

TDC Turbine

An intermittent missive of random rants, reports and reviews

www.tdcireland.com



April 2012

Chairman's Chatterings



I thought this Con Brady photograph, taken at the ford in Ballinacor, was worthy of its place on the front page in its own right. Then I realised that the occupants of the car were Liam & Michael Cashman, two gentlemen, in every sense of the word, from Cork who were similarly worthy.



Those of you who helped out with the Endurance Trial were instrumental in the event being as enjoyable as it was. Nothing would have happened at all, of course, without the drive, energy and attention to detail of Frank Fennell. He richly deserved the glorious weather on the day, which was the icing on the cake.

There were two new test venues this year - we need more. If any of you has any connections between here and Arklow, however tenuous, please make enquiries. If you don't ask people, they can't say yes.

We need you again for the James Pringle International Autotest on 5th May. Be ready.



Olwen Blair and Lyndsay Doran provide some fresh literary diversity this time. They are welcome additions to a long line of erudite Turbine scribes.

Joe





Winter Trial

29th January - 3rd February

The Rocket on Trial

There was no judge and there may have been a jury in the form of other competitors but there certainly was a prosecutor or, more precisely, a persecutor in the guise of Mark Appleton, route designer for the 12th Winter Trial which started in St. Gerlach in the south-east Holland on Sunday January 29th.

This year four Irish cars were competing led by three times former winner Frank Fennell in his



142 Volvo with Kevin Savage on the maps. FF was joined by James O'Mahony from Limerick in another 142 accompa-

nied by Pat Neville, Joe Reynolds with Andy Gibson in Joe's now maroon MG Magnette and Ronnie Griffin in an MGB GT with Frank Hussey on the maps. The 5th



member of the "Anglo" team was Jayne Wignall and Peter Rushforth in Jayne's Alfa Romeo Giulia Sprint.

The route took cars south into Belgium then east into Germany where they travelled south before moving east into

Austria. Crews then headed south into Slovenia before a finish in Trieste on the Italian Adriatic coast.

As in previous years the talk at the start was whether or not we would encounter snow and whether the Vredestein snow tyres would be up to the job without the addition of chains. The organisers run a "48-hour car" running two days ahead of the rally. Initial reports were that there indeed was snow and it got deeper as we went further south and east.

GPS loggers, accurate to the second, in each car allowed the organisers to keep track of everybody. This system facilitates secret unmanned controls where time and location are logged electronically. This meant that on some regularities while there may have been five or six controls, crews did not encounter any marshals. For crews the downside of this was that if you were unsure of the route you did not have the relief of meeting a marshal to confirm that you were "right". Also, this system necessitates trying to make up lost time which can provide some extra excitement.

The Sunday morning began with a quick car-park test where The Rocket showed his experience by being fastest. A brisk drive south followed to the first regularity which followed a tricky route east of Ambleve in Belgium to finish on the German border. Then there were two short regularities near Prum and Hontheil in Westfalia. After a lunch stop on the banks of the Mosel, another two regularities around Kaiserlautern brought us to the evening rest halt in Ettingen in the suburbs of Karlsruhe. A risk of falling rocks caused the sixth regularity to be cancelled. At the end of the day The Rocket was joint leader with Wignall, Fennell and O'Mahony in 4th, 5th and 6th respectively. Needless to say, Ronnie was revelling in it all.



The prizegivings on these events are a little more extravagant and formal than is our custom

Unfortunately, Joe Reynolds had major engine problems and was bringing up the rear. He did however manage to source a replacement engine and, having collected it, arrangements were made for the transplant that evening by Ronnie and



Kevin Savage. While the crews enjoyed a welcome dinner Ronnie and Kevin were hard at work - regular offerings of beer and wine helped to stave off the cold.

The next morning's proceedings started with a regularity near Baden Baden followed by the first snowy regularity west of Freudenstadt. Another regularity took crews to lunch in Wittendorf. Again local weather conditions forced the cancellation of Regularity 2.4. A lap consistency test at Mengen Airport and two more regularities ended in Bad Worishofen and the evening halt. The Rocket was still leading and by now other crews were beginning to take notice of this quiet Irish lad! Fennell and Savage were now fourth with Wignall and Rushforth sixth. O'Mahony and Neville had slipped to 14th. Reynolds & Gibson had now moved up a place to 2nd last but all was not well with the replacement engine. It was starting to consume more oil than petrol. All was not well in the MGB either. One of the rear brake adjusters had disintegrated earlier in the day from overenthusiastic use of the handbrake on a snowy hairpin. A quick fix involved closing off the rear brake pipe with a vice-grips secured to the back axle. However, about 2 km before the finish that evening, while enjoying a brisk run along some wide flowing country roads, the vice-grips decided to make a break for freedom. Ronnie realised that we had no brakes only when he tried to slow down behind a road car. Quick downshifting to 1st avoided a coming-together.

