

TDC Turbine

An intermittent missive of random, rants, reports & reviews



www.tdcireland.com

December 2012

Chairman's Chatterings

Déja vu is the dictum here. Derek Tohill (runner-up in the ERC Touring Car class) and Joe Reynolds (winner of the Historic Regularity Championship) have reached the same heights as they did last year. Both deserve hearty congratulations on their achievements.

Thank you to all of you marshals who turned up, hail, rain or shine, during 2012. Without you, events could not run. You, competitors, must not forget this. Indeed, when not competing you should make it a priority to help out.

Ian McCulloch deserves particular mention for his generation of the Turbine. Our members and friends look forward to its appearance every two months.

On a more mundane note it is membership renewal time again. Please send your subscription to Tim Faulkner, Miland, 33 Sidmonton Road, Bray, Co. Wicklow

If you wish to get your MI Licence application stamped, please include a completed application form along with a stamped, addressed envelope.

Forms may be downloaded from the "Membership" section of the website.



Derek had this to say at the end of the season. "We had an exceptional first half of the season in winning part 1 of the championship. We did not have such a

great part 2 but thankfully we had done enough in the first half to ensure we would take the silver medal for the 2012 ERC back to Ireland. In total we earned 2 victories, 5 podiums and 6 fastest qualifying lap times. A huge amount of time and effort (more than most would imagine) was expended in taking this 2nd place. I am very proud of what the team has achieved. The FIA European Rallycross Championship seems to be moving towards a professional era and ultimately a World Championship; the sport richly deserves the acknowledgement and interest it is finally receiving throughout the world."

Joe is to be highly commended on being victorious again. He drove a variety of cars and was guided by a variety of navigators. The constant in the equation was the inimitable Ronnie Griffin whose input was very significant.



I am grateful to yet more recruits to the Turbine cause; Karl Grehan (Westmeath Autotest), Tony Large (Rally of the Tests) and Laura Reid, associate of Richard Earney, & Robbie Nelson (Laharna Lanes) for their pics.

Joe



Round 5 of the Championship certainly was a beginners' event. Not only was there a good turnout of competitor beginners, but the organising team consisted of a



couple of neophytes. The senior of these, making his debut as C-o-C, was Philip O'Reilly with Richard Meeke his "commis". This eventuality is a good example of the perils of allowing yourself to be co-opted onto a committee!

Their inexperience didn't show at all, even with a mettle testing 28 entries. They did have the benefit of Rob Bolton/Bill White and



Ciaran Freeney/Peter Auerbach to administer the tests. Paul Phelan visited briefly at lunchtime. He was obviously satisfied with how things were going as he didn't stay long.

Peter Falvey's talent was very evident as he cruised (maybe a word



and Steve. Maybe they were hoping some of their expertise would be absorbed by osmosis. Alan Auerbach put in another



suggesting more haste might have been appropriate here!) to victory. He was third quickest of the day behind Timmy Lynch and Guy Foster (pictured here with dad, Trevor.



Robert Fenlon from Limerick was taking part in only his second event in his very lightened Seicento. Despite the Cento chocolate gearbox reputation the car performed without

a hitch and Robert was a commendable second. Shane Griffin showed he was a chip off the old block (Rocket Ron) by completing the top three. Ronnie himself was sharing his Buggy with first cousin-



in-law, Jason Loughrey. Despite some spluttering (the car) Ronnie was third of the experts and Jason fourth beginner. There were lots of Griffins in evidence including Shay



accomplished performance to win the novice class



ahead of a very tight tussle between Mark Nugent and John McAssey - the former prevailed by just 0.9s.

Busiest competitors of the day were Owen Murray and Kevin Fagan who were double-driving Owen's Starlet. Before they could get going some engine glitches had to be seen to. More importantly



though, their steering wheel knob disintegrated and they ended up having to go all the way back to Tallaght to source a replacement. Then Owen's Merc van got bogged down on their way back into the paddock. The actual tests weren't anything like as exciting in comparison.

Richard came up with the results promptly. The absence of a printer was probably the only hiccup so there wasn't a set of results for "everybody in the audience".

A great event on what was one of the mildest days, winter or summer, in Mondello that most could remember.

Editor 

RESULTS

- 1 Peter Falvey (Nova) 447.2s,
- 2 Robert Fenlon (Seicento) 597.2s,
- 3 Shane Griffin (Westfield) 611.4s,
- 4 Jason Loughrey (VW Buggy) 630.2s,
- 5 Anthony Goucher (Westfield) 632.8s,



Anthony



David

- 6 David Mulligan (Starlet) 637.2s.

NOVICES:

- 1 Alan Auerbach (Starlet) 498.0s,
- 2 Mark Nugent (Starlet) 514.0s,
- 3 John McAssey (Starlet) 514.9s.

EXPERTS:

- 1 Timmy Lynch (Westfield) 432.9s,
- 2 Guy Foster (Mini) 443.9s,
- 3 Ronnie Griffin (VW Buggy) 464.2s.



