

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com



December 2010

~~Chairman's Chatterings~~ Editorial Encomium

This is the twelfth in this series of the Turbine. Our leader, Joe, featured on the cover of the first issue in deference to his making some introductory remarks about the re-emergence of the Turbine as well as some comments about the state of the Club.

Two years later, I feel a reappearance is overdue to acknowledge his immense input into the smooth running of TDC.

Joe is authoritative without being authoritarian.

He panders to the egos of a wide range of personalities in the Club, without seeming to have an ego of his own, so unassuming is he.

His unflurried approach in all situations, parlous or otherwise, inspires confidence and (usually!) ensures a satisfactory outcome.

He guides without interfering, mediates unobtrusively yet successfully and guarantees that the wherewithal is in place for all Club commitments to be fulfilled in exemplary fashion.

He allows the resources of Typecraft to be plundered for all our printing needs. This facility is not grudgingly provided. Everything is done to the highest possible standard.

A nice guy, whose dedication to TDC is above and beyond the call of duty, Joe deserves our gratitude.



The Beginners and Novices will be given more extensive coverage in the next issue after the Prizegiving. In the meantime, congratulations to Best Beginner. Keith Byrne, left, and Best Novices (jointly, Patricia Denning and Mark Nugent.

*Compliments of the season to all our members/readers.
Here's to 2011 being half-full.*

Ian



Patricia's Perfect Prose

Beginners' Autotest Round 5 31st October

Guy Foster, Richard Meeke & Darren Quille gave a great display of how to drive autotest cars properly - all three of

On arrival at Mondello there was a bit of confusion as our normal spot was being used for Mondello's own autotesting group. However, they kindly facilitated us in the paddock. We are as always very grateful to Mondello for allowing us to use their venue.

I am amazed at the level of commitment from our marshals who, after time, stand in the cold with a smile on their faces according to times. Timmy Faulkner was COC and his team, Ciaran Nutty, Bill White, John McAssey, Ciaran Freeney & Eamonn King made this event



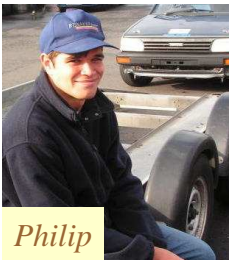
John Byrne and Bill White ruminant

champion. It is good to see it going down to the last round. Newcomer, Keith Quille, put in a very creditable performance for 3rd spot. It's great to see two more newcomers in the form of Sam Keogh and Iain Meeke giving it a go. They all looked to be really enjoying themselves and were improving dramatically as the day went on. All three newcomers were showing lots of potential and we hope to see them competing for the honour of best beginner next year.



Jay and Timmy

Piers Mac Fheorais won the novice class and was followed home by Aidan Freeney in a Westfield and Phillip O'Reilly in his Mini. I was next up followed by Donal Arundel and Mark Nugent. Donal was making a welcome return to autotesting having spent the summer competing (successfully) in the ITCC Saloon Car Championship. Everything was going very well until an unfortunate close encounter with a bin caused him to partially remove the front bumper from the Starlet. I'm glad to report that there is no long-term damage to either the car or bin. Like the true racer that he is, Donal removed the bumper and carried on regardless.



Philip



Donal



John Nolan holds the umbrella very competently as Guy Foster receives his prize

them make it look easy.

Our current Beginners' Champion Damien Phillips arrived down to marshal and on seeing the lower than expected entry decided to throw his hat in the ring and give it a go in with his Retro car which is not as nimble as his usual mount. He certainly seemed to enjoy himself especially on the Milltown Grand Prix.

There was a bike track day on and being in the paddock we had a great view of Turn one, which looked very slippery. I never saw so many red flags and lads on their backsides, but it certainly kept us entertained while queuing for the tests. I'm sticking to four wheels for the moment!

Patricia



RESULTS

- 1 Jay Donegan (Starlet) 722.3s,
- 2 Keith Byrne (Starlet) 767.3s,
- 3 Keith Quille (Westfield) 800.1s.

NOVICES:

- 1 Piers MacFheorais (Starlet) 646.5s,
- 2 Aidan Freeney (Westfield) 701.9s,
- 3 Philip O'Reilly (Mini) 711.9s.

EXPERTS:

- 1 Guy Foster (Mini) 584.4s,
- 2 Richard Meeke (Nova) 605.0s,
- 3 Darren Quille (Westfield) 606.6s.

happen. We all had a very enjoyable day so thank you from all the drivers. In my opinion the TDC Beginners Championship is going from strength to strength. This year it has been a huge success. We have new recruits of all ages and gender taking part and having fun!

Well done to Jay Donegan who drove cleanly all day to score another victory. He was kept on his toes by Keith Byrne. It's nip and tuck as to who will be crowned the 2010 Beginners'

Before I begin in earnest, I feel it appropriate to apprise you of a comment from Colin McMeekin regarding last year's report. He thought that my use of the term 'dirty clothes bag' lowered the tone a little, and suggested that 'laundry bag' would have been more appropriate, given the calibre of the UAC membership. I just hope I didn't offend anyone's sensibilities too much. I will endeavour to be more circumspect in what follows.



