norman

## RESULTS

1. Robert Woodside/David Allen (Ford Escort) 22.38

2. Piers MacFheorais/Ian McCulloch (Mazda MX5) 23.43  
3. Norman Ferguson/Mark King (Mini Cooper S) 23.52  
25. Frank Lenehan/Olwen Blair (Toyota Starlet) 33.54



Andrew & Paul Blair



*Fuel issues with Conn Williamson's 2002 resulted in a role reversal for himself and Maurice Eakin in the latter's BGT V8*



*Peter Boyd was there with dad, John, to generate another set of memorable snaps. Rather disquietingly John's jumper logo revealed a worrying predilection. He confessed to having two of them; not jumpers - actual Maxis*





## TDC Turbine



Allan Harryman & Suz Graham



Gary & Paul Woodside



The Mitchell boys -  
Ronnie & Aaron

Clifford Auld  
added to the  
occasion, as  
he always  
does



Laura had an interesting maiden  
outing with Colin Earney - a  
close encounter with a gate post  
(see below - the grass was added  
at lunch to exaggerate the mo-  
ment) on the first test must have  
dispelled any apprehension she  
was feeling!



Looks like Kerry Moreland is about to get  
a "No" from dad, Murray. Her intended,  
Pete Moore, with his new sleeker look,  
seems unconcerned



The lunchtime paper  
plates doubled up as  
competitor query forms.  
Circular arguments are  
generally untenable so  
maybe it was part of the  
grand plan.



To make up for the dis-  
appointment of their  
lowly finish, Olwen  
Blair presented Frank  
Lenahan with some Jubi-  
lee lollipops

Sam Baird, whom  
I discovered is  
more usually  
called "Junior",  
licks his lips at  
the prospect of a  
good day's sport



Richard & Andrew  
Earney



Milton  
McWilliams



Piers MacFheorais and  
Will Corry enjoy the sun

## Beginners' Autotest Round 2 13th June

Dear Ed

*Here's my first draft, reserving author's right of approval of any alterations, before publication.*

*I did hear correctly, when, I think, you said Frank had bought 180 burgers?? If not, then, you have my permission, to amend this number, to whatever Frank had said.*

*I enquired of Joe, via text, whether the Falvey Nova is the one he/Mark had, to which the reply was a very concise 'Yes'.*

*Remembering last year's cutting criticism, I have put a few punctuation marks in here and there; and abstained from applying my multi-lingual talents.*

R



### Falvey dominates Beginners

Wednesday 13th June saw the running of the second round of the Beginners and Novices Autotest Championship when a good entry of 9 Beginners and 20 Novices along with half a dozen Experts turned up at Frank Lenehan's farmyards in Sandyford to go through their paces under the watchful eye of C-o-C Larry Mooney. Peter Falvey made the long journey from Kerry most worthwhile by punching far above his weight to take overall honours in the ex Joe/Mark Doran Opel Corsa. He started with fastest in class on the first test and continued to be best on every test after that to

dominate the class and win by more than one and a half minutes. Indeed such was his performance that his times were good enough to have put him second in the Novice class and seventh overall of all the competitors. Have we just seen the next Eamonn Byrne?

Best of the rest after Peter was Paul Tierney followed by Andy O'Brien with Cathal O'Carroll just three seconds ahead of Paul Nolan and then round one's winner David Mulligan five seconds ahead of round one's runner-up Jason Kenna.

Among the Novices Alan Auerbach started strongly and after the first lap held an eight second lead over Mark Fagan with John Nolan only 1.6 seconds further back. The chasing pack were not far behind led by Niall Murray closely followed by David Hayes, Piers MacFheorais, Mark Nugent, and Philip O'Reilly. Alan had clean runs over the next two laps to extend his lead and win the class by a comfortable 35 seconds with no problems except for an assault on a pylon in the form of a very large straw bale – not actually his fault but rather that of his father Peter for persuading him to head throw the Starlet in a tight area. Peter was later punished by being sent home with no supper.....

As for the other runners, the plague of autotesters - mal de memory - took its toll with Niall Murray being afflicted twice by brain fade and forgetting where to go and Mark Fagan once, dropping them respectively to 9th and 5th in class. John Nolan maintained his second place with Niall's and Mark's woes plus fault free second and third laps promoting Philip to

third, a whisker – 0.2 seconds – ahead of David. A special mention for James Mansfield – great to see a Mini competing in this age of Starless (sic)!!

Lastly the Experts - Eamonn (the master) Byrne made most of them seem like Novices winning the class by a relatively massive 30 seconds from fast(ish) Eddie Peterson who might have been a bit closer if he didn't insist on trying to destroy Frank's straw bales - after one such incident daddy Clive came running over to survey the damage to the car, totally ignoring the devastation of the straw bale. Event host Frank (past master) Lenehan showed that he's not yet past it and again swore that he never practised in his own back yard if only because the noise frightened the proverbial out of the cattle which usually inhabited the various pens.

Considering the summer we've been enjoying suffering the weather was reasonably kind and mostly dry with only occasional drizzle which helped to keep the dust down. Fortuitously, Sandyford just missed a torrential downpour which drowned the classic car 'Picnic in the Park' being held just up the road in Marlay Park.