Dave Meeke, John Kane, Fintan Lawlor, Danny O'Donohoe, Ciaran Nutty, Zöe Briggs

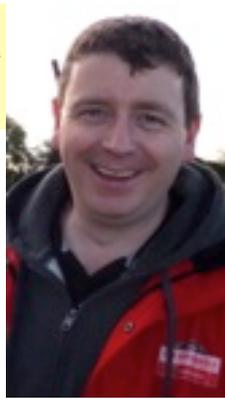


Dylan McLoughlin & Anthony Freeney Karl Grehan & Adam Przedpelski

Mick Melady, married only six months and let out on his own already



Paul Tierney, having a baby break



Maurice McMonagle Mark Geraghty



Gerry Lynch dropped in to make sure that Shane McKenna was keeping Timmy under control



Tess Jordan, Martin Nugent, John Fenlon



Clare Duffy & Karen Phillips



Dylan Nutty - dad went thataway

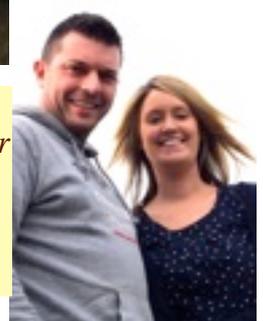


During a break in the rallycross Christy & Christopher Grimes paid us a visit



Dave White, Jason Griffin, Stephen Briggs

Paul Ramoutar & Melissa Dowd



SNIPPETS



Addenda to the main Beginners' Round 5 report:

1. At lunchtime the “bank” filled up with refugees from the rallycross - they seemed to be suitably impressed.
2. Timmy Lynch’s attention to detail is typified by this bespoke holder tapered perfectly to house his manual windscreen wiper.
3. It was great to see “Rocket Ron” back in a buggy, whatever about the raspberry trousers.



Further to the drinking habits of our new committee members mentioned in the last issue, I feel obliged to report that at the committee meeting on Thursday 8th November Philip O’Reilly again indulged in Drinking Chocolate. Richard Meeke, however, progressed (?) to a Cappuccino.



In conversation with Larry Mooney, he confessed that the Golf GTI which he campaigned so successfully in the 80s had an advantage over the other GTIs. Despite the 5-speed knob, the gearbox actually only had four speeds. Their ratios were particularly suitable for the Hillclimb/Circuit events which Larry took part in. In the seven years he used the car, he competed in 200 events. He was only beaten once, by Gordon Kellett in an Escort. The only mechanical failure he suffered was a broken throttle cable. He never changed the clutch in this time, and changed the valves only three times. The engine was never rebuilt. It was the first RHD GTI in the country but was never registered for the road until ’87 when David Kennedy (the TDC one) acquired it.

1		2			3
4	5		6		
7					

December Crossword

Across

- 1 Santa’s “Strictly” reindeer (6)
- 3 What 1 across and 7 across pull (6)
- 7 Santa’s reindeer who is a particular friend of Blitzen (6)

Down

- 1 Fennell has lots of these - stablemates of Horchs and Wanderers (4)
- 2 Direction Santa’s navigator would take to get from Dublin to Donegal (2)
- 3 Milde new committee member (7)
- 5 Electrical wiring arrangement (4)
- 6 There are lots of these in batteries - the positive ones are “cat”, the negative ones “an” (4)

October Solution

D	I	E	S	E	L
I		C			E
S					Y
C	O	N	S	U	L
	T		I		A
B	U	T	T	O	N
	S		E		D



Alan Auerbach left everybody in his wake

I took the lazy option, left the trailer behind and drove the Starlet to Mullingar. However, it wasn't a peaceful Sunday drive as I had forgotten that I had thumped the exhaust on the Monaghan Endurance event a while back. It wasn't completely blown but there was an annoyingly loud buzz from it. One of my fellow competitors commented to me that it sounded great - you wouldn't say that if you had to drive it 80 km there and back on the motorway. Having given out about it, it actually did come into its own on the tests and I really enjoyed driving it - battle scars and all.

Piers had mentioned that the venue was vast and that the tests were nice and open. He wasn't wrong as I got my daily 45-minute walk learning them. A huge amount of effort and work had obviously gone into designing them. They certainly were well received judging from the competitors' smiling faces. All of the tests were fantastic; challenging but easy to learn i.e. my type of tests!

Test 1 had a wobble-wobble and then a reverse section where the tarmac had loose bits on top. This was very slippery and I had a spin - probably due to lack of concentration as I was laughing from the buzz of sliding around so much. Test 2 was another good one and made great use of the space available; there were lots of kerbs, which acted as a gentle reminder for me to keep it neat and tidy.

Test 3 was brilliant and my favourite as it was the most open and flowing.

I found Test 4 the hardest as it had some tight reversing which doesn't suit me as I can't see around the headrests (see page 54 appendix 4 in the driver's book of excuses). I'm better at going forwards than backwards and ended up reversing onto the wrong line on three occasions so I had three line faults not to mention the derision of the witty marshals i.e. Ivan Heffernan and Declan Lawlor who were quick to ask me how my parallel parking was. I also had to endure all the usual women drivers' jokes but in fairness to them, on this occasion, it was well deserved. I got off lightly as I overheard them giving Eoin Longworth (who had similar problems to me) a hard time as well. Their remarks to him were much blunter and took the form of, "Longworth, is that your test time or your phone number? "

I had the pleasure of running for part of the day in the company of experienced competitors John Nolan, John McAssey, Stephen Briggs, Piers



MacFheorais (in his MX5) and James Mansfield (seen here doing some neat reversing in his Mini). All of these gentlemen are quick, tidy and a joy to watch. Perhaps I should watch them more closely in future!