Another evening's mechanical purgatory followed while the rear brakes were rebuilt. Fortunately, this time the hotel underground car park provided some

protection from the elements. Day 3 saw crews heading for Austria where the first of two evening/night runs would be encountered. First however, six regularities had to be competed before a test on the famous ice track at Altenburg in Austria. The first of the

morning's regularities started 300m from the hotel with the route instructions being given to competitors as they clocked out and just three minutes before the self-start. Hussey had not quite woken up and missed a slot left in the first village resulting in a penalty of just over one minute. A further minute was dropped on the fourth regularity following an unscheduled visit to a farmer's yard. Worse was to follow however. On the road section from the end of the last regularity to the ice track the brakes failed again. Unfortunately, not alone were we out of vice-grips but so was everyone else. We eventually persuaded a local garage to allow us use his facilities. Thirty minutes later we had disconnected the offending brake pipe, closed the system with a welded nut and were on our way again with what was now becoming a familiar three-wheel braking system. Murphy's Law then decided to intervene. We had a long road section of 60k to the next control and time was tight. In an effort to avoid some country lanes en route we stuck to the main road hoping to make up some time. Not alone were we 21 minutes late at the control but we had also missed a secret check resulting in a further 15 minutes penalty. Well at least The Rocket was looking forward to the ice track where he was going to show everyone how it should be done. The ice track is a farmer's field where the local fire brigade is engaged to pour water onto the frozen snow. After the next snowfall, more water is applied. The procedure is repeated until there is a suitable thickness of ice. A circuit is then carved out giving a lap length of about 2 km. Ronnie was indeed on fire even catching and passing van Lennep in his Porsche. van Lennep, a former Le Mans winner, runs an

ice-driving school in Holland. Needless to mention, nothing further of this outing was heard from the shy Irishman!!! Supper was served in the restaurant at the bottom of the ski slopes in Schladming before we headed out for the evening run. Scrutiny of the local maps indicated few roads other than those terminating on the mountain top. How was Mark going to run a road rally for 4 hours with so few roads? The solution was to use the mountain roads as regularity hill-climbs after which the cars were held at the finish in the local hostelry until all the crews had completed the climb. We were now on thick snow and ice. It was so icy that some cars lost minutes just trying to leave the start line. Similar problems were encountered at manned intermediate controls when the road was not level. A good run by Griffin and Hussey on the night section helped redeem some of the earlier indiscretions but we were now down in 12th place having been 15th before the night loop. Van Lennep was now leading with Wignall in seventh and



Fennell just behind her. Both crews had their problems both during the day and on the night loop. O'Mahony was 17th with Reynolds retaining his last but one position.

Wednesday took us through Austria for more tests and regularities with a final regularity over the border to Slovenia before the first of two nights in Ljubljana. The time saved from the loss of a test on the Red Bull Ring allowed the organisers to run an extra regularity that took in some heavily snow covered roads outside Reichenfels. On each of today's tests Ronnie left everyone in his wake. Still in 12th place with Fennell and Wignall each a place further up, it's still all to play for as the rally really beginning to hot up with each day harder than the previous.

Thursday is normally the longest day of the rally and this year was no exception. We started with

three regularities before lunch followed by a navigation section immediately after lunch. The morning regularities went well - we dropped less than a minute. We also cleaned the navigation section. Unfortunately, a tricky unmarked road near the finish of the last regularity cost us nearly nine minutes. At the supper halt in Skofja Loga, Fennell and Wignall had gained another place, as had the Rocket, now 11th. After a small excursion O'Mahony was 22nd and Joe Reynolds had moved up to four places from last. The evening loop started with two long regularities on maps provided by the organisers. Although the maps are 1:50,000 they are not as accurate as the scale would lead you to believe. Penalties in double digits are not unusual. Following a 35 km road section there followed a series of time points on a "London map" provided by the organisers. The map is so-called because this was the way the route for the London Rally in the 1960s was presented. Although there was little snow or ice the majority of the route was on rural roads with broken surfaces. Not alone was the dust a problem when catching a slower car but the entire route resembled one long forestry stage. A spin on the last hairpin of the evening just before the final control cost us a minute, despite being only 10 seconds late. Otherwise, we had a faultless run and finished the night section four minutes ahead of Fennell and a further six minutes better than everyone else. This moved us up to fifth with Fennell in third and van Lennep still in the lead, though the gap to the chasers was narrowing. Wignall had a difficult night and dropped to seventh while O'Mahony moved up three places to 19th and Joe Reynolds retained his position.