This year's event adopted a format similar to that of 2009 – the main difference was that the tests were all 'special' with no reversing (prescribed!). Also, comprehensive lettering and numbering of cones/pylons meant that the usual memorising of tests could be avoided. Given the modal age bracket of those competing this was a welcome relief. To get the negativity out of the way first, those competing in lower slung

UAC Retro 29th/31st October

(and, indeed, not so lower slung) cars felt that some of the terrain was rather too exacting for their steeds. There were too many tales of woe related to this aspect of the route. I realise that it is not always possible to avoid rough sections when they are the only link between 'nice' roads. However, there were occasions when their deployment could have been avoided. On the plus side, the format, as mentioned above, again proved popular. The organisation was first class over the whole weekend – documentation, marshalling, results, etc. One of the best features in the last couple of years has been the willingness to respond positively to competitors' queries/suggestions, e.g. the decision to create an Escort class. The event is perceived to be for the competitors – not an ego trip for the officials.

On Friday, the miserable weather brought out the best in the marshals who were their customarily efficient selves, despite the conditions. We enjoyed tests in



Wallace Park, Nutts Corner, Maze Long Kesh and Dundrod amongst other locations. I don't know where in particular the navigation exercise brought us. I was too busy working out which route to follow to notice where exactly we were.

On Saturday, there was a nice mixture of regularities and tests which brought us on a nice tour of south of Lisburn via Castlewellan, Tollymore and the Spelga Dam to Narrow Water Castle for



lunch in the dungeon. Slieve Gullion was our most notable destina-

tion in the afternoon. Dinner in the Premier Inn followed by a Ta-



ble Quiz kept everybody entertained. I made the mistake of not inveigling my way on to Paul Phelan's table as I had last year. He was again an intrinsic element of the winning team.

Sunday contradicted the weather forecast so it was pleasant for our foray to the Ards Peninsula and Kirkistown. The latter featured what must have been the longest special test ever and an entertaining drag test. No, com-



petitors didn't have to dress up – they just had to travel as quickly as possible there and back in a straight line with a fellow competitor in a simultaneous, parallel test to provide a bit of extra entertainment for the onlookers.



There was more to make the Kirkistown visit special. Denis Bell's Toyota Celica was making



its first appearance at the venue since it raced there a long time ago (July 1979, when Denis was a boy) in the hands of Alec Poole. It was subsequently rallied by Sandy Lawson before Denis acquired it.

And so we headed home via a test in Belfast Docks, overseen by Samson and Goliath. Why is it not Delilah rather than Goliath



or, indeed, David instead of Samson? Were not both Delilah and David strong people, similarly worthy of a place in the skyline? It was dusk when



we left for Lisburn as the sun went down on the Circuit Retro 2010.

The nerve centre of the event was in the Premier Inn. It was much better attuned to our needs this year. The Gala Dinner was a very refined affair in the Civic Centre with a string trio setting the tone. There was a raffle in which two winners, one of which



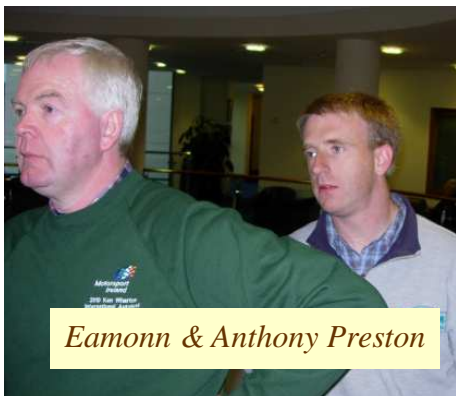
was Paul Phelan, failed to observe, what I believe is, standard protocol. When one of their tickets was drawn for a second time, up they breezed for another prize, leaving those of us who never win anything even more disgruntled. My understanding is that, in this cir-



cumstance, the "already won once" individual suggests that the ticket should be returned to the hat/drum. Anyway, Felix wins enough events without monopolising raffles as well. After a couple of speeches, prizes were distributed. Eamonn Byrne's winner's words were the fewest I have heard to date. Paul Phelan fleshed them out to finish off a super weekend.

**2009 was Lisburn 400
2010 was UAC Retro 25
How will 2011 be hyped?**

As you will have gathered from the rambling so far, Eamonn Byrne



Eamonn & Anthony Preston



& Paul Phelan won. It was not as straightforward for them as it often is. Paul missed an ITC in the Friday night leg, when he failed

to notice a partly obscured road on the map, when plotting the route early on. He was delighted to avail of the innovation this year which drops crews' worst score of the day from their total. They did have a brake fluid boiling interlude in Kirkistown on Sunday to keep them awake. I was surprised to hear this, as I thought that Eamonn didn't use brakes or, at least, not very often. Eamonn was also being kept honest in the tests by Robert Dixon. The more intense Class 5 rivalry was certainly of benefit to Eamonn re. test penalties. Cath Woodman won the Bob



Henry Trophy for best navigator, yet she and Steve Griffin lost out to Eamonn and Felix. They had a good run, spoiled only by a lapse of concentration by Steve on Sunday, when he made an unscheduled detour into a gate. The resulting 'puddle' of toughened glass fragments on her seat certainly kept Cath awake for the remaining few hours before getting back to Lisburn. There was also an incident with a sheep but Cath got the penalties scrubbed. Cath had a disciplined weekend on the comestible front. She is doing a stage rally soon so was following strictly the race-suit diet. Despite not coming first, any discomfort she bore was quickly forgotten when final results confirmed that she had



beaten (for the first time, I believe) her nemesis, Anthony Preston. He & Frank Lenehan enjoyed their outing despite Frank's Cherry suffering

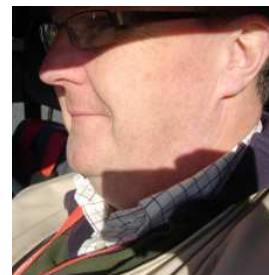
a variety of indignities, e.g. burst front strut, light failure and a couple of punctures. Anthony, as ever, was reluctant to reveal too many (any) details of what went on from his perspective. He claims that this is due to his fear of being misrepresented. I just can't understand how he thinks this might happen. Frank's disappointment was lessened by the arrival in the hotel on Sunday of Olwen Blair with three months' supply of his favourite cider.