It was a fantastic day and I thoroughly enjoyed myself and would have happily done another loop or two. It's wonderful to see drivers of all ages and levels

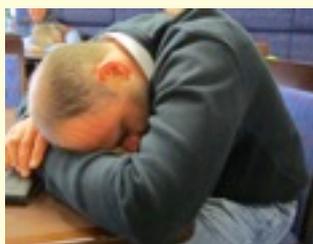
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QUIZ

December Questions

Identify

- 1 Sleeping Beauty A
- 2 Sleeping Beauty B
- 3 Pretentious (they are Porsche branded) Footwearer
- 4 Shy Snapper



October Answers

Nintendo player is James Farrell.
Welly wearer is Andrew O'Donohoe



Answers to imcc@oceanfree.net

of experience having a go at Autotesting. There were lots of newcomers getting advice and help from the more seasoned competitors. In my opinion this is what Clubman Motorsport is all about – everyone having fun. Not surprisingly none of the beginners asked me for advice on reversing!

Mark McLachlan CoC, Owen O'Reilly and everyone in Westmeath & District Motor Club deserve a huge clap on the back and should rightly be very proud of themselves as this was only their second ever running of an event. Thank you on behalf of the drivers to all the hardy marshals, officials and to the landowner Dermot Benett for the kind use of his premises. The club's hospitality and enthusiasm was second to none and I really hope they run another event in March at the same location.

See you then but in the meanwhile I'm off to practise my reversing.

Patricia



RESULTS

- 1 Alan Auerbach (Starlet) 784.5s,
- 2 John McAssey (Starlet) 798.7s,
- 3 Piers MacFheorais (Mazda MX5) 802.1s,
- 4 Mark Nugent (Starlet) 813.3s,
- 5 Rob Lewis (Starlet) 848.7s,
- 6 Michael Reilly (Starlet) 864.5s.

Class winners: James Mansfield (Mini) 921.6s, Piers MacFheorais, John McAssey, James Driver (Starlet) 882.1s.

Beginners: Overall winner: Rob Lewis. Class winners: Michael Reilly, Peter Geraghty (Starlet) 930.4s.

Ladies Award: Patricia Denning (Starlet) 916.0s.

Best Presented car: David Donoghue (Fiesta).



This looks like a Byrne Starlet. I don't know who is driving but it can't be Eamonn or Daniel as the car is not nearly close enough to the pylon for them.

Top Tip - shortest route!

This machine was actually being triple driven by Michael Reilly, Shane Dalton & Enda McLoughlin



Mick Boland



Mark Nugent lifts a wheel

Karl Grehan



Multi-Venue Autotest

January 2013

Keep an eye on website for final details

Assemble before dawn

Finish at dusk



Ken Wharton International Autotest

4th October



Ashley, Mark, Steven & Sam with the spoils



Paddy, Eamonn, Simon & Davy with Paul Leyser lurking

The Northern Ireland team dominated the Ken Wharton Memorial International Autotest at Arrow Mill, Alcester, Warwickshire, leading from start to finish, beating the Republic's team, the winners in six of the previous eight years, by 21.5 seconds. Eamonn Byrne, Simon Echlin and Paddy Power each finished second in their class behind their Northern counterparts, with David Thompson from Leitrim taking class victory in his Vauxhall Nova.

3 England (Dave Evans, Paul Swift, Richard Pinkney, Lee Valentine) 2324.8s,
4 Wales (Paul Fobister, Rob Rolston, Ian Chapman, Liam Croston) 2449.5s.

Individuals:
1 Steven Ferguson (Mini Special) 519.7s,
2 Ashley Lamont (Westfield) 523.1s,
3 Sam Bowden (Mini) 528.6s,
4 Simon Echlin (Caterham) 528.9s,
5 Eamonn Byrne (Mini) 530.2s,
6 Paddy Power (Mini Moke) 541.7s,
7 David Thompson (Nova) 543.4s,
8 Mark King (Nova) 551.3s,
9 Dave Evans (Blitz Special) 559.6s,
10 Richard Pinkney (Caterham) 562.4s,
11 Paul Fobister (Haigh Special) 569.7s,

12 Lee Valentine (Nova) 590.9s,
Class winners: Sam Bowden, Ashley Lamont, Steven Ferguson, David Thompson.

Reserves:
1 Robin Lyons (Mini) 519.9s,
2 Chris Grimes (Mini) 557.6s,
3 Paul Blair (Striker) 561.9s,
4 Paul Phelan (Mini Special) 562.1s,
5 Roger Holder (Mini Special) 568.5s,
6 Chris Chapman (Striker) 575.4s.
Class winners: Robin Lyons, Paul Blair, Paul Phelan, Richard Allen (Nova) 632.9s.

RESULTS

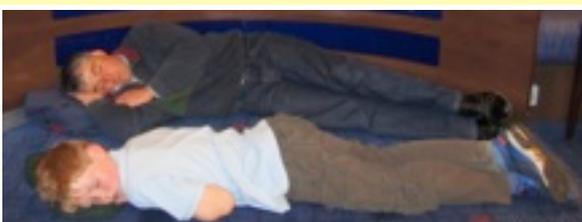
1 Northern Ireland (Steven Ferguson, Sam Bowden, Ashley Lamont, Mark King) 2122.7s,
2 Republic of Ireland (Paddy Power, Eamonn Byrne, Simon Echlin, David Thompson) 2144.2s,



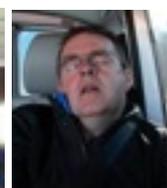
Prizegiving revellers: Milton MacWilliams, Jamie McMillan, Andrew Blair, Gerry Lynch, Richard Pain, Paul Blair, Norman Ferguson, Joanna Lenehan, Olwen Blair, Anthony Preston, Eamonn Byrne, Liam Croston, Ken Irwin



The journey home provided a chance for the Christophers



Grimes, Paul Phelan, Frank Lenehan and George & Jamie McMillan to recover



RESULTS

MOTOR ENTHUSIASTS' CLUB NOONAN CUP SPORTING TRIAL AT BLAINROE, CO WICKLOW: 13th October

- 1 Christopher Evans (ETE-Yamaha) 0 marks,
- 2 Percy Pennefather (Erskine-Suzuki) 0m,
- 3 John Pennefather (Erskine-Suzuki) 1m,
- 4 Paul Needham (Erskine-Honda) 1m,
- 5 Gordon Erskine (Erskine-Yamaha) 2m,
- 6 Philip Erskine (Erskine-Yamaha) 7m.