Without wishing to detract from Peter Falvey's great win, the real winner on the evening was the Open Door Centre in Blackrock which was the beneficiary of the event. As mentioned in the last newsletter, a very clean if slightly dented Toyota Starlet had been acquired as a raffle prize (assisted by Windsor Deans Grange through Stephen Briggs' good offices) and, between the sale of raffle tickets and donations on the evening, a very generous €854.75 was raised for the Centre. On its behalf, very





many thanks to all the contributors. Trish Denning picked out the winning ticket which had been purchased by Leonard O'Kelly who, by sheer coincidence, is the brother-in-law of one of the Centre staff and bought the very first ticket from his sister-in-law. We look forward to seeing Leonard autotesting the Starlet before too long. The little dent in the nearside rear gives it some badly needed character but the curious camber on the adjoining wheel might first need to be adjusted!

Trish's dad Pat Denning twisted the arm of our esteemed Club President to be permitted to present the awards – Pat denied this and insisted that it was actually Joe who twisted his arm – but either way Pat performed the function with aplomb. Immediately afterwards a cake, baked and decorated by Patricia Fagan, was produced for Trish who, it transpired, was celebrating her birthday. Eleven candles were lit up although Trish had been observed driving on the public roads and was believed to be at least seventeen. When asked how many more candles ought to be on the cake she went all shy but did admit she was older than eleven. Well, congratulations Trish on passing your 11+.

Ruth Lenehan once again took charge of the accompanying barbeque ably assisted by Bonnie, Eve & Kate Phillips. They cooked up some 180 burgers and sausages, more than enough one might think

to satisfy the cravings of 36 competitors and about 16 marshals and officials. Unfortunately for Peter Auerbach and this scribe, both of whom worked tirelessly all evening, when they adjourned to the BBQ after their labours, not a single burger was left. Not only that but the expectation of a glass of wine to wash down the burger was also shattered. Only one explanation is forthcoming to date – without wishing to name names or point fingers without incontrovertible proof, a usually reliable informant reported that the founder of AMB Motorsport was observed patting his ample belly and slurring his speech. However, a trawl of the Internet (search narrowed down to Ireland) has failed to turn up any such organisation and the committee would invite any witnesses at the event to come forward. They would further welcome any information at all that anyone may be able to provide (anonymity will be respected) to get to the root of this dastardly crime.

The Editor hopes to be able to report in the next Newsletter a satisfactory conclusion to the ongoing investigation.

Rob 

*In order not to upset the above scribe's conditions of publication, I am mentioning these afterthoughts separately, just in case including them in his piece might upset its literary integrity and/or indeed provoke litigation.*

To complement the 180 burgers/sausages, 40 l of "fizzy" were drunk in addition to an unspecified quantity of wine.

Declan Lennon didn't come empty handed. Six second-hand fire extinguishers which had come his way have found good homes.

We were deprived of the Paul Phelan Results service at the last moment but such is the strength in depth of the Club that Mark & Nikki Doran were able to step into the breach.

Ron Corry fell foul of one of Frank Lenehan's men at the gate. Displaying the same sort of diplomatic skills as Frank, he declined to allow Ron to come in with his car. Speaking of Frank's men, Damien, Francis & Teddy, they did a great job setting up for, and tidying up after, the event.

*Good Samaritan rewarded* - Dave Hayes had car issues so offered to marshal. When it became apparent what the issues were, the where-withal to remedy the situation manifested itself in Woodside and he was able to take part.

Frank Lenehan's soft centre was revealed once more when he threw in a back axle as a supplementary prize to allow Leonard O'Kelly to get the camber of his raffle prize right.

Editor 

## RESULTS

- 1 Peter Falvey (Corsa) 580.0,
  - 2 Paul Tierney (Corsa) 677.6,
  - 3 Andy O'Brien (Starlet) 683.3,
  - 4 Cathal O Carroll (Starlet) 692.2,
  - 5 Paul Nolan (Starlet) 695.3,
  - 6 David Mulligan (Starlet) 708.4,
  - 7 Jason Kenna (Starlet) 713.2,
  - 8 John Mahon (Starlet) 750.0,
  - 9 Mark Geraghty (Starlet) 761.5,
- Experts*

- 1 Eamon Byrne (Starlet) 513.3,
  - 2 Eddie Peterson (Starlet) 542.8,
- Novices*

- 1 Alan Auerbach (Starlet) 556.6,
- 2 John Nolan (Starlet) 591.5,
- 3 Philip O'Reilly (Starlet) 611.0,
- 4 David Hayes (Starlet) 611.2,
- 5 Mark Fagan (Starlet) 620.8,
- 6 Piers MacFheorais (Mazda MX5) 629.7.



## Marathon Matters 24th to 29th June



*Temple House,  
Annaghmore, Sligo*

Once again, Anthony Preston excelled with a masterly route - finding many slots not used on other events. Everybody was full of praise for the route. The entry was very disappointing with only 31 starters - it lacked pre-event publicity - and then there are two ponds to cross to get here. The entry fee was too expensive for the event and most of us would like a short, brisk night section. Home-grown marshals included Peter Lynch & Ian McCulloch and Ted & Karen Gaffney - all very efficient. I am reserving most of my comments for the natives involved.