The final day involved a run from Ljubljana across the border to finish in Trieste on the Italian Adriatic coast. Despite being only fourth fastest on the test at Logatec, The Rocket and Hussey are best through the three regularities. We arrive in Trieste to the strongest and coldest wind ever experienced. This local breeze known as the Bora is blowing at well over 100 km/h and is so cold that as quickly as the sea water is being blown onto the promenade it is freezing. We have a wait before Fennell arrives. Word is that he is out but, fortunately, his electrical problems are solved by a tow from a fellow



competitor. After the usual queries regarding the results we are finally confirmed in fifth, with Fennell in third and Wignall, seventh. O'Mahony is 18th and Joe Reynolds gains another place despite the car woes.

The prize-giving dinner is the usual upmarket affair with entertainment by a Beatles Revival band and an all-female string quartet. The latter seem to have given Ronnie a taste for classical music though I think his enthusiasm might have had more to do with the tall blonde Russian viola player. It was the first time all week that his mouth was open but no sound therefrom!

Jane and the lads won the team award beating the Dutch for the first time in four years. Joe Reynolds and Andy Gibson won the "Pissing in the Wind" trophy. Wignall was second in class and The Rocket first in class. Fennell finished a commendable third overall.

Despite the dramas we are all looking forward to next year already. Ronnie (now aka Alf Garnett) is hooked.

Frank Hussey 

Some observations from Frank Fennell:

We know that Frank Hussey is an excellent score-keeper but having read his Rocket Review above, I have to admit that he's not bad with the words for an 'EFFING KERRYMAN'

I must compliment The Rocket and Frank on a great performance on the event - the good news was well communicated to all in the EU and elsewhere via Radio Ronnie.

Missing Information – On a regularity on Day 3, we came across the Rocket followed by three fellow competitors proceeding at a slow rate. Perplexed, we moved past them and proceeded on our way. You could see the puzzlement on Ronnie's face as we overtook them. This was quickly followed by the air turning blue, courtesy of a string of expletives, when the pin dropped that they were on the wrong speed for the regularity.... twenty seconds later, the Rocket torpedoed past us. Four corners later – MGB in ditch. The Rocket was out of the car with rope in hand – of course, Fennell and Savage were delighted to assist.. If this had been a tennis match – Fennell/Savage would have been 15 and Griffin/Hussey love. However, there were no more rallies so the score remained frozen at 15-0 ..US PAPERS PLEASE COPY.

It has taken me five years to become friendly with fellow competitor Gijs van Lennep but it only took The Rocket five minutes to make his acquaintance. It took a lot longer, though, to acquaint Gijs of The Rocket's driving exploits over the years. The stories became ever more sensational as the beer flowed. After the night section in which Ronnie was fastest he regaled van Lennep with a blow-by-blow account including some tips on car control .. all taken in good spirit by van Lennep whose only claim to fame was winning the Le Mans – not once, but twice!!! Ronnie didn't seem to be quite so attentive when Gijs was doing the talking.



Ronnie with one of his fan clubs

FF



I am aware that this pun has been aired before but not everybody will have been subjected to it.

Is Fennell taking his delusions of grandeur too far?

The event was on Saturday but the adventure began for Frank Lenehan, Declan Hendrick



and Philip Creighton on the Friday afternoon. Frank had to go via Kells (to collect tractor parts!) and so he said he would meet Declan & Philip on the road. Declan had the Sat Nav and Frank didn't know where the hotel was. Frank rang Declan when he was near Dundalk and Declan said he was near Newry. Frank had changed his phone package (some special rate for farmers!) but realised when he couldn't contact anybody that the package didn't cover the North!! He knew the name of the hotel and that it was somewhere near our house but managed to drive on past the M2 turn-off that he was supposed to take. He took the next exit and stopped someone to ask if they knew where the hotel was which thankfully they did! He turned the jeep and trailer around, headed back down the motorway and managed to find the hotel – at last! *(Maybe he should have paid a bit more attention at the navi-*

gation lessons in January – Ed.)

The surprising thing was that when he checked in Declan and Philip still hadn't arrived – we never did work out how Frank managed to pass them, drive past the hotel 'turn-off', retrace his steps and still be there first!

That evening we [Paul (Blair), Andrew and I] met them all for dinner and a bit of craic before retiring for an early night ready to set off bright (??) and early the next morning.

For many years the Derek Walker has been held in Co Down but this year the venue was changed to Co Antrim with the start and finish being at Ballymena Livestock Mart. This proved to be an excellent decision as there was a large indoor area where signing-on was completed (away from the wind and rain!), tea/coffee and bacon/sausage baps provided, and plenty of seats where we could sit down and have a look at the road book and test diagrams to see what delights lay ahead! Outside there was a sheltered roofed area to accommodate not just scrutiny but, also, the first three tests of the day. (It's a good job they don't check inside the boot during scrutiny as Frank had two tractor cylinder heads in his!)