BIRR & DISTRICT M C NAVIGATION TRIAL AT NENAGH, CO TIPPERARY (ROUND 1 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND MUNSTER CHAMPIONSHIP): 20th/21st October

- 1 (tie) Joe Shinnors Jnr/Greg Shinnors (Subaru Impreza) and Colin Duffy/Sam Johnston (Subaru Impreza) 1 mark,
- 3 Pakie Duffy/Nigel McCloughry (Subaru Impreza) 5m,
- 4 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 5m.

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 2 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 21st October

MODIFIED A FINAL:

- 1 Ian O'Connell (Lotus Exige) 3m 20.69s,
- 2 Derek Tohill (Ford Fiesta) 3m 21.87s,
- 3 Willie Coyne (Opel Corsa) 3m 30.49s,
- 4 Pdraig Leeson (Vauxhall Corsa) 3m 31.00s,
- 5 George Tohill (BMW Compact) 3m 32.26s,
- 6 Gavin O'Connell (Ford Fiesta) 3m 34.89s.

MODIFIED B FINAL:

- 1 Pearse Browne (BMW Compact) 3m 28.34s,
- 2 John Dowling (Vauxhall Nova) 3m 34.06s,
- 3 Chris Grimes (Vauxhall Nova) 3m 43.49s.

STOCK HATCH 16 VALVE A FINAL:

- 1 Eoin Murray (Peugeot 106) 3m 43.31s,
- 2 Eddie Peterson (Peugeot 106) 3m 43.87s.

GALWAY M C AUTOTEST AT ORANMORE, CO GALWAY (ROUND 3 OF HEWISON TROPHY CHAMPIONSHIP): 27th October

- 1 Steven Ferguson (Mini Special) 605.5s,
- 2 Eamonn Byrne (Mini) 621.9s,
- 3 Simon Echlin (Caterham) 623.6s,
- 4 Mark King (Nova) 637.2s,
- 5 J J Farrell (Mini Special) 637.4s,
- 6 David Thompson (Nova) 638.9s,
- 7 Paddy Power (Mini Moke) 646.6s,
- 8 Paul Mooney (Nova) 653.3s,
- 9 Paul Phelan (Mini Special) 657.8s,

- 10 Chris Grimes (Mini) 658.8s,
 - 11 Timmy Lynch (Westfield) 663.8s,
 - 12 Darren Quille (Westfield) 666.0s.
- Class winners:* Eamonn Byrne, J J Farrell, Simon Echlin, Mark King.
Semi-expert award: Timmy Lynch.
Novice award: Peter Falvey (Nova) 745.6s.

CONNAUGHT M C AUTOTEST AT HAZELWOOD, SLIGO (ROUND 4 OF HEWISON TROPHY CHAMPIONSHIP): 28th October

- 1 Steven Ferguson (Mini Special) 701.4s,
 - 2 Eamonn Byrne (Mini) 720.0s,
 - 3 J J Farrell (Mini Special) 725.4s,
 - 4 Glen Irwin (Mini) 728.6s,
 - 5 Paddy Power (Mini Moke) 734.5s,
 - 6 Paul Mooney (Nova) 748.6s,
 - 7 David Thompson (Nova) 749.7s,
 - 8 Chris Grimes (Mini) 752.0s,
 - 9 Mark King (Nova) 754.3s,
 - 10 Guy Foster (Mini) 764.6s,
 - 11 Paul Phelan (Mini Special) 778.8s,
 - 12 Alan Coyle (Mini Special) 779.8s.
- Class winners:* Eamonn Byrne, J J Farrell, Simon Echlin (Caterham) 808.2s, Paul Mooney.
Semi-expert award: Timmy Lynch (Westfield) 829.4s.
Novice award: Peter Falvey (Nova) 801.5s.

GARDA SIOCHANA M C HAND TROPHY SPORTING TRIAL AT WHITESTOWN, BALTINGLASS, CO WICKLOW: 3rd November

- 1 Alan Kilkenny (Kilkenny-Yamaha) 0 marks,
- 2 Paul Needham (Erskine-Honda) 0m,
- 3 John Pennefather (Erskine-Suzuki) 2m,
- 4 Gordon Watkins (Watkins-Yamaha) 3m,
- 5 Ian MacWilliam (Erskine-Yamaha) 4m,
- 6 Ken Fildes (Erskine-Yamaha) 5m,
- 7 Brian Conlon (Erskine-Honda) 6m,
- 8 Siobhan McCann (JMcVW) 7m,
- 9 Craig MacWilliam (Erskine-Yamaha) 7m,
- 10 Christopher Evans (ETE-Yamaha) 7m.