Bernard Bradley had one of only two local navigators in Vincent (The Vin) Fagan. What a car!



Magic Healey 3000 with lots of power - needed to cope with The Vin. Despite the car just having been rebuilt before being delivered to the start, there were problems with the gearbox early on. However, these seemed to fade away and they had an



uneventful run. The Vin moaned now and again - you'd actually miss it if he didn't! They finished 17th.

Dermot Carnegie was cool, calm and collected.



## The 24<sup>th</sup> Classic Marathon

BELFAST - ENNISKILLEN - GALWAY - KILLARNEY - CLONMEL - KILKENNY

He and Boswell (Paul Bosdet) led early on, but their event was spoiled by a wayward fuel pipe on a test in Blarney. This saw them drop a minute (they finished 59 seconds behind the winner in third place jointly with Mark & Sue Godfrey). An ineffective hand



brake on Test 1 at Grier's of Carryduff produced a time of 51 seconds compared to the Porsches in the mid-40s and the blue/white Merc at 46 seconds. From then on DC set good times and was beaten just once by Ed Cassidy in the Lotus Cortina. Ed was



accompanied by his usual ballast, Mick Murphy Reilly O'Shea (MMROS) in his 1967 Lotus Cortina, WZL 600 (original owner Anthony Lowry - Felix would be able to confirm this). They took the Monday off for some welding operations in Enniskillen but settled down subsequently and had no further dramas. They headed off before the prize-giving on Friday to a Sprint in Kirkistown on the Saturday.

Frank Fennell & Martyn Taylor in the Mercedes 300 SE were campaigning the big beast originally from Co. Down. This was Frank's first event with young (27) Martyn who was competing in his





Joe Reynolds had a new navigator in his BMW Alpina in the person of Matt Fowle. Joe is fast

179th rally (hoping to break his godfather's (Kevin Savage) total of over 800). Problems with coils which had to be resisted dropped them nine minutes before the Enniskillen halt. A new, less discriminating, scoring system meant that they could only recover from 24th to 18th over the next five days. More electrical issues occurred before the finish and they were the last car into Kilkenny. Martyn did a competent job - it would take him a long time to understand Frank (sometimes I don't understand myself!). He acclimatised well to Frank's "leg touching" practice (used when Frank requires the navigator to furnish further information).



Killiney's Tom Hayes and Wrong-Way Kevin Rooney (complimentary appellation coined by Peter Geraghty) were competing in their second Marathon. The BMW 2002 had been rebuilt after a slight interaction with a ditch in 2011. They took a nice, relaxed approach to this tough Preston event. Tom left



us on the Wednesday to avail of a not-to-be-missed offer of Goodwood VIP tickets. Wrong-Way took over the driving and one Tom Flood took over the left hand seat - his uncle is B.D. Flood (gravel type gent from Co. Cavan), whom the Doc and I rallied against in 1967. They won the triple participation class.



catching up on FF's total of 62 co-drivers. As well as an accomplished navigator, Matt is a fine wheel man. Joe needed some minor appointments with the Banhams (the mechanical back-up team) but they had no major incidents that came to my attention. Joe was smoking his multicoloured pipe more than usual. The Kiltel farmer was a class winner and 8th overall. He is hoping for a repeat of his 2011 European championship victory as he heads for the Liege-Rome and Elba rallies in September.



The winners were Howard & Matt Warren in a 911 and runners-up the similarly mounted Charles Colton & Guy Woodcock.





## TDC Turbine

Its amazing how motorsport events bring people out of the woodwork. This one was no exception.



*Ronnie Kerr, Bob Cairns & Peter Allen*



*Tom Heavey*



*Trevor Hamilton*



*Ronnie Mitchell*



*Paddy Power*



*Myles O'Reilly*



*Aaron Mitchell*



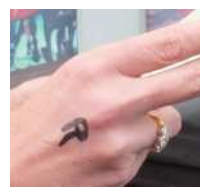
*Eddie Cronin*



*Winning navigator, Matt Howard looks very relaxed*



*FF prepares for his next excursion to Portugal with a little siesta*



*All of the navigators have a good idea of what is required though I did wonder about this one who had to remind herself of which way was RIGHT. I thought this weakness was confined to drivers*



*Marshals have to be flexible. Here Ian McCulloch is a relief waiter.*



*Eamonn Byrne was roped in for some marshalling*

*Ronnie Griffin made guest appearances during the week to lift everybody's spirits.*



*John Boyd was on hand to keep Peter on the straight and narrow*



*As is his wont, Alan Verso offers advice - on this occasion C-o-C, Bob Rutherford, is on the receiving end.*



*Peter Lynch does some stretching exercises to get his stopwatch finger ready for action*



*Peter Banham - his healing powers are amazing*



## JJ's Multi-Venue Autotest 24th June



After suffering a character building evening, mainly because of handbrake woes, in Frank's, John Nolan got to work on the car. He performed his usual magic, fitted a new master cylinder and declared it good to go. The car duly performed faultlessly all day unlike myself.