Best of the Escorts was Mark Doran guided by the ever-competent Frank Hussey who was certainly "on song" for the weekend. Mark's biggest car issue was a missing lens cover on the rear boot light, though he, himself, was



a bit under the weather on Sunday. Fortunately, his consort Ra-

chel was in evidence to mop his fevered brow. Mark did visit a ditch on the first regularity and they ran out of petrol on the run-in on Saturday. A final snip-pet concerns Frank's surname – it was misinterpreted by the Premier Inn to be Huffey – Freudian?



With the Hornet still sitting forlornly on the driveway after the



Rob & Chris Towers

IMRC Retro, Rob Bolton took his TR4A out of mothballs. While it wasn't premeditated, this gave him & Ian McCulloch a chance to lock horns with the similarly mounted Tom Callanan & Chris Towers. Both cars suffered various maladies courtesy of the demanding terrain, the details of which I will spare you. Whatever, class told in the end and despite being in ar-



Ian

rears until Sunday lunchtime, Bolton/McCulloch forged ahead to

finish fifth, while their rivals languished in seventh. Their (Tom & Chris) weekend highlight came on one of the Saturday tests when a roving pylon in the shape

of a gentleman who was somewhat the worse for wear made their completion of the exercise more demanding than had been intended by the organisers.

In sixth place in the, now stripeless again, Escort were Dermot Carnegie & Kevin Savage.



Tom



Apart from trying to keep Dermot under control, Kevin also had to worry about getting the semi-stricken Volvo of Frank Fennell going so as to get himself and Paul Bosdet back to the UK.

Bernard Bradley & Vincent Fagan had a similarly uneventful



run to eighth. Bernard doesn't go in for blowing his own trumpet much so it is difficult to get information out of him. Vincent's only comment was his usual, "my

driver was wonderful".

Joe Reynolds & Paul Bosdet were best in Class 3. Joe really does drive the BMW (and BGT) very impressively these days so



Bossie must have indulged in some misdemeanours, the details of which were not revealed (to me, anyway).

Ernie Campbell & Davy Johnston had what must have been



one of their best runs for a while.

Davy has always been good on the maps and on this occasion the tests seemed to suit Ernie and the Mini better than usual.

The Rover P6 of Tim McKie suffered from undiagnosed fuel issues on random occasions, though it didn't affect progress too badly. Gavin Millington's competence in the more important seat compensated. Tim was a little disappointed on Friday when a

civilian reversed into the Rover in the Civic Centre, ruining its pristine bodywork.

The main thing was that Gavin beat his sister, Kathryn, though that was more down to Lucy Whitford's



gaucheness. Drowning out once while traversing a puddle too quickly is just about excusable, but



twice? To her credit she had bought some WD40 since the last round. Also, Kathryn was responsible for missing a couple of code boards. Kathryn takes her role

very seriously – she sleeps with her Romer round her

neck to maintain a navigating frame of mind, albeit subliminally – every little helps.



Liz

Jordan had done the event in the nineties with husband Mike but, on this occasion, she was sitting with Geoff Crabtree in his purposeful looking Giulia. Geoff was impressed with the organisation but found the competitive sections



"different" to the stages he is more used to. They had a puncture but it didn't cost them any penalties.

Joe & Nikki Doran were beached in Kesh on Friday evening to the extent that 10 bodies were needed to return them to terra firma. Then, on Saturday morning, at the end of the first regularity, Joe had a scary moment on the loose approach to the final control.



Fortunately, the car proved to be sufficiently sentient to retrieve the situation.

Andrew O'Donohoe & Rory Dooley won Class 6 though at some cost to the car – anti-tramp bar, spring and windscreen being just a few of the casualties. Rory misunderstood the Friday night timing.



He thought that you had to carry lateness at PCs forward and so racked up more penalties than he deserved. He more than made up for this on Sunday when, without a “trip” he accumulated very few penalties. Next of three Midgets in a row



were Paddie Harper & her brother, Michael Reid. Michael had a bigger input into this partnership than the other navigators in that, in addition to his usual duties, he drove on the tests – very competent he looked too. Noel Cochrane was giving 16 year-old Michael Gilmore his first taste of a Retro. Michael has already done a few navigation events and Noel was very im-



pressed with how he coped, despite his inexperience. The further they went the better he got.

Hardy perennials, Rupert Leng & Donald Urquhart, made the trip from Scotland in their Land Rover but weren't able to match last year's eighth



place. Rupert was not impressed by Donald's inability to distinguish between 1 and 2 when they followed a car into the Kirkistown marathon finish after just one lap. I hypothesised that Rupert's ineptitude is contagious/infectious. They suffered a last runner tribulation when the marshal abandoned his post prematurely at the start of the Slieve Gullion regularity. He had counted the course car as a competitor – he was very apologetic.

The Midget of the Baldies,



Gary McDonald & Peter Barker, was another to suffer mechanical problems. A lack of wipers on Friday made for an interesting time. On Sunday, a clock malfunction provided an extra challenge for Peter.

Eckart Bollman & Michael



Ullbrich enjoyed their weekend, despite visiting a ditch on the first Saturday regularity.

They were in their lovely fluorescent ex-Hannu Mikkola 1800 crossflow World Cup Escort.



Conn Williamson & Maurice Eakin had a steady run in the



BMW. Was this because Conn did what Maurice told him? Conn had the satisfaction of beating son, Paul & Lesley Armstrong in the Escort.