CO MONAGHAN M C DRUMLIN NAVIGATION TRIAL AT LATTON, CO MONAGHAN (ROUND 3 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 1 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 10th/11th November

- 1 Andy Mackarel/Liam Higgins (Subaru Impreza) 5 marks,
- 2 Martin Tynan/Fintan Clerkin (Subaru Impreza) 8m,

- 3 Ciaran Coyle/Kevin Gallagher (Subaru Impreza) 11m,
- 4 Daniel McKenna/Stephen Hagan (Subaru Impreza) 20m,
- 5 Trevor Farrell/Noel Hall (Subaru Impreza) 23m,
- 6 Ashley McAdoo/Francis Keenan (Subaru Impreza) 39m,
- 7 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 39m,
- 8 Sean McKenna/Garry Farrelly (Subaru Impreza) 42m,
- 9 Patrick Connolly/Daire Hayes (Subaru Impreza) 43m,
- 10 Colin Duffy/Sam Johnston (Subaru Impreza) 48m.

CO KILDARE M C RALLYCROSS AT MONDELLO PARK (ROUND 3 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 25th November STOCK HATCH 16 VALVE A FINAL:

- 1 Eoin Murray (Peugeot 106) 4m 14.73s,
- 2 Aaron Dalton (Peugeot 106) 4m 18.14s,
- 3 Derek Lenehan (Peugeot 106) 4m 29.64s,
- 4 Declan Nolan (Peugeot 106) 4m 36.78s,
- 5 Eddie Peterson (Peugeot 106) 4m 37.06s,
- 6 John Denning (Peugeot 106) 4m 39.55s.

MIDLAND M C NAVIGATION TRIAL AT DRUMLISH, CO LONGFORD (ROUND 4 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP, ROUND 2 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 24th/25th November

- 1 Andy Mackarel/Liam Higgins (Subaru Impreza) 121marks,
- 2 Mickey Tynan/Ciaran Tynan (Subaru Impreza) 265m,
- 3 Joe Shinnors Jnr/Greg Shinnors (Subaru Impreza) 295m,
- 4 Pakie Duffy/Nigel McCloughry (Subaru Impreza) 317m,
- 5 Trevor Farrell/Noel Hall (Subaru Impreza) 320m,
- 6 Ashley McAdoo/Francis Keenan (Subaru Impreza) 332m,
- 7 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 344m.

CARLOW C C AUTOTEST AT KILRUSH AIRFIELD, NARRAGHMORE, CO KILDARE (ROUND 6 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 1): 24th November

- 1 Steven Ferguson (Mini Special) 677.2s,
- 2 Paddy Power (Mini Moke) 690.3s,
- 3 Glen Irwin (Mini) 703.8s,
- 4 David Thompson (Nova) 708.2s,
- 5 Daniel Byrne (Mini) 709.0s,
- 6 Eamonn Byrne (Mini) 709.4s,
- 7 Chris Grimes (Mini) 714.9s,

- 8 Alan Coyle (Mini Special) 718.1s,
 - 9 Guy Foster (Mini) 718.5s,
 - 10 Mark King (Nova) 734.5s,
 - 11 Paul Phelan (Mini Special) 737.2s,
 - 12 Peter Falvey (Nova) 751.6s.
- Class winners:* Glen Irwin, Paddy Power, Timmy Lynch (Westfield) 760.4s, David Thompson, Piers MacFheorais (Mazda MX5) 564.9s.
Novice award: Peter Falvey.

CARLOW C C AUTOTEST AT KILRUSH AIRFIELD (ROUND 7 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 2): 25th November

- 1 Steven Ferguson (Mini Special) 607.2s,
 - 2 Eamonn Byrne (Mini) 614.0s,
 - 3 Paddy Power (Mini Moke) 620.9s,
 - 4 Glen Irwin (Mini) 637.8s,
 - 5 David Thompson (Nova) 643.1s,
 - 6 Guy Foster (Mini) 649.0s,
 - 7 Chris Grimes (Mini) 650.7s,
 - 8 Mark King (Nova) 660.5s,
 - 9 Peter Falvey (Nova) 662.0s,
 - 10 Alan Coyle (Mini Special) 673.2s,
 - 11 Damien Doran (Mini) 673.5s,
 - 12 Timmy Lynch (Westfield) 678.5s.
- Class winners:* Eamonn Byrne, Paddy Power, Timmy Lynch, David Thompson, John Roseblade (Micra) 972.0s.
Novice award: Mark Geraghty (Starlet) 1025.5s.
Beginners' award: Peter Falvey.



Spot the personality at the Road Safety Authority photo-shoot.

No, not Gay Byrne - the other one!



It was another early start for Piers and me as we headed north again, for Crossgar this time. A capacity entry of 70 with lots of reserves was further confirmation of the popularity of this type of event. The usual mix of cars was out, though there does seem to be an ever-growing band of MX5s. The most unusual mount was the Rover P6 of Gavin Millington. This now sports a Jaguar rear end, suspension and LSD being the main attractions. Despite having to indulge in quite a bit of surgery to get the arrangement to fit, Gavin persuaded the MOT people to pass it. This, incidentally, was a works modification when these cars were rallied in the 70s.

A very neat lap of eight tests was done three times. There was only one casualty, a long test which had a common start and finish, which had to be skipped for the second lap and shortened for the final lap. All of the tests were excellent and an omission enjoyed by everybody was that of Code Boards. There were chicanes and Stop Boxes with playing cards, which seemed to me to be a fairer way of slowing competitors down.

Another very positive feature was the catering. A fry on arrival, soup at half-time and stew at the finish with unlimited tea/coffee and biccies meant that nobody went hungry. A slight hiccup at the end involving a non-competitor meant that the organisers were somewhat preoccupied and results were a little bit slow to appear.

The winner was Will Corry in his rapid Midget - not a surprise. The usual suspects featured at the head of the field as you can see from the results below.