It was great to see such a strong entry with cars coming from all parts of the island. I took one look at the very competitive entry list and reckoned a top 20 finish was out of the question and I was quite right in my prediction. I usually struggle with finding my way around. However this time I had sat nav with all the co-ordinates pre-programmed in it, so between the map, tulips and sat nav I was confident of navigating my way around the Meath countryside. What happens is that I see cars coming towards me and I wonder are they on the way to or from a test and should I just turn around and follow Eamonn, Frank and Daniel who always seem to know where they are going. Whoever said women multitask better than men! As it turned out I didn't need any of them as Meath man Graeme Colfer was running on the road with me and he took one look at the map at Test 2 and said "follow me" so I threw the map in the back and that was that for the

day. He could have driven to Belfast and I would have followed him. Thankfully, it didn't turn out to be a case of the blind leading the blind. If anyone is looking for a navigator in the Meath area he is the man. Thank you Graeme and well done on a great result.

The tests were fun and included all sorts of surfaces to challenge us. My favourite was Test 7 (Lenehans) - down the gravel lane, 90 right and then into the shed, to say this was slippery is an understatement; I had almost forgotten how slippery it gets after the cows have left a few surprises in store and I was giggling like a school girl trying to negotiate my way around. These types of tests suit me, as I'm much better at going forwards than backwards. I watched the front-runners on some tests and they really are skillful bunch, how they can swap ends so quickly and not hit pylons is a sight to see. The day passed very quickly and all too soon we were back at Beaulieu House tucking in to burgers! It's hard to believe how much fun you can have in a 17-year-old Starlet; they really do take a lot of abuse. John and I were chatting to Will Corry and we were selling him all the virtues of the Toyota's i.e. they are built like Tonka's and cheap to run. He was very impressed to hear that I

had driven to Birr a few weeks previously (a 200 km round trip) and that the car did 30 tests and got me home safely, only needing a litre of oil to restore it to full health. However we were unsuccessful in converting him and he remains a committed MG man.

Many thanks to Joe Doran and his entire team for a very enjoyable day. We, the competitors, are indebted to all the landowners, time keepers, marshals and to those who put in a lot of hard work in the weeks coming up to the event. Also credit is due to Ian McCulloch who prepared the road book and maps. Sorry I didn't get to using them but perhaps next time I will need them if Graeme Colfer is not around.

Thank you and well done TDC on another very successful and entertaining event.

Patricia



*Zoe, Eamonn & Emma Byrne pose with the spoils of victory*



## RESULTS

- 1 Eamonn Byrne (Mini) 954.6s,
  - 2 Robin Lyons (Mini) 955.1s,
  - 3 James Wilson (Mini) 959.7s,
  - 4 Will Corry (Midget) 961.2s,
  - 5 Liam Cashman (Starlet) 968.1s,
  - 6 Eddie Peterson (Starlet) 979.1s,
  - 7 Daniel Byrne (Starlet) 985.2s,
  - 8 Frank Lenehan (Starlet) 1003.0s,
  - 9 Robert Woodside Jnr (Mazda MX5) 1005.3s,
  - 10 Richard Meeke (Nova) 1008.8s.
- Class winners: Robin Lyons, Liam Cashman, Will Corry.

All photos are courtesy of  
**Anne Doran**  
apart from those by James Mansfield



Noel Broderick & Joe Doran  
discuss a test revision



Philip O'Reilly, Graeme Colfer &  
Richard Meeke step it out



James Wilson & Robin Lyons  
practise their synchronised test-  
walking



Ron Mullen explains to Frank Le-  
nehan how it should be done



Stefan Walsh in jovial form. Eddie  
Peterson tries to get focused.



Trish Denning makes a bit of a  
splash



Pic: James Mansfield

Will Corry



Peter  
Auerbach



Zoe & Stephen Briggs  
work it out.

Mark Doran  
processes the  
O'Toole broth-  
ers while Joe  
Downey waits  
patiently



Pic: James Mansfield

Liam Cashman



Niall Driver  
warms up



Tim Faulkner  
lays down the law



## TDC Turbine



*A bevy of Blairs - Andrew, Olwen & Paul*



Pic: James Mansfield

*John Nolan steers clear of peeling the potatoes*



*Given that this is Declan Hendrick the sign in the back-ground makes sense*



*Richards Snr. & Jnr. O'Mahony add some special brew*



*Anthony O'Neill re-distributes some weight*



*The James boys, Doran & Doherty, consider the issues of the day*



*Damien Doran takes an oblique approach*



*Harold Hassard pays attention, as does Michael Cashman*



Pic: James Mansfield

*John McAssey concentrates*



*John Kelly needed help finding his way around the tests*



*Shay & Graham Crawley on the job*



*Damien Phillips was out in his immaculate Starlet. I did hear a whisper that he is thinking of*



*trading it in for a John Deere similar to this one.*



## QUBMC CIP Summer Lanes Rally 21st July



*Paddy McCollum was able to practise his "mein host" routine before the results started rolling in*

Piers invited me to join him on another northern odyssey, this time to the well-regarded Summer Lanes event. It certainly lived up to its reputation and twenty-one tests were enjoyed by the 40 competitors. It still never fails to amaze me how many farms 'up there' have respectably surfaced ways in AND ways out. These, of course, are admirable for our needs.