Dave Fitzgerald really enjoyed the runs through Dunleath Farm. I saw him under the car a

few times so the Amazon must

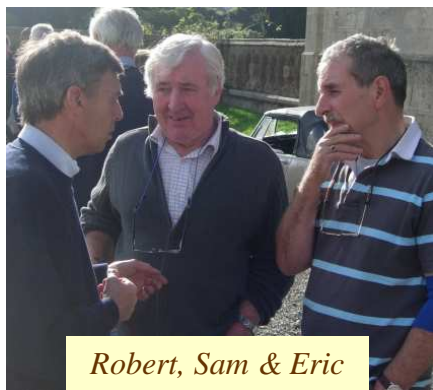


have been suffering. I wonder did navigator, Karen Gaffney, suffer as well with Dave's non-stop patter.

Eric Martin was in the hot seat for Mike Adair this year. Being a Midget, it was no surprise that its exhaust needed attention a couple of times. Robert Dixon had his Paddy Hopkirk lightweight special



Mike



Robert, Sam & Eric

Mini replica out. It was immaculate as are all Robert's cars. His & Sam Baird's memorable moment came on Sunday in Kirkistown when smoke started rising from the engine bay. Fortunately, there were enough extinguishers at hand to quench the fire and the boys were able to make it to the finish.

As spectacular as ever on the tests, Will Corry had his chance of a good result spoiled in Kesh on Friday night when he put a substantial hole in his petrol



tank. Undaunted, he & Peter Moore effected a repair overnight and rejoined the fray on Saturday.

Richard & Jo McAllister's alternator burned out on Saturday.

Richard headed back to Malahide for a replacement but, by the time they had got the Volvo ready for action, they decided to give Sunday a miss.



Cliff Auld & John Lindsay had their usual action-packed weekend. The Triumph suffered fuel starvation on Friday and Cliff thought the carbs might be icing up



so he blocked the bonnet vents. It was to no avail, so they finished up at the end of a rope in Kesh - I hasten to add that the rope was attached to Rupert Leng's Land Rover. The problem turned out to be something else but they didn't reappear to wow the spectators until Sunday.

Frank Fennell & Michael Jackson suffered a steadily diminishing supply of amps during Friday. This made progress in the night section particularly difficult. By the time



Michael



they procured a new battery on Saturday morning, they were running late. Then they side-swiped a kerb and smashed a wheel in Tollymore which delayed them even more, so much so that they decided to call it a day.

Bryan Mutch seems to thrive on mechanical adversity.

He had plenty of opportunity to indulge his weakness over the weekend. Firstly, on Friday, the head gasket went on his immaculate MGB. Having fixed that, and still on Friday, the rotor arm malfunctioned, so it was back to navigator Ken McEntee's garage to disinter a Mini for a replacement. Despite their best efforts, the B didn't cooperate, so they reappeared in Bryan's rocket-ship K-series engined Midget. At



Ken



Kirkistown, this had an oil pipe blow off - a jubilee clip not torqued-up apparently. The resulting oil slick necessitated a lateral re-

location of one of the drag test start lines. Ken suggested a headline to sum up their event might be: "Mutchie Cocks Up Again".

It was nice to see a Rapier again - Emma McKinstry & Kenny Hull this time. I seem to remember Ken McDonald's example misbehaving last year. Emma



TDC Turbine



& Kenny were even less fortunate. They barely got going, as very early on the Rapier's engine managed to ingest some water (there was plenty of it) and they were unable to continue.

Denis Bell & Colin McMeekin were the only entrants in the Touring Class. Apart from an unscheduled deviation into a ditch on Saturday, all was hunky-dory until late on Sunday. Then

Colin became disorientated and they met fellow perennials Leng/Urquhart travelling in the opposite direction down a lane. Denis managed to avoid them but the car was obviously upset by the incident as its fuel system went awry to such an extent that the Celica had to be abandoned. Fortunately they were not far from Denis's home and were able to secure alternative transport to get to Lisburn.

The only non-starter was the Cortina GT of Ronnie Kerr & Bob Cairns. Ronnie had a body issue (his own, not the Cortina) forcing their withdrawal.

Thank you to Richard Earney of RMS reallymeansounds.com whose image of the Escort of Bernard Bradley & Vincent Fagan I liberated from the UAC Retro website.



Ian Sampson ticks all the boxes



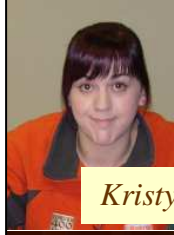
Ronnie Mitchell looking smug - as well he might



Michael Kernahan scrutinises



Brian Dorman



Kristy Moreland



Kiera Mitchell



Peter Allen - I didn't see Valerie; couldn't she find suitable footwear?