The day's action started at 9.30 am with 44 crews attempting to make their way around the various sites in the Broughshane, Ballymoney, Garvagh and Aghadowey areas. This was the first time Paul had been out in the Nova since an engine rebuild and at the first throw on the first test he broke a drive-shaft. Thankfully, he had a spare one in the trailer and using borrowed tools



he was able to change it and do Tests 2 & 3. Test 4 was a short drive away in Moore's concrete yard and guess what? – yes, he broke the other drive-shaft! And yes - he had another spare one (this was his last one!). Frank and I towed him and Andrew and back to the Mart yard where he completed the second change – he was getting good at it by this stage - and then caught up with us at the next test. Thankfully, he had no more breakages and was able to finish all 20 tests!

This year the navigator had to sit in on all the tests – most of them were undertaken without the benefit of a "walk" – so 'Clive' had to listen well to my instructions! The combination of farmyards, lanes, business yards, car parks and one quarry made for a varied and exciting day. Unfortunately Zoe and Stephen Briggs got caught out on one of the lanes sections and had to be pulled out of a bog!

Both Frank and Paul LOVED the test in McCullough's Quarry – fast, loose and bumpy!! Frank even set the fastest time overall on this one! I loved the ones on the old airstrip at Aghadowey – they were quick and flowing on a good slippery surface – I even shouted 'Yeee Haaa!' in the middle of them!!! We were running near the back as we had been delayed by Paul's drive-shaft

changing digressions - Declan and Philip were away on ahead and so I don't know which tests were their favourites! Frank liked Test 11 a lot as well. He was so taken with it that he tried to bring a large ornamental planter with us as a souvenir - check out the huge dent on the Starlet door for the evidence!

The tests in Garvagh were held in TBF Thompson's yard and coincided with a community project that was being held. There was a good crowd of spectators and they seemed to enjoy the entertainment! A local church group provided a BBQ and tea/coffee and biscuits - very much appreciated! Unfortunately, on this test Robert Dickson broke his diff and had to retire.

The last test of the day was back at the Mart yard which we completed before handing in our time cards and having a 'post mortem' about how the day went! We were pleased to finish second behind the very impressive Midget of Ashley Lamont. We



covered approx 90 road miles and everybody agreed that it had been a well-run event. Special thanks should go to the organisers in the MGCC as well as the marshals and time-keepers who braved the elements and stood out in the rain for most of the day to make this event possible.

Olwen Blair



RESULTS

- 1 Ashley Lamont / Wesley Lamont (Midget) 825.1
- 2 Frank Lenehan / Olwen Blair (Starlet) 855.2
- 3 Robert Woodside Jnr / Dean Beckett (MX 5) 856.8
- 4 James Wilson / Roisin Boyd (Mini) 866.3
- 5 Sam Wilson / Raymond Wilson (Mini) 872.0
- 6 Harold Hassard / Raymond Donaldson (Sunny) 886.0
- 7 Robert Dickson / Catherine Dickson (Mini) 888.3
- 8 Richard Earney / Andrew Earney (Starlet) 890.1
- 9 Michael Reid / Malcolm Thompson (Midget) 905.2
- 10 Declan Hendrick / Philip Creighton (Starlet) 912.4



The ubiquitous Peter Boyd was there to provide a "celluloid" record - thank you. This trio is Robert Woodside Jnr, James Wilson & Robert Dickson



SNIPPET

I was reminded by Felix of a Beginners' Autotest drivers' briefing conducted by Tim Faulkner at an event last year. His declaration that, **"we have issues with people who keep their feet planted on the accelerator"** struck us as being somewhat *pot, kettle, black* ish.



What does Stefan Walsh have in the bag?

**Suggestions to
imcc@oceanfree.net**

I am reliably informed that when Steven Bolton looked up the IMRC St. Patrick's Day MVAT results and saw that Frank Lenehan had won he immediately got on the phone to Eamonn Byrne to see if Eamonn had broken down. Steven has always had a high regard for Frank's driving ability!

A personal view from the cheap seat

*Rallying on a budget
Hard Luck Kevin & The Vin*

This event was to be my pre-retirement rally so, having agreed to drive me around for the day, Kevin set about preparing the red Golf. Needing a gearbox, a rear beam and tyres this was deemed to be too time consuming and "sure we'll take the red Escort instead, after all its red, just like the Golf". It needed a gearbox, "just like the Golf", it needed tyres, "just like the Golf" and, as Bernard Bradley said, it's rear wheel drive, "just like the Golf".