While I recognise their purpose, I still dislike code-boards. I suspect that the increasing inefficiency of my ever decaying brain cells puts us at a disadvantage with these. Whatever, we both enjoyed ourselves, despite not troubling those presenting the prizes - Piers's surname is a bit of a challenge for those without a smattering of Gaeilge. It's not so easy for those with the cúpla focail either!

There was quite a family atmosphere so only groups with more than two relatives are getting a mention so sorry to the Lenehans, Blairs, Dixons, Fletchers et al who didn't quite make it in this regard.

There was a bit of a shake-up in the Woodside seating arrangements. I suspect that this



*Robert (Snr), Suzanne & Rachel*



*Gary & Rachel*



*Robert (Jnr) & Suz*

was due to availability issues rather than any suggestion of previous ineptitude. Robert Snr. had daughter, Suzanne, for guidance. Gary also had his daughter, Rachel. Robert Jnr. maintained the gender balance with Suz Graham.



*Conn Williamson's CIP Insurance Brokers were welcome supporters*



The Earneys were also well represented. Colin had sacked Laura (looking despondent here) after the Police event and laid claim to Andrew to navigate. He had a change of



car as well, reverting to his imperial Clubman. Other son, Richard, accompanied by Jamie Edgar, remained Starlet mounted. While



Colin & Andrew finished a commendable fifth the Earney day was not without incident. Richard's Starlet packed up. Then one of the wheels on the Mini misbehaved on the way home after which the trailer malfunctioned.





*"The Doc"*



*Dalippe Lalloo & Myles*



*Karl*



*Graham*

The O'Donoghue boys, having been chaperoned up by Dad, Frank, had a family honour battle as a side issue (?) to the main event. Karl and Padraig Farrell came out on top followed by Graham and David Earle with Myles and Dalippe Lalloo bringing up the rear. There could be no 'your car is better than mine' excuses as all were in Endurance spec Rover 200s.

I really should have started with Will Corry who gave a virtuoso performance, aided and abet-



ted by Peter Moore, in his Midget to finish almost a minute clear of

the field. Runners-up were Richard Meeke - another fine drive -



and Philip O'Reilly. Philip was just back from Portugal and felt quite at home in the unseasonably fine weather. Next were Robert Woodside Jnr. and Suz Graham with Eamonn Byrne and Joanna Lenehan in an unaccustomedly lowly fourth.

C-o-C Philip Campbell, his assistant, Conor Auld and their



*Clifford & Philip*



*Clifford & Conor check out the "Chicken Run"*

team are to be commended on an excellent event. There was evidence of some input from Conor's Dad, Clifford, which also deserves to be acknowledged.

Editor

## RESULTS

1. Will Corry Jnr / Peter Moore (MG Midget) 17.42
2. Richard Meeke / Philip O'Reilly (Opel Corsa) 18.39
3. Robert Woodside Jnr / Suz Graham (Toyota Starlet) 18.44
4. Eamonn Byrne / Joanna Lenehan (Toyota Starlet) 18.44
5. Colin Earney / Andrew Earney (Mini Clubman) 18.57
6. JJ Farrell / Trevor Foster (Toyota Starlet) 18.57
7. David Cochrane / Alex Little (MG Midget) 18.57
8. Ronnie Griffin / Vincent Fagan (MGB GT) 19.18
9. Frank Lenehan / Olwen Blair (Toyota Starlet) 19.19
10. Karl O'Donoghue / Padraig Farrell (Rover 200) 19.19



*Raymond Donaldson reveals all to JJ Farrell*



*Trevor Foster Padraig Farrell*



## TDC Turbine



*David Cochrane, following in dad, Noel's wheel-tracks with Alex Little*



*Catherine & Robert Dickson*



*I hadn't seen Gavin Campbell since about 1990 when he and Stanley Gordon were making their presence felt on night navigation events down south. He has been*

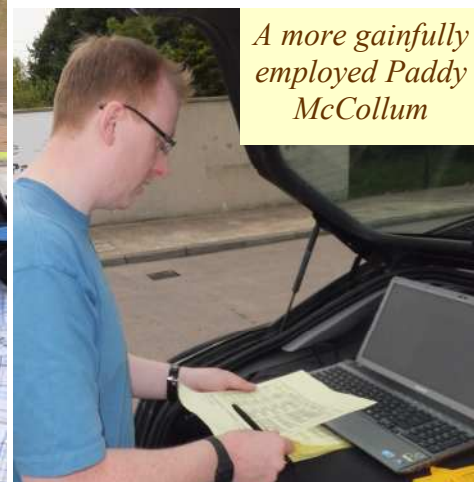
*dabbling in motorsport again for the last three or so years - on this occasion succumbing to the commonplace navigator syndrome of trying to demonstrate competence behind the wheel to match that displayed on the maps.*