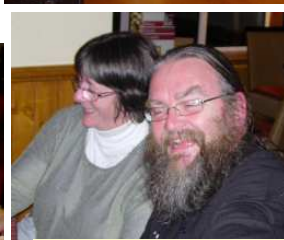
Jenny Heath



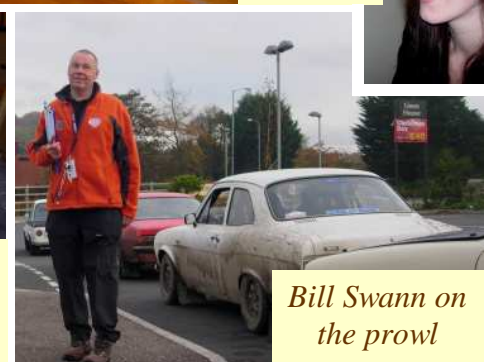
Katie Mitchell



Noel Devlin counts points



Anne & Gareth James being convivial



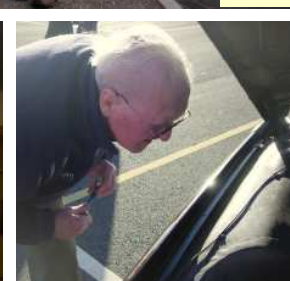
Bill Swann on the prowl



Kerry Moreland reminds us that it's Halloween



Does Paddy McCollum deserve his halo? YES



Tony McShane looks for a problem to solve



Drag strip semaphorist Fel McIlroy

TDC Turbine



Deirdre Gallagher hopes her pumpkin turns into something that will get her back to Dublin in style



Frances Moreland



Tom Callanan goes foraging for red wine - the unsuspecting donor is Conn Williamson



Dave Fitzgerald took the event very seriously



Tania Vaux and Craig Hunt protect the identity of their friend who would prefer to keep her association with the reprobates involved in the event on a "need to know" basis



Aaron Mitchell shows off his shy side

Tom Allison ponders his forthcoming work of fiction - his steward's report



Kevin Savage needs lots of help to get FF's Volvo going so that he and Bossie can head for home



This is for Colette Doran (Joe's wife) - a keen gardener



Stephen Potts brought different friends on different days

There was some madcap millinery on display



Dermot Carnegie was responsible for this communal "sharp intake of breath"



Robert Dickson's lightweight Mini



Donald Urquhart has a good time queueing for a test



Part of Will Corry's programme for improvement includes comprehensive video analysis



Tina Fitzgerald and Ted Gaffney wait for their spouses to return



A rare event - Ian McCulloch buys a round

Another rare event (misprint?) - Joe Doran in the lead



TDC Turbine

Luminaries

During the weekend various familiar faces put in an appearance



Brian
Patterson



Mark
Mulligan



Rachel
Anderson



James
Wilson



Stephen Whitford and Kathryn Milington. Kathryn's Auntie Valerie whose Austin Chummy she shared on a recent event. This machine puts into perspective gripes about the comfort of certain Retro cars.



Gabriel
Konig
and
Malcolm
Clark



Colin
Earney



Fettling was rife



RESULTS

1 Eamonn Byrne/Paul Phelan (Mini Cooper S) 169 marks,
2 Steve Griffin/Cath Woodman (Opel Kadett) 197m,
3 Frank Lenehan/Anthony Preston (Datsun 100A) 228m,
4 Mark Doran/Frank Hussey (Ford Escort) 294m,
5 Robert Bolton/Ian McCulloch (Triumph TR4) 377m,
6 Dermot Carnegie/Kevin Savage (Ford Escort) 419m,

7 Tom Callanan/Chris Towers (Triumph TR4) 441m,
8 Bernard Bradley/Vincent Fagan (Ford Escort) 484m,
9 Joe Reynolds/Paul Bosdet (BMW 1600-2 Alpina) 539m,
10 Ernie Campbell/David Johnston (Mini Cooper S) 614m.

Class winners:

Ernie Campbell/David Johnston, Joe Reynolds/Paul Bosdet, Robert Bolton/Ian McCulloch, Mark Doran/Frank Hussey, Steve Griffin/Cath Woodman, Andrew O'Donohoe/Rory Dooley (MG Midget) 897m, Joe Doran/Nikki Doran (Opel Manta) 379m, Denis Bell/Colin McMeekin (Toyota Celica GT).

CO KILDARE M C RACE MEETING AT MONDELLO

PARK: 10 October

SALOON LIBRE RACE :

- 1 David Walsh (Silvia) 15m 10.78s,
- 2 Donal Arundel (Mazda MX6) 15m 11.60s,
- 3 Danny Calnan (Civic) 15m 38.75s.

WEXFORD M C AUTOTEST AT WELLINGTONBRIDGE, CO WEXFORD: 10 October

- 1 Simon Echlin (Caterham) 586.0s,
 - 2 Andrew O'Donohoe (Westfield) 617.6s,
 - 3 Stephen O'Donohoe (Westfield) 623.6s,
 - 4 Ian White (Mini) 639.0s,
 - 5 Richard Meeke (Nova) 659.0s,
 - 6 Damien Doran (Mini) 663.7s.
- Class winners:
Ian White, Andrew O'Donohoe, Stefan Walsh (Starlet) 703.9s,
Richard Meeke, Damien Phillips (Starlet) 923.2s.

KEN WHARTON MEMORIAL TROPHY INTERNATIONAL AUTOTEST AT ARROW MILL, ALCESTER, WARWICKSHIRE: 16 October

- 1 Northern Ireland (Steven Ferguson, Sam Bowden, Paul Blair, Raymond Donaldson) 2244.9s,
 - 2 Republic of Ireland (Eddie Peterson, Eamonn Byrne, Simon Echlin, David Thompson) 2249.2s,
 - 3 England (Alastair Moffatt, Roger Holder, Richard Pinkney, Lee Valentine) 2340.5s,
- Individuals:
1 Steven Ferguson (Mini Special) 532.3s,
2 Richard Pinkney (Caterham) 536.3s,
3 Sam Bowden (Mini) 542.7s,

RESULTS

- 4 Eamonn Byrne (Mini) 543.4s,
 - 5 Alastair Moffatt (Mini Special) 548.5s,
 - 6 Eddie Peterson (Mini Special) 549.2s,
 - 7 Simon Echlin (Caterham) 563.2s,
 - 8 Paul Blair (Striker) 571.9s,
 - 9 Dave Evans (Blitz Special) 577.1s,
 - 10 David Thompson (Nova) 593.4s.
- Reserves:
1 J J Farrell (Mini Special) 538.2s,
2 Robin Lyons (Mini) 545.3s,
3 Chris Grimes (Mini) 572.2s.