We discussed tyre options and decided on a set of cut-slick Yokohamas destined for the skip but not just yet. Saturday dawned and being first car through scrutiny lulled us into a false sense of security. Checked over paperwork and decided not to get too stressed as this was meant to be a fun event. Lots of chat with fellow competitors. And so it began.

Luttrellstown 1, slippery as f... very cautious by our standards but it turned out to be the same for everybody else so our cut-slicks option didn't hold us back too much.

Fairyhouse was electric - no time to draw breath, absolutely speechless at the test finish, which is really saying something coming from me.

On and on it went, criss-crossing Co Meath, with repeat visits to

most of the sites - Fairyhouse was visited three times. The organisers fought manfully and managed to keep us together despite delays at some of the tests. Everybody had good and bad moments but the enjoyment factor far outweighed any problems that came our way. Finally, back to Luttrellstown 2 for the final act in this epic saga. Sitting on the start line our cut-slick on the driver side rear was exhibiting an unhealthy amount of canvas and required a quick change to something with a more generous coating of rubber (another cut-slick). Second on the road, we charged into the fray; darkness, mud and various loops of the many tracks, an army of marshals, running with other cars and then you all go in different directions depending on how far you are into the test, and about 20 minutes later we emerged in the car park at last able to draw breath.

The results will tell the story of who won and lost; competitors will tell of mistakes in the results but generally the results this year were more accessible than last year. Remember marshals are judges-of-fact and they will have gone home to a well-deserved rest while we are still talking about how great we all are and how much we enjoyed ourselves. The results crew can only decide based on the information they are supplied with.

The Escort survived - just, head-gasket failure at the death caused it to lapse onto three cylinders. The tyres are definitely shot after four events but, then again, it is "just like the Golf".

The Vin



Another perspective

I was looking forward to another outing with Piers. On Thursday he rang to say that he had a damper issue which was making the car virtually undrivable. We agreed that it would be foolish to take part. On Friday he rang again to say that he had fiddled about and improved the situation. Our competitiveness would be compromised but he was willing to have a go if I was. And so he picked me up at the crack of dawn on Saturday and we headed for scrutiny. On our way back to Luttrellstown, the Brantz decided to throw a wobbly. After our paperwork obligations had been fulfilled Piers headed home to fit his spare Brantz. Not many people are this well organised (all I have is a spare sensor) but, it being Piers, I wasn't surprised.

Having studied and annotated the selective instructions it was time for the off. It was my first experience of the Luttrellstown test and the MX5 didn't seem to me to be discommoded too much by the less than billiard table smoothness of the terrain. Piers, however, found the handling rather unpredictable. Things went better in Fairyhouse. Murphy's Quarry was a challenge - I found Cone I to be particularly elusive. We



were hugely undone by the visit to McNally's Yard when our interpretation of "hairpin right" was more open than that intended by the organisers. The tilled field which we tried to negotiate proved not to be amenable to forward motion. The "fail" times on these events are so punitive that, if incurred, you are put well out of the running. Ian Downey, who was "sweeping" in his dad's jeep extricated us and we continued. Piers wasn't really happy with the car so, when my stomach decided to reject my partially digested lunchtime sandwiches halfway through our second visit to Fairyhouse, we decided to call it a day and head for home.

The officials were friendly and helpful though I feel that not all of them had been briefed as thoroughly as they might have been, thus compromising their effectiveness. I got the impression that another week of preparation would have allowed time to address this and a couple of other minor issues. What was a good event would then have been a great event.

We look forward to a more auspicious showing on the TDC Endurance Trial. Piers will be using the IMRC Punchestown Patrick's Day party to shake the car down. Also, I might take "Kwells"!

Editor



RESULTS

- 1 Daniel Byrne/Kevin Fagan (Starlet) 11m 58s,
- 2 Robert Barrable/John Rowan (Starlet) 15m 34s,
- 3 Willie Fenton/Dave McAulay (Starlet) 18m 30s,
- 4 Simon McKinley/Deirdre Delaney (Cinquecento) 19m 01s,

- 5 Damien Doran/Anthony O'Neill (Starlet) 19m 32s,
- 6 Mark O'Connor/Simon Quinn (Hyundai Accent) 25m 02s.

Navigation Cars:

- 1 Robert Woodside Jnr/Dean Beckett (Mazda MX5) 10m 47s,
- 2 Richard Meeke/Philip O'Reilly (Corsa) 14m 26s,
- 3 Stephen Free/Clifford Auld (Proton Satria) 15m 21s.

Class winners: Richard Meeke/Philip O'Reilly, Robert Woodside Jnr/Dean Beckett.