*Ronnie Griffin, Paul Blair, Vincent Fagan*



*Martin Nugent makes good use of Colin Dwyer's preparatory work*



*A more gainfully employed Paddy McCollum*



*Olwen Blair multi-tasking*



*Frank Lenehan's eagle eye on the look-out*



*Norman Ferguson & Andrew Blair*



*Conn Williamson & Maurice Eakin enjoyed their throw*



*This amazing Bowler Wild Cat was the "sweeper"*



**TDC Beginners Autotest - Round 3**

12th Aug 2012

**Don't forget**



**Declans Charity Multi-Venue Autotest**

Sunday 26th August 2012 Blessington Co. Wicklow



The annual Birr Multi-Venue Autotest filled the town with 35 Starlets, along with an interesting mix of Minis, Peugeots, Escorts, Opels and Mazdas to relieve the monotony. There were screaming tyres, plenty of adrenalin and countless eager faces at Garahy's Garage – a perfect location for the start on what was a lovely bright and sunny morning.

To begin the exciting day of a very optimistic 26 tests for 57 cars at 8.30am meant an early start for the non-locals. After being warned there was a lack of petrol stations on route we (Zöe and her



dad, Stephen – Ed.) proceeded to drive closer to the venue and then had to take a detour to find a petrol station in Birr. On our third stop, we finally found a working air line and we arrived just in time for the “walking of the tests”.

The comedy show commenced, consisting of talented actors playing the role of a group of lost tourists walking around in circles attempting to follow a map. The “reverse walk” is my personal favourite, followed closely by the apparently aimless walking around a pylon routine! On a more serious note, everyone tried very hard to prepare for the

upcoming memory test awaiting them. *(Declan Hendrick had designed the tests which meant that they weren't quite as straightforward as usually encountered on events of this type – Ed.)*

Tim's famous whistle rounded up the troops and the fun began. Within seconds the cars were eagerly queuing up to begin. Eamonn Byrne took off, showing everyone how it's done, followed



*Frank Lenahan leads out Christopher Evans*

by Frank Lenahan in the Starlet. The first two tests were mainly on tarmac with a small run of gravel on Test 1.

One by one we left the Garahys to move to the next location. Despite everyone else complimenting the arrows that apparently made finding the different venues very easy, Dad and I got lost. Stubbornly ignoring the arrows and beeps from other competitors, we took off in the wrong



*Dearbhaile & Ciaran Garahy*

direction, convinced that the arrows were wrong and our map reading was right. (Confession: the map was in my good hands!). Ending up in someone's driveway met by an angry dog and driving through narrow grassy lanes and having to reverse back out when met by another car only added to the laughs had that day. However, the time came when enough was enough and we had no choice but to resort to the sat nav. Finally arriving at Tests 3 & 4, we were now at the back of the posse.

A total of 21 tests were completed by most, varying from muddy fields to gravel to farmyards with many cars acquiring a coating of slurry to take home as a souvenir; even Dad's timecard took a dunk in some kind of gunk at the pig farm. Test 6 – Kieran's Yard proved to be a difficult one for many with by far the greatest number of fails. The difficulty was not due to the test being particularly demanding, rather a lack of walking by the drivers which meant that the positioning of pylons came as a surprise. Test 17 – Williams Slots 'N' Slats was agreed by all to be the most nerve-wracking test by a long way. Driving around a milking shed with sharp turns, a slippery surface and lots to hit caused anxious heart pounding!

Our antics shocked some locals! We got a good laugh out of a family driving by and having



to stop and get out of the car to see what was going on. The mother's reaction was priceless! The look of shock on her face accompanied by her screeching in a high-pitched voice; "This is hilarious!!" made us all laugh. "But they drive these cars on normal roads. I've never seen the likes of this before". At this stage her eyes may as well have popped out of her head!

After 21 tests it was clear that many cars had gained a dent or two or lost the odd window. Others experienced more serious damage, mechanical and otherwise, and had to retire. Tim passed a comment that a lot of the damaged cars had a lady present in the car at the time. However, on behalf of my fellow female drivers / passengers, although few, I would like to reiterate the fact that none of us was driving at the time of any injury to our vehicles. Thank you Tim!

After a bit of fine tuning to the results, the prize-giving took place. Eamonn Byrne won, followed by Daniel Byrne with Frank Lenehan coming in third. There was one last laugh of the day when Eoin Longworth went



to go home – he discovered that his Starlet had been clamped.

Now I wonder who did that?

Many thanks to Birr and District Motor Club and the Garahy family for all their hard work and hospitality on the day.

P.S. Perhaps a Birr local could enlighten us on what the sock tree is about?