Well done to everybody involved. Their quantity and quality ensured that proceedings ran as smoothly as they did. The support from Morrow Fuels was most welcome.

Editor



RESULTS

- 1 Will Corry/Peter Moreland Moore Midget 23:13
- 2 Eamonn Byrne/Joanna Lenehan Starlet 24:18
- 3 James Wilson/Roisin Boyd Mini 24:21
- 4 John Nolan/Dave O'Leary Starlet 24:44
- 5 Paul Blair/Olwen Blair Nova 24:56
- 6 Norman Ferguson/Mark King Nova 24:58
- 7 Eric Patterson/Raymond Donaldson MX5 25:11
- 8 Piers MacFheorais/Ian McCulloch MX5 25:48
- 9 Jim Crozier/Stephen Kearney Peugeot 205 25:48
- 10 Samuel Wilson/Raymond Wilson Mini 25:50
- 11 Martin Nugent/Tim Faulkner Escort 26:07



Will and a well muffled Pete (Note TDC badge)



Eamonn & Joanna



Dave O'Leary, Paul Tierney, Damien Phillips & John Nolan (Damien's gearbox stopped coping half-way through the day)



James, Olwen, Robert Dickson and the latest MX5 recruits, Ronnie & Aaron Mitchell



Tim Faulkner & Kevin Fagan synchronise watches



Daniel Byrne, Martin Nugent



Kerry Mooreland (Note the extra o - not an error, rather an acknowledgement of her and Pete's recent merger. Pete now styles himself Moreland Moore in a similar gesture. Murray is particularly pleased about the latter as it is an opportunity for the Moreland name to be perpetuated.)



This sophisticated "tattoo" was applied to all drivers at registration to guard against the practice of "hangers-on" having an illegitimate "throw"

The Club had really pulled out all the stops - there was even a luminary sweeper in the form of Davy Greer

TDC Turbine

Laharna Lanes Rally

17th November



I didn't really hear too much about this event other than that it was excellent. The tests were a little more open than those on the previous weekend's BADMC event. Given the latter what was remarkable, yet again, was the size of the entry (51 starters).

Editor



RESULTS

- 1 Ashley Lamont/Kelly Lamont Midget 1488
- 2 Robert Woodside/Dean Beckett MX5 1490
- 3 Eamonn Byrne/Joanna Lenehan Starlet 1497
- 4 Will Corry/Pete Moreland-Moore Midget 1507
- 5 Richard Meeke/Philip O'Reilly Corsa 1531
- 6 Daniel Byrne/Kevin Fagan Starlet 1541
- 7 Paul Blair/Andrew Blair Nova 1546
- 8 Colin Earney/Andrew Earney Starlet 1566
- 9 Frank Lenehan/Olwen Blair Starlet 1577
- 10 Simon Woodside/Paul Woodside Starlet 1604



Ashley & Kelly



Robert (having a final look at the test diagram) & Dean

Will & Pete



Richard & Philip have got through the first half of the chicane without mishap



Roger Fynn was the volunteer for the white knuckle ride with Clifford Auld this time



Paul & Andrew



Colin & Andrew



A photo of Robert Woodside's Escort is always worth including



Richard Earney & Jamie Edgar

SNIPPETS

Probably the highlight of the above event actually happened before it had even started. Eamonn Byrne had left his Starlet on its trailer behind (on purpose!) after the BADMC event the previous Saturday. When he arrived to retrieve it - guess what? Yes - he had forgotten the keys. His excuse was "different jeep". When he attempted to summon help on his mobile - yes, it was missing too ("different jeep" again). An assault on the passenger door and the steering wheel

locking mechanism plus some judicious amendments to the wiring loom allowed him and Joanna to get going. Another two unsuspecting TDC members have been at the receiving end of a Ruth Lenehan reprimand. Philip O'Reilly and Richard Meeke were returning the Club trailer to Woodside. During this exercise Ruth's dog inadvertently escaped, to their chagrin. More to the point, Ruth exhibited rather more chagrin and let the boys know it. They will do better next time!



It was a bitterly cold start to the day of this, Round 5 of the Hewison Trophy Championship. When I arrived the baffling/bewildering Byrnes, Daniel and Eamonn, aided



and abetted by Frank Lenehan had been at work. Pylons, cones, tape etc. were in place. All that remained was for competitors and officials to appear. An unprecedented 42 of the former turned up along with a sufficiently large number of marshals etc. to look after them all.

The Beginners found the tests demanding. Indeed, none found them easy. Not only were they quite complicated, the surface changed considerably during the day which ended up wet, as well as cold. JJ Farrell was the comfortable



winner from Eamonn Byrne. Steven Ferguson's day was



spoiled by three pylons. Despite/ Because of advice from Ken Irwin, Eddie Peterson had



a fail and was fourth. Davy Thompson prevailed in the large saloons and it was good to see Glen



Irwin making a rare appearance this far south. The large number of

Davy



competitors, allied to what was effectively five classes, and lots of "max" times to be picked up caused the results to be finalised more slowly than had been hoped. The cold and wet had driven most people home so proceedings were brought to a close with some conciliatory remarks from Ian McCulloch when it was realised that Frank Lenehan had gone home with the prizes in the back of his Jeep.

Editor



12 Trevor Ferguson (Striker) 823.8s.



Surely Trevor isn't checking up on Trish Denning

Class winners: Eamonn Byrne, Steven Ferguson, Trevor Ferguson, David Thompson. Semi-expert award: Timmy Lynch (Westfield) 864.0s.