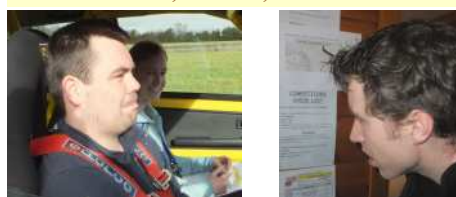
Retrospective Cars:

- 1 Dermot Carnegie/Paul Bosdet (Escort) 13m 17s,
- 2 Kevin Fitzgerald/Vincent Fagan (Escort) 15m 35s,
- 3 David Hayes/James Casey (Starlet) 15m 44s.

Class winners: David Hayes/James Casey, Dermot Carnegie/Paul Bosdet.



Daniel, Kevin, Deirdre



Simon, Damien



Anthony, Richard, Philip



Robert, Cliff, Dermot

Bonus Pics



*Clara Healy,
C-o-C Raymond Scullion*



Joe Doran

*John Carroll crunches
some numbers*



Peter Lynch & an "in full working order again" Noel Broderick



Olwen Blair & Frank Lenehan plummeted down the order after a puncture on the final selective

TDC Turbine



Cathal O'Carroll & Maurice McMonagle



David Allen, Declan O'Toole



Keith Slowey, with what looks like a spectacular Mohican and William Kelly without



Dermot Quigley, Noel Devlin



An inadvertently stylised Alan Kessie



John Maher & Tim Faulkner



Alan Dolan & Glyn Gaffney



Local boys, Martin Devine & Stephen Healy



Dermot Nolan & Aiden Courtney



Danny O'Donohoe & Conal O'Neill



Luttrellstown Castle Golf Resort



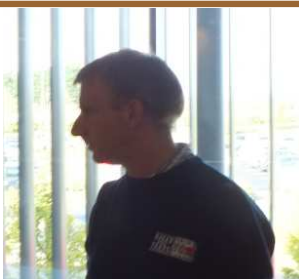
Aaron & Alan Tracey



Clifford Auld



Paul Blair



Anthony Preston

FEBRUARY QUIZ Answers

Cliff was the first with to respond correctly but he sportingly disqualified himself making the winner of the prize (still virtual),
Peter Boyd

RESULTS

LEINSTER MOTOR CLUB LINCOLN & NOLAN CUP SPORTING TRIAL AT MONEY-STOWN, ASHFORD, CO WICKLOW: 18th February

- 1 Fergil Gregory (Erskine-Yamaha) 4 marks,
- 2 Paddy Cahill (Erskine-VW) 5m,
- 3 Joe McCann (JMcVW) 5m,
- 4 John O'Reilly (Erskine-Kawasaki) 6m,
- 5 Ollie Peden (VW) 6m,
- 6 Philip Erskine (Erskine-Yamaha) 6m,
- 7 Christopher Evans (ETE-Yamaha) 6m.

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 5 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 19th February

SUPER FINAL:

- 1 Ian O'Connell (Lotus Exige) 4m 14.79s,
- 5 Pearse Browne (BMW Compact) 4m 29.39s.

SUPERCAR A FINAL:

- 1 George Tracey (Citroen Xsara) 3m 24.69s.
- SOUTHSIDE MOTOR FACTORS MODIFIED A FINAL:* 1 Ian O'Connell (Lotus Exige) 3m 33.67s,
- 6 Pearse Browne (BMW Compact) 3m 48.02s.

- SOUTHSIDE MOTOR FACTORS MODIFIED B FINAL:* 1 Mark Carroll (Toyota Starlet) 3m 53.17s,
- 2 George Tohill (BMW Compact) 3m 56.23s.

RATHGAR MOTOR FACTORS STOCK HATCH 16 VALVE FINAL:

- 1 Eddie Peterson (Peugeot 106) 3m 47.43s,
- 2 Graeme Colfer (Peugeot 106) 3m 50.64s,
- 3 Aaron Dalton (Peugeot 106) 3m 56.47s,

CO MONAGHAN M C AUTOTEST AT SWANS CROSS, CO MONAGHAN (ROUND 11 OF HEWISON TROPHY CHAMPIONSHIP): 19th February

- 1 Steven Ferguson (Mini Special) 641.8s,
- 2 Sam Bowden (Mini) 648.2s,
- 3 David Thompson (Nova) 678.8s,
- 4 Robin Lyons (Mini Special) 678.8s,
- 5 Guy Foster (Mini) 681.1s,
- 6 Mark King (Nova) 682.4s,
- 7 Paddy Power (Mini Special) 685.0s,
- 8 Norman Ferguson (Mini) 702.9s,
- 9 Paul Phelan (Mini Special) 729.2s,
- 10 Trevor Ferguson (Striker) 730.9s,
- 11 Andrew O'Donohoe (Westfield) 738.8s,
- 12 Darren Quille (Westfield) 756.5s.