*There are two questions posed by Zöe towards the end of her piece. It would be nice to have some answers for the October Turbine. (imcc@oceanfree.net) The usual reward will be on offer. – Ed.*

## RESULTS

1. Eamonn Byrne (Starlet) 922.5
2. Daniel Byrne (Starlet) 948.9
3. Frank Lenehan (Starlet) 953.6
4. Damien Doran (Starlet) 957.1



5. John Nolan (Starlet) 960.1



6. Christopher Evans (Escort) 969.5



*Sam Johnston positions himself for some free advertising*



Liam Cashman



Kevin O'Rourke



*Nikki Doran replaces a pylon. Dad, Joe, swears "It wasn't me!"*



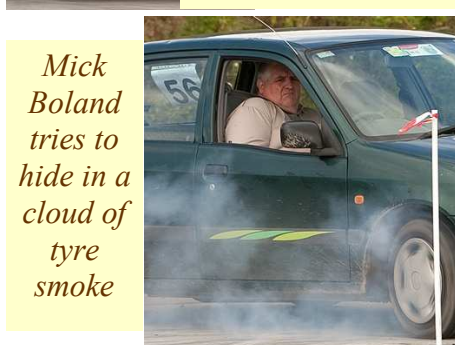
Robert Lewis



James Driver



*Andy Mackarel (L)  
Dave McAulay*



*Mick Boland tries to hide in a cloud of tyre smoke*



Declan O'Toole



Ian O'Brien



*Shaun Forde*



Mick Kehoe



*Derek Tohill continues to be a force in the ERC TouringCar Category. I don't think it would be an exaggeration to say that he is the man to beat. Below is a resumé of his season so far. You will be kept posted as to how one of our most illustrious Club members does, as the Championship reaches a conclusion.*

### **Round 1, Lydden Hill, Kent, England, 8<sup>th</sup> April**

Derek had a positive start to the year, winning all three heats and putting his MK.7 Fiesta on Pole Position for the A Final, despite a small oil fire during practice. Treacherous conditions, just like a rally-cross weekend at Mondello, on a wet and rutty track led to a first corner incident with Norwegian David Nordgard relegating Derek to fourth place. The Irishman managed to fight back and finish on the podium in third place overall.



lund also driving a Ford Fiesta MK.7.

Derek commented afterwards, "I am so delighted for the team after this victory in France. When the awning blew off our truck before the final I thought it just wasn't our day. But, we worked so hard and the victory is thoroughly deserved."



1	Anton Marklund		Ford Fiesta	20
2	Roman Častoral		Opel Astra	17
3	Derek Tohill		Ford Fiesta	15

### **Round 2, Circuit de l'Ouest Parisien, Dreux, France, 29<sup>th</sup> April**

Horrendous stormy and wet weather conditions prevailed in France over the two days making driving and working conditions extremely difficult. Nonetheless, Derek & the Rallycross Rebels took a fantastic lights to flag victory. The Irishman had a close battle with young Swede Anton Mark-



1	Derek Tohill		Ford Fiesta	20
2	Anton Marklund		Ford Fiesta	17
3	Roman Častoral		Opel Astra	15

### **Round 3, PS Racing Centre, Greinbach, Austria, 27<sup>th</sup> May**

It was the first time this season a Rallycross took place in sunny and dry weather conditions. This cir-



cuit is a rather unusual Rallycross circuit in that it is in adapted Kart track. Derek and his team quickly found a good set-up which led to them taking fastest



time in qualifying ahead of 2006 ERC champion Roman Castoral (Czech Republic) and championship leader Anton Marklund (Sweden). Derek made a lightning start in the A Final and immediately took the lead. The Tractive Transmissions supported driver slowly built a steady lead over Robin Larsson. The Rallycross Rebels team called Derek into the joker lap section on the penultimate lap. If the Irishman put in a strong lap here he had the win within his grasp but, on the exit of the joker section, he clipped a tyre bale and spun the Fiesta. This dropped him to fifth overall. Robin Larson from Sweden driving a Skoda Fabia RWD was the main beneficiary and took his first ERC victory. He was followed home by Anton Marklund & Roman Castoral.

Derek commented, "One who never made a mistake never made anything. This is motorsport and sometimes you have to accept that when you're pushing hard this kind of thing happens."

1	Robin Larsson		Škoda Fabia	20
2	Anton Marklund		Ford Fiesta	17
3	Roman Častoral		Opel Astra	15
4	Jakob Teil Hansen		Ford Fiesta	13
5	Derek Tohill		Ford Fiesta	12

#### **Round 4, Nyiradi Motorsport Centrum, Nyirad, Hungary, 3<sup>rd</sup> June**

Extremely hot and dry weather conditions were presented to the drivers and teams for the 4<sup>th</sup> round of the

FIA European Rallycross Championship (ERC) at Nyirad near Budapest in Hungary. This was the sixth time Hungary hosted a round of the ERC. Conditions were extremely hot and dry. The circuit is widely regarded by drivers and teams as one of the most challenging on the calendar. Derek got straight



into the groove by setting fastest times in the first practice session and more importantly in timed qualifying. This set him up nicely for pole position in the first qualifying heat.

Two fastest times in the heats ensured pole position for the A Final. Starting alongside the Irishman on the front row was Roman Castoral (Czech Republic) and Koen Pauwels (Belgium). Derek made a start reminiscent of 2010 by blasting away from the line to take an immediate lead. He then drove steadily to secure a lights to flag victory for the Rallycross Rebels team.