MEC NOONAN CUP SPORTING TRIAL AT CROSS CHAPEL, BLESSINGTON, CO WICKLOW: 16 October

- 1 Philip Erskine (Erskine-Suzuki) 2 marks,
- 8 Craig MacWilliam (Erskine-Harley Davidson) 4m,
- 10 Richard Pain (Kilkenny VW) 5m,
- 11 Gordon Graves (Erskine NSU) 6m.

CO KILDARE M C RALLY-CROSS AT MONDELLO PARK (ROUND 2 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 17 October

SOUTHSIDE MOTOR FACTORS MODIFIED A FINAL:

- 1 Derek Tohill (Ford Fiesta) 3m 16.02s.

RATHGAR MOTOR FACTORS STOCK HATCH A FINAL:

- 1 Michael Duke (Peugeot 106) 3m 34.03s.
- 2 Robert Critchley (Peugeot 205) 3m 39.09s,
- 3 Jackie Harris (Peugeot 205) 3m 39.17s,
- 4 Eddie Peterson (Peugeot 205) 3m 44.25s.

RALLY CAR B FINAL:

- 1 Des Ryan (Opel Corsa) 3m 25.19s,
- 2 Fergal Bowes (Peugeot 306) 3m 27.46s.

GALWAY M C AUTOTEST AT ATHENRY, CO GALWAY (ROUND 3 OF HEWISON TROPHY CHAMPIONSHIP): 23 October

- 1 Steven Ferguson (Mini Special) 536.5s,
- 2 Sam Johnston (Mini Special) 543.6s,
- 3 Eamonn Byrne (Mini) 543.8s,
- 4 J J Farrell (Mini Special) 547.4s,
- 5 Chris Grimes (Mini) 550.3s,
- 6 Daniel Byrne (Mini) 572.5s,
- 7 Glen Irwin (Mini) 577.9s,
- 8 Paul Phelan (Mini Special) 586.3s,
- 9 Guy Foster (Mini) 591.7s,
- 10 David Thompson (Nova) 592.3s,
- 11 Paddy Power (Mini Moke) 592.8s,
- 12 Andrew O'Donohoe (Caterham) 596.1s.

Class winners:

Eamonn Byrne, Sam Johnston, Andrew O'Donohoe, David Thompson.

Novice awards:

Rory Power (Mini) 747.7s, Declan Lennon (Nova) 801.2s,
Michael Feeney (Skoda) 932.1s.

CONNAUGHT M C AUTOTEST AT HAZELWOOD, SLIGO (ROUND 4 OF HEWISON TROPHY CHAMPIONSHIP): 24 October

- 1 Robin Lyons (Mini) 726.5s,
- 2 Eamonn Byrne (Mini) 740.8s,
- 3 J J Farrell (Mini Special) 743.5s,
- 4 Steven Ferguson (Mini Special) 744.5s,
- 5 Sam Johnston (Mini Special) 746.7s,
- 6 Daniel Byrne (Mini) 774.2s,
- 7 Guy Foster (Mini) 799.8s,

8 David Thompson (Nova) 802.7s,
9 Chris Grimes (Mini) 803.5s,
10 Mark King (Nova) 819.8s,
11 Paul Phelan (Mini Special)
821.6s,
12 Andrew O'Donohoe (Caterham)
832.9s.

Class winners:

Eamonn Byrne, J J Farrell, Andrew O'Donohoe, David Thompson.

Novice awards:

Paul Mooney (Nova) 896.0s, Rory Power (Mini) 996.7s, Declan Lennon (Nova) 1072.1s.

GARDA SIOCHANA M C HAND TROPHY SPORTING TRIAL AT WHITESTOWN, BALTINGLASS, CO WICKLOW: 30 October

1 Ian Meredith (VW) 0 marks,
4 Craig MacWilliam (Erskine-Harley Davidson) 1m,
6 Christopher Evans (ETE-Yamaha) 2m,
8 Clive Evans (ETE-Yamaha) 3m,
9 David Meeke (Kilkenny VW) 3m,
10 Ian MacWilliam (Erskine-Harley Davidson) 5m,
12 Richard Meeke (BD-Opel) 7m.

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 3 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 7 November

SOUTHSIDE MOTOR FACTORS MODIFIED A FINAL:

1 Ian O'Connell (Lotus Exige) 3m 34.32s,
5 Chris Grimes (Vauxhall Nova) 3m 46.49s.

RALLY CAR B FINAL:

1 Des Moore (Ford Escort) 3m 39.65s,
4 Derek Tohill (Honda Civic) 3m 45.05s.

CO MONAGHAN M C DRUM-LIN NAVIGATION TRIAL AT

NEWBLISS, CO MONAGHAN (ROUND 3 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 2 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 13/14 November

1 Arthur Kierans/Ashley McAdoo (Subaru Impreza) 20 marks,
7 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 140m.

LEINSTER MOTOR CLUB CAHILL CUP SPORTING TRIAL AT BOLEYNASS, ASHFORD, CO WICKLOW: 13 November

1 Alan Kilkenny (Kilkenny-Yamaha) 0 marks,
6 David Meeke (Kilkenny VW) 3m,
8 Christopher Evans (ETE-Yamaha) 6m,
10 Craig MacWilliam (Erskine-Yamaha) 6m,
11 Ian MacWilliam (Erskine-Yamaha) 7m.