Clockwise from top left: Timmy, Peter, Piers, Shane, Robert & Alan



Novice awards: Peter Falvey (Nova) 992.9s, James Mansfield (Mini) 1312.1s, Piers MacFheorais (Mazda MX5) 1180.1s, Alan Auerbach (Starlet) 1036.8s.

Beginners' awards: Robert Fenlon (Seicento) 1139.4s, Shane Griffin (Westfield) 1230.6s.

RESULTS

- 1 JJ Farrell (Mini Special) 771.7s,
- 2 Eamonn Byrne (Mini) 779.2s,
- 3 Steven Ferguson (Mini Special) 788.1s,
- 4 Eddie Peterson (Mini Special) 792.7s,
- 5 David Thompson (Nova) 796.3s,
- 6 Glen Irwin (Mini) 797.9s,
- 7 Mark King (Nova) 802.6s,
- 8 Daniel Byrne (Mini) 803.5s,
- 9 Paul Mooney (Nova) 806.3s,
- 10 Chris Grimes (Mini) 816.9s,
- 11 Paddy Power (Mini Moke) 819.4s,



Mark, Paul Chris, Paddy



Danny O'Donohoe Norman Ferguson



TDC Turbine



Jamie & George McMillan, Mark Geraghty, Michael & Liam Cashman, Mark Nugent, David Mulligan, Niall Murray, Andy O'Brien



Damien Doran visualises



Alan Coyle



Is John Kane feeling for something significant?



Surely Stephen & Zöe Briggs didn't spend the night in the caravan



Tom Devaney's genetic predisposition sees him anticipate the deterioration in the weather



John Farrell picked a good day to come



Dads, Todd Falvey & James Doran



The White entourage: Ian, Bill, Rosaleen, Laura & Rachel

The President, Joe Doran, was there to add some gravitas



Shane & Ronnie Griffin got to marshal as Jason tackled the tests



Richard Pain made a welcome reappearance on a visit home. Dad, David, made the mistake of coming with him and was nabbed for marshalling duties



Stefan Walsh turned up for a snoop



Karl Grehan (with Jane Connolly) on only his third event was daunted by the tests and decided to postpone his Hewison debut

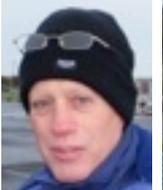


Christopher Grimes and Darren Quille were very much "on trend" with their headgear



C-o-C Eamonn King in discussion with Felix. Not unusually the latter was multi-tasking - competing and generating results.

Perennial event steward,



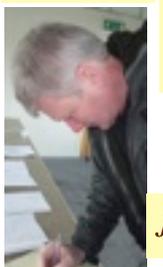
Peter Auerbach



Eoin O'Curry does it quicker without a car



Trevor Foster and Guy



John McAssey

John Fenlon



Stephen Briggs was sporting some fetching pink streaks - a legacy of a Breast Cancer Awareness Week in Windsor Deansgrange





Paul Wignall/Mark Atherton recorded their third Tests win. They had a comfortable margin of more than eight minutes over the rest of the field. A long lay-off did not hinder Neil Wilson

who took the runner-up spot with young Matthew Vokes in the Porsche 356. Two minutes further adrift were John Bateson and Mark I'Anson in the sturdy Mercedes 300SE.

Post-event discussions suggested that the rally has become too long and, very often, too rough for expensive, classic cars. It had been hoped that navigators would have an easier time than in previous years but this was not the case. Also, the late finish on Saturday night followed by early start and late finish on Sunday is very tough and I think it is off-putting for prospective entrants. A prologue that skirted Torquay was inappropriate in its time slot of 5:30 pm to 8:00 pm on a busy Thursday evening. Regularity 1 was blocked in several places and had to be cancelled.

Having said all of that, it was a great drivers' event with some superb tests and a great Saturday night section. The location of many ITCs had the navigators caught out on a regular basis and I wish to congratulate new C-o-C, Guy Woodcock, ably assisted by Anthony Preston, for their masterly techniques.

An earlier date next November sees the event starting from Chester and finishing in Harrogate - Guy and Anthony are already at work.

As has been my practice in previous reports, I now offer some observations on the Irish input.

Ernie Campbell/Davy Johnston

No rally is complete without the two Fermanagh men. They were happy with their third in class finish after some minor car problems - broken ball joint and petrol tank issues.

Dermot Carnegie/Frank Hussey

Probably an event they will not include in their scrapbook. Frank was not on form for Thursday's

prologue. The mucky and tricky sections at Glastonbury saw them lose time after getting stuck. (I felt that this section was unsuitable for classic cars. Also, the marked map was difficult for the less experienced navigators to manage.) Their rally ended when they were held up assisting at the Abbott/Greenslade accident (see P16). They retired before the supper halt at Machynlleth. Up to this point Dermot (as you would expect) had been performing well in the mostly interesting tests.

Frank Fennell/Bob Hargreaves

A poor performance in the regularities on the prologue left them 36th overall. Further problems in Glastonbury, where they wrong-slotted, didn't help. The Alfa was fastest overall in some tests and a good run on the Saturday night leg saw them recover to 13th overall and a class win shared with Robert & Susan McClean.

Ted Gaffney/Chris Towers

Ted was the "man of the match". He had a great rally to finish seventh overall. He beat Frank Lenehan by almost three minutes. Cath Woodman was not operating to her usual high standard but Chris Towers was well on form and had Ted as high as fourth overall at one stage. Ted's Karen was attending a high-powered Porsche event. Her smiling face and interesting Tests regalia was missed.