Derek commented afterwards, "This victory was redemption for what happened in Austria - it's the best possible way to make it up to the team."

1	Derek Tohill		Ford Fiesta	20
2	Anton Marklund		Ford Fiesta	17
3	Roman Častoral		Opel Astra	15

#### **Round 5, Lankebanen, Hell Raceway, Norway, 24<sup>th</sup> June**

This weekend, at the halfway mark in the Championship was always going to be one of the toughest for Derek and his Rallycross Rebels team. With over 20 competitors in the TouringCar category and over half of them from Scandinavia it was going to be difficult



just to make the A Final. Anything better than fifth place was the target as this ensured that Derek could drop his score from Austria and improve his championship points tally. The championship is 10 races long and drivers are allowed to drop their two worst scores, one from the first five races and one from the second five. The first heat saw Derek take second fastest time in the Fiesta just behind main championship rival Marklund. The Rallycross Rebels team had gambled on a set up that hadn't just worked as well as they had hoped. Fifth and fourth



fastest times in the second and third heats were just enough to put him on the front row for the A Final. Derek caught the lights perfectly and made a fantastic start - good enough to pass both Enerberg and Marklund on the run down to the first corner. This allowed him to take the inside line and lead the field. Enerberg took his joker lap halfway through the Final with Derek taking his on the final lap. The Irishman joined the main track just behind Enerberg and that's the way things finished up with Lundh making his first podium in 3rd place.

Derek commented, "Making the podium in Scandinavia is like Ireland beating Spain or Brazil in football at an away game! It's generally very difficult to beat the Scandinavians on home turf as they eat, sleep and drink rear wheel drive Rallycross up here."

1	Lars Øivind Enerberg		Ford Fiesta	20
2	Derek Tohill		Ford Fiesta	17
3	Daniel Lundh		Volvo C30	15

### Round 6, Höljesbanan, Höljes, Sweden, 1<sup>st</sup> July

Derek and the Rallycross Rebels team had a very tough weekend which was spent chasing a good set-up. This took longer than the team had hoped which meant that Derek had to do things the hard way by winning the B Final and to qualify for the A Final. The Irishman managed to work his way up to 4th overall to take some valuable championship



points in Sweden, the home of his closest rivals!

Derek commented, "This was another good result for us. With only one Scandinavian round left we are in nicely positioned to be well in contention as the season reaches its climax."

1	Robin Larsson		Škoda Fabia	20
2	Anton Marklund		Ford Fiesta	17
3	Jari Järvenpää		BMW E87	15
4	Derek Tohill		Ford Fiesta	13

### Championship Standings after six rounds

Anton Marklund	Ford Fiesta	20	17	17	17	(11)	17	88
Derek Tohill	Ford Fiesta	15	20	(12)	20	17	13	85
Roman Častoral	Opel Astra	17	15	15	15	--	10	72
Tom Daniel Tånevik	Mazda RX-8	13	12	6	--	12	9	52
Koen Pauwels	Ford Fiesta	12	10	(0)	12	10	4	48





## AUGUST QUIZ

Despite no answers in June  
I am persevering.



1. Whose shoes are these? Her footwear has featured before.
2. Probably too easy, but who is this?

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

## JUNE QUIZ

## Answer



The plate is to be found on  
**Paddy Power's Autotest Moke**

## SNIPPET

In the latest MI bulletin my eye was caught by "runner up" and "year old". I wondered had Felix picked up an aversion to hyphens. He assured me that this was not the case. The hyphenless text had been supplied by another, less pedantic, soul. Time constraints were such that piffling minutiae like this were not amended before publication.



## HUNTING WITH THE FRANKS

Scorekeeper Frank (Hussey) and Snappy Frank (Fennell) are running a Treasure Hunt in aid of Children First

**Sunday 7th October**

**Start:** Taylors Three Rock thatched roof Pub 2:30 pm

**Finish:** Leopardstown Racecourse Fillies Bar from 5:00 pm

**Amazing prizes including:**

Weekend Holiday Break, Case of Wine and many more

**Contact:** **Frank H**, [frank@lhmcmg.ie](mailto:frank@lhmcmg.ie), 0862548045  
**Frank F**, [cloragcars@gmail.com](mailto:cloragcars@gmail.com), 0862566880, 014950301



**Children First**

**Entry Fee:**

€50 per car in advance

€70 per car on the day

Food included in entry fee

## Crossword

1		2			3
4	5		6		
7					

## Across

1 First name of Hewison winner (again!) 2011/12 (6)

4 Iconic Zonda model(6)

7 Go backwards without the "s", but with esteem (6)

## Down

1 It catches oil under an engine (4)

2 International car code for Egypt (2)

3 They come between Beginners and Semi-experts (7)

5 A Chevrolet model for Maria, with a zero (4)

6 Arguably the best driver never to win the World Rally Championship in its current form - first name Markku (4)

## June Solution

D	O	D	G	E	S
A		C			P
R					I
T	U	S	C	A	N
	S		O		D
A	S	T	R	A	L
	R		D		E