TRIALS DRIVERS' CLUB HOWARD WILDE MEMORIAL AUTOTEST AT MONDELLO PARK, CO KILDARE (ROUND 5 OF HEWISON TROPHY CHAMPIONSHIP): 20 November

1 Steven Ferguson (Mini Special) 595.2s,
2 J J Farrell (Mini Special) 598.6s,
3 Eamonn Byrne (Mini) 604.3s,
4 Robin Lyons (Mini) 615.4s,
5 Chris Grimes (Mini) 620.6s,
6 Paddy Power (Mini Moke) 634.0s,
7 Paul Blair (Striker) 646.1s,
8 Guy Foster (Mini) 648.0s,
9 Norman Ferguson (Mini) 648.9s,
10 Andrew O'Donohoe (Westfield) 651.8s,
11 Paul Phelan (Mini Special) 653.6s,
12 Alan Coyle (Mini Special) 654.9s.

Class winners:

Eamonn Byrne, J J Farrell, Paul Blair, Stefan Walsh (Starlet) 785.1s, David Thompson (Nova) 666.1s. Best semi-expert: Damien Doran (Mini) 708.7s.

Novice awards:

Rory Power (Mini) 803.0s, Aidan Freaney (Westfield) 858.6s, Mark Nugent (Starlet) 865.2s, Declan Lennon (Nova) 924.5s.

Beginners' awards:

Keith Byrne (Starlet) 859.5s, Jay Donegan (Starlet) 873.5s, Anthony O'Neill (Starlet) 953.5s.

CO KILDARE M C RALLYCROSS AT MONDELLO PARK (ROUND 4 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 21 November

SOUTHSIDE MOTOR FACTORS MODIFIED A FINAL:

1 Ian O'Connell (Lotus Exige) 3m 32.72s,
6 Chris Grimes (Vauxhall Nova) 3m 43.68s.

RATHGAR MOTOR FACTORS STOCK HATCH A FINAL:

1 Gordon Lynch (Peugeot 106) 3m 40.37s,
6 Eddie Peterson (Peugeot 205) 3m 47.61s.

RALLY CAR A FINAL:

1 Noel Greene (Mitsubishi Lancer Evo 6) 3m 23.88s,
4 Fergal Bowes (Peugeot 306) 3m 37.22s.

RALLY CAR B FINAL:

1 Des Moore (Ford Escort) 3m 34.31s,
5 Patricia Denning (Peugeot 106) 4m 00.27s.

CARLOW C C AUTOTEST AT MONDELLO PARK, CO KILDARE: 27 November

1 Eamonn Byrne (Mini) 1028.6s,
2 Richard Meeke (Nova) 1031.0s,
3 Robin Lyons (Mini) 1068.4s,
4 Chris Grimes (Mini) 1079.5s,

TDC Turbine

5 Daniel Byrne (Mini) 1102.4s,
6 Guy Foster (Mini) 1104.5s,
7 David Thompson (Nova) 1167.7s,
8 Philip O'Reilly (Mini) 1182.2s,
9 Liam Cashman (Starlet) 1203.4s,
10 Simon Echlin (Caterham) 1217.3s.
Class winners:
Robin Lyons, Simon Echlin, Liam Cashman, Richard Meeke.

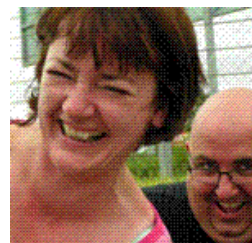
LEINSTER MOTOR CLUB HEALY CUP SPORTING TRIAL AT GALLOWS HILL, NEWCASTLE, CO WICK- LOW: 27 November

1 Brian Conlon (ABC-VW) 14 marks,
7 Christopher Evans (ETE-Yamaha) 21m,
11 Ian MacWilliam (Erskine-Honda) 26m.

CAPTION COMPETITION August

Rory Power has come up with a memorable suggestion - well done

Now do you believe I have two hand-brakes, Trish?



NEWS



Larry Mooney & Alan Park completed a rail odyssey around Ireland in September in aid of The Special Olympics. Their journey began in Tralee at 5:00 am. They proceeded via Dublin, Cork, Cobh, Cork, Heuston, (Luas/DART), Dun Laoghaire, Connolly, Belfast to their final stop in Derry at 11:30 pm. The "free travel" meant that their expenses were kept to a minimum, i.e. zero. They are seen here with Tara Leech at Heuston Station. A nugget of useless information from the 787 mile trip is that they passed over more than one million sleepers.

CAPTION COMPETITION December



DECEMBER QUIZ



1. Which fashion conscious committee member recently turned up with nicely matching shoes and shirt?



2. Who is this exhausted driver?



3. Identify this driver sporting totally unsuitable brown suede shoes? He says that he bought them in Nice. They were so expensive that he feels obliged to wear them at every available opportunity, appropriate or otherwise.

Answers to: imcc@oceanfree.net

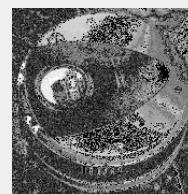
OCTOBER QUIZ Answers

1. Whose ladder is this?



Alicia Daly - companion of Craig O'Rourke

2. What is this?



I discovered this photo on the website by accident - despite suggestions that I might find a use for it, nobody brought it to my attention.
So, what do you think an appropriate caption might be.

Marks Doran & O'Neill headed north for the BADMC Autumn Lanes Rally in November. They were rewarded with a class win and third overall behind Will Corry and Colin Earney.

Christopher Evans and Leah Ross were married on 20th August. The Club wishes them well.