Class winners: Sam Bowden, Robin Lyons, Trevor

Ferguson, David Thompson.

Novice awards: Timmy Lynch (Westfield) 787.1s,
Jamie McMillan (Nova) 847.0s.

MOTOR ENTHUSIASTS' CLUB FREEMAN CUP AUTOTEST AT MONDELLO PARK, CO KILDARE (ROUND 12 OF HEWISON TROPHY CHAMPIONSHIP): 25th February

- 1 Robin Lyons (Mini) 592.2s,
- 2 J J Farrell (Mini Special) 592.6s,
- 3 Steven Ferguson (Mini Special) 606.8s,
- 4 Eamonn Byrne (Mini) 611.7s,
- 5 Glen Irwin (Mini) 620.9s,
- 6 Guy Foster (Mini) 621.9s,
- 7 David Thompson (Nova) 627.3s,
- 8 Paddy Power (Mini Special) 635.7s,
- 9 Paul Phelan (Mini Special) 642.7s,
- 10 Paul Mooney (Nova) 643.1s,
- 11 Mark King (Nova) 646.4s,
- 12 Alan Coyle (Mini Special) 648.5s.

Class winners: Eamonn Byrne, J J Farrell, Andrew O'Donohoe (Westfield) 661.6s, David Thompson.

Semi-expert award: Rory Power (Mini) 765.3s.

Novice awards: Timmy Lynch (Westfield) 705.2s,
Jamie McMillan (Nova) 794.7s.

GARDA SIOCHANA M C THREE ROCK TROPHY SPORTING TRIAL AT AUGHFARRELL, BRITTAS, CO DUBLIN: 3rd March

- 1 John Pennefather (Erskine-Suzuki) 1 mark,
- 2 Fergil Gregory (Erskine-Yamaha) 3m,
- 3 Alan Kilkenny (Kilkenny-Yamaha) 3m,
- 4 Christopher Evans (ETE-Yamaha) 3m,
- 5 Percy Pennefather (Erskine-Suzuki) 4m,
- 6 Gordon Erskine (Erskine-Yamaha) 5m,
- 7 Gordon Watkins (Watkins-Yamaha) 5m,
- 8 Joe McCann (JMcVW) 6m,
- 9 Brian Conlon (Erskine-Honda) 6m,
- 10 Alec Watkins (Watkins-Yamaha) 8m,
- 11 Tony Farrell (Erskine-Harley Davidson) 9m,
- 12 Iain Meeke (BD-Opel) 9m.

CO CAVAN M C NAVIGATION TRIAL AT MADABAWN, COOTEHILL, CO CAVAN (ROUND 7 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 5 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 3rd/4th March

- 1 Ciaran McElroy/Damien McCabe (Impreza) 13m,
- 2 Daren O'Brien/Thomas Wedlock (Impreza) 13m,
- 3 Richard Cassidy/Paul Phelan (Vectra) 14m,

4 Michael Carbin/Evin Hughes (Impreza) 23m,
5 Andy Mackarel/Liam Higgins (Impreza) 24m,
6 Alan Shinnors/George Shinnors (Impreza) 25m,
7 Damien Treanor/Jonathan McGovern (Impreza) 26m,
8 Karl Reid/Ciaran Geaney (Impreza) 29m,
9 Chris Kelly/Sam Johnston (Impreza) 30m.

CO KILDARE M C RALLYCROSS AT MONDELLO PARK (FINAL ROUND OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 4th March

SUPER FINAL:

1 Ian O'Connell (Lotus Exige) 4m 02.25s,
6 Pearse Browne (BMW Compact) 4m 15.19s.
SOUTHSIDE MOTOR FACTORS MODIFIED A FINAL: 1 Ian O'Connell (Lotus Exige) 3m 23.13s,
4 Pearse Browne (BMW Compact) 3m 35.14s.
SOUTHSIDE MOTOR FACTORS MODIFIED B FINAL: 1 Kieran Curran (Opel Corsa) 3m 32.58s,
2 Pdraig Leeson (Vauxhall Corsa) 3m 34.13s,

3 John Dowling (Vauxhall Nova) 3m 35.58s,
4 George Tohill (BMW Compact) 3m 40.15s,
5 Chris Grimes (Vauxhall Nova) 3m 49.41s.
RATHGAR MOTOR FACTORS STOCK HATCH 16 VALVE FINAL:

1 Eddie Peterson (Peugeot 106) 3m 40.03s,
2 Graeme Colfer (Peugeot 106) 3m 43.58s.

LEINSTER MOTOR CLUB HEALY CUP SPORTING TRIAL AT BALLYBREW, ENNISKERRY, CO WICKLOW: 17th March

1 Alan Kilkenny (Kilkenny-Yamaha) 6 marks,
9 Christopher Evans (ETE-Yamaha) 14m.

MOTOR ENTHUSIASTS' CLUB DEVEREUX CUP SPORTING TRIAL AT INCHANAPPA, ASHFORD, CO WICKLOW: 31st March

1 Gordon Erskine (Erskine-Yamaha) 0 marks,
2 Alan Kilkenny (Kilkenny-Yamaha) 0m,
3 Gordon Watkins (Watkins-Yamaha) 4m,
9 Ian MacWilliam (Erskine-Yamaha) 14m.
Grade winner: Bernard Bradley (Erskine-Opel) 18m.