Frank Lenehan/Cath Woodman

A sticking Halda was rectified before the Sunday start and Frank had some fastest times. They were second in Class 1 so Ireland could claim a 1, 2, 3 in this class.

Robin Eyre-Maunsell/Peter Scott

It has been a long time since they appeared in a Rally of the Tests but there was no sign of their lay-off having affected them as they headed the leader-board on Friday. Unfortunately front-end problems as the car broke up (!) saw their excellent run come to a premature end. Robin showed great expertise in the forestry tests.

Pat Neville/Eamon Waldron

Despite no obvious mechanical issues Pat & Eamon decided to call it a day before the Saturday night leg and headed for Holyhead and home.



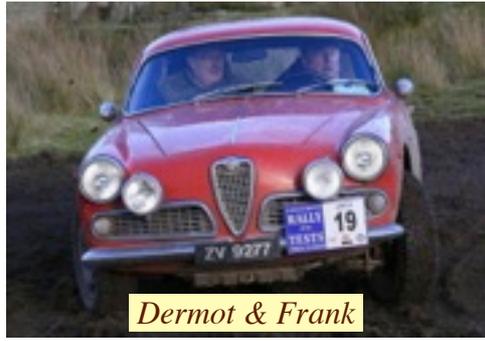
Something has excited Frank Lenehan's and Peter Banham's curiosity

TDC Turbine

James O'Mahony/Paddy McDonnell
 The Limerick crew was in fine form and were up to 12th but, like Carnegie/Hussey, their assistance with the accident ended their rally.
Joe Reynolds/Paul Bosdet
 The FIA regularity champion was teamed up with Bossie in the Magnette, but it was not to be. The engine expired early on the Friday morning.

FF 

Pics by www.tonylarge.net



Dermot & Frank



Joe & Bozzie



MIGHTY MINIS

Ted & Chris

Frank & Cath



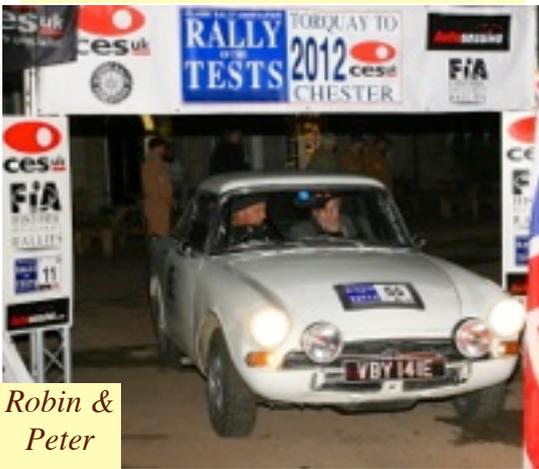
Pat & Eamon test the Damp-Start



James & Paddy



Ernie & Davy



Robin & Peter



Mark & Paul

Wales, Sheep. Were Frank & Bob distracted/tempted?

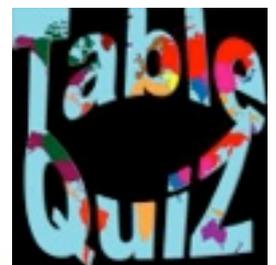


**Saturday
 12th January
 2013
 8:00 pm**

Dun Laoghaire Motor Yacht Club
 West Pier
 Dun Laoghaire, Co. Dublin
 Phone 01-2801371
 N53.29647, W6.14689

AGM

Finger Food will be served



The ritual of the business necessities of the AGM will be followed by the Beginners' & Novices' 2012 Championship Prizegiving. A Table Quiz will conclude the evening's entertainment.

P.S. to Rally of the Tests

There was a particularly noteworthy episode on the event, which ought to be acknowledged.

On the Saturday at about 6:00 pm the 1950 Jaguar Mk V of Ed Abbott and Dennis Greenslade slid off on a slippery regularity. The location was unfortunate as the car ended up in a river, out of sight of the following crews. Ed managed to extricate himself and stand on the upturned car with his hands in the air. He was spotted, just, by about the fifth crew to pass, which sensed something was amiss and stopped. Ed was OK but Dennis's legs were caught up in his seatbelts. The orientation of the car and a rising water level meant that he was in grave danger of drowning. James O'Mahony, who arrived on the scene shortly afterwards, didn't hesitate, shimmied down the bank and waded across the boulder-strewn, 30-foot wide river. It was raining heavily, it was dark, it was cold and the current was strong, so this was easier said than done. He was thrown a knife and Ed was able to cut Dennis's belts. James then took hold of him and pulled. Assistance from the road in the shape of a manned pair of towropes saw the pair dragged out of immediate danger. The emergency services, contact with which was delayed by a lack of mobile coverage, arrived in due course.

The above account sounds somewhat matter-of-fact. The reality was more dramatic. James deserves huge praise for his intervention, which was at considerable risk to himself. His initiative, strength and resolve are worthy of immense credit and were genuinely heroic. It should also be said that James's navigator, Paddy McDonnell, along with Dermot Carnegie & Frank Hussey played significant roles in the rescue operation, which wasn't completed until 10:00 pm.

James hails from Limerick. His original motorsport discipline was Stage Rallying but for quite a few years now he has been a keen Retro/Classic competitor. He pedals his Volvo Amazon to good effect both in Ireland and further afield. His travelling companion is usually Paddy McDonnell. He was well thought of, even before this incident, by many members of TDC.



The Club wishes one and all, members or otherwise, all the joys of the Christmas season.

May you enjoy Happy Motoring in 2013.