MORE NEWS

As further confirmation (should any be needed) of the smallness of the world, Leah's dad, Keith, was in the same class as me in secondary school.

Ian Downey's challenge for Beginners' Championship honours

was blunted by a sojourn in Germany demanded by his college course.

Deirdre Gallagher was spotted in Boots in Lisburn during the Circuit Retro. She was stocking up with cut-price beauty serum. (I would have thought that nature was doing a pretty good job already.)



This year's super-duper 10th Anniversary Rally of the Tests visited Ireland for a few days. Many of you were approached by Michael Jackson to help with the marshalling. Given that your assistance was required mid-week, your response was estimable. I enclose extracts of Michael's "thank you" letter for your edification.

Finally, the 2010 Rally of the Tests is over, and for those of you that have been asleep it was a great success for the Irish, with Dermot Carnegie 1st overall, and the McAllisters and Joe Reynolds winning their respective classes. The Irish leg was felt to be the best part of the event, with a number of the Continental entrants, having never been to Ireland before, vowing to return in the near future. Mary and I (with Ronnie Griffin locked in the boot) travelled to the UK to help with the marshalling at their end. When you witness the logistical effort that is required at places like Swynnerton, with an army of marshals, sector controllers, group co-ordinators etc you start to appreciate what is really involved in running an event at this level.

All of this goes to show what a great job you all did, given what a relatively small team we were working with. Everyone (nearly)

turned up at the right time and at the correct location and got to grips with the Liege Timers quickly. It really helped everything run smoothly and left a good taste for both the organisers and competitors alike.

You have all helped Irish tourism at a time when it may be needed more than ever.

Frank Lenehan had a little "off", from which it took so long time to



recover that his and Cath's prospects

of a decent result evaporated. Frank Fennell didn't even get to start - his body let him down. Karen Gaffney was dressed immaculately.

Peter Boyd took some great pics which you can access via the website. This is one such.



James O'Mahony & Paddy McDonnell trying at Mondello

The "Tests" website had this to say.

Dermot Carnegie and Iain Tullie were very popular winners in their Alfa Romeo Giulietta Sprint, sec-



ond was last year's winner Paul Wignall accompanied by Nigel Raeburn in a similar car and third on the road were Howard Warren and Guy Woodcock but as they were in a post '62 car they didn't qualify for overall awards, so third place went to previous winners John Bateson and Mark l'Anson in the big Mercedes-Benz 300SE. Richard and Jo McAllister took the mixed crew award.



The army turned up to help Colin Phillips and me to keep the competitors under control at the Sorrel Hill regularity finish

As promised in the October issue, here is the rest of the piece which I wrote after the 1993 Circuit Retro.

THE CIRCUIT RETRO' 1993 continued

Friday finished with about 60 miles of navigation south-east of Derry. It was typical N.I. stuff – spot heights, grid lines and digital clock faces defining the intended route – plot-and-bash of course. The least pleasant feature of this exercise was the 1:50 000 maps, the sheer size of which means that they are very difficult to keep under control. Frank was in serious danger of having his forward vision seriously impaired on a number of occasions as I flailed around with maps going in all directions. We were done for a WA at a passage check whose location was not given. Despite the fact that one could comply fully with the instructions for this section without even visiting the marshal, let alone approach him from a particular direction, the penalty was not removed. The C-o-C Mark Mulligan did an excellent impression of Dave Micks in his failure to respond favourably to my reasoned arguments about the unfairness of the penalty. Maybe I should have adopted a more Don Foley-like approach. As Mark prevaricated until Sunday morning we were able to live in hope. We did well on Saturday and improved our position slightly.

Peter and Rory had done really well to be second after Friday's entertainment but on Saturday Rory made the sort of error I had been dreading perpetrating – getting lost on a regularity section. This is so easy to do when one is concentrating on keeping the speed right. Rory managed to make a really comprehensive detour to the extent that they incurred hundreds of marks in penalties, which put them out of the hunt.



Removing tool box etc. before a test

Frank's wife Kay and Pauline came up on the Saturday to offer moral support. Kay is known as "La Kay" in some circles, I believe. However, her reputation as "une femme formidable" led me to think that "Die Kai" as in Kaiser might be more appropriate. In this vein, some wag (I hesitate to mention names but it might have been Robert Ganly) suggested that, had Peter and Rory still been ahead of us on Saturday night Kay's arrival might have prompted the implementation of team orders.

Before the re-start on Sunday we forayed forth in search of petrol and what did we find but Douglas washing the car again. If the weather had been unkind during the event would he have washed it twice, or even three times, a day?

And so my fateful regularity followed. Needless to say, I have now worked out a foolproof method to cope with rapid speed changes in future. Lough Key was the idyllic venue for Frank's test failure. The same test saw him suffer the additional ignominy of a broken knob after many years faithful service.

We finished up back in the Sligo Park Hotel. I headed home but Frank et al stayed on for the post-event festivities. The highlight of these was a Rory-organised dining room test-trial in the small hours of the morning in which chairs were used in lieu of cars. Same was very quick but had a number of pylons/lines, and had to give best to Peter. His victory in this novel exercise was the icing on the cake as TDC had won the Team Award in the main event (Douglas was disqualified for checking in late – he was off washing his chair).

It had been more difficult than I had expected – too demanding I would have thought for the majority of the crews who seemed to be there just for the spin. Nevertheless, I would love to have another go.

Ian McCulloch

(silent and rarely seen club member – I may even be erstwhile as I'm not sure whether or not I paid my sub. this year. If I haven't please accept this meandering treatise in part reparation for such a grievous omission).