SNIPPETS

Andy Hennessy was in typical, crowd-pleasing mode during the Galway Rally in February



Bono goes rallying

Crossword

1		2			3
4	5		6		
7					

Across

- 1 Cone-shaped sleeve for holding circular pieces in a lathe (6)
4 Lubricant container (3,3)
7 IMRC Fitzgerald's formal forename (6)

Down

- 1 Renault model (4)
2 ID letters for Latvian cars (2)
3 Manufacturer of GT40 replica (7)
5 Most famous 500 in brief (4)
6 Crusader maker (4)

February Solution

F	A	S	T	E	R
O		W			A
R					L
D	A	M	A	G	E
	E		C		I
A	R	C	I	N	G
	O		D		H

I was really looking forward to competing again - I hadn't driven since Declan's event last year!! Barry (Tracey) was double-



driving with me for the first time so there was some great "in car rivalry" - I was convinced I'd beat him; he thought I had no chance. (Turned out he was right but don't tell him I said that!)

The first test of the day was very quick and certainly blew the old cobwebs away. The next reminded me of how long it had been and there was an awful smell of clutch when I got to the end! I wasn't too disappointed to find out that the former was cancelled due to "difficult" walkers (they seem to think Punchestown is a public park) on the test. I had found it a bit too quick and was wary because of the lack of roll-cage in the car! I finally got to experience one of the consequences of double-driving - trying to bump our way up the queue. It's not easy but most drivers were very obliging on the day (thanks!)

The afternoon continued with some great tests on the tarmac - a nice mix of open space and autotest-type turns! I was delighted to be taking a second or two off my time with each lap! Until disaster struck - I pushed that little bit too hard and when coming around a left-hander, one of the wheels touched off a bit of loose gravel and I sailed side-on into a giant container! I tried to get going again straightaway but, unfortun-

IMRC MVAT 17th March

nately, the steering wheel was reluctant to turn so it was "game over"! A bit of minor attention to the body (at least, the green container matched the colour of the car), steering rack, track-rod arm and she'll be as good as new! Thankfully, Noel (Devlin), who was marshalling, came to my rescue and lent me his (very nippy) Starlet and I got to finish off the day with a huge smile on my face. My smile was even wider when I discovered that the Ladies Award, which I had won, was a mammoth box of Milk Tray.

Thanks a million to all the marshals and time-keepers who were out on the day (and to everyone who helped get Betsy going again)!!

Lyndsay Doran 🎭🎭

RESULTS

- 1 Frank Lenehan (Starlet) 903s,
- 2 John Nolan (Starlet) 904s,
- 3 Alan Auerbach (Starlet) 905s,



- 4 Daniel Byrne (Starlet) 913s,
- 5 David Hayes (Starlet) 916s,
- 6 Kevin O'Rourke (Starlet) 943s,
- 7 Graham O'Donoghue (Rover 200) 949s,
- 8 Martin Devine (Starlet) 952s,



TDC Turbine

9 Richie O'Mahony (Saxo) 963s,
10 David Meeke (Starlet) 974s,
11 Paschal Dunne (Starlet) 977s,



**These fabulous pics are
courtesy of Con Connolly**

12 Stephen Briggs (Starlet) 979s.
Class winners: Martin Devine,
John Nolan, Piers MacFheorais
(Mazda MX5) 996s.



The distinguished looking gentleman in the background is, of course, Geoff Long



P.S. The day that was in it didn't make it easy to rustle up marshals/officials. Indeed, Eamonn Byrne did a couple of tests but then withdrew to help out with the running of the event.

Ladies Award: Lyndsay Doran (Starlet) 1005s.



Sue Cobban kept Lyndsay honest



1

Which committee member owns this camper-van?



2



This man used to have *Nice* shoes. Who is he?

APRIL QUIZ



Identify this selection of reprobates



5



Answers to: imcc@oceanfree.net

TDC Endurance Trial

31st March

Firstly I would like to thank the sixty-five marshals who made this event happen - all of us competitors are truly indebted to this smiling group who stand out in all conditions time and time again so that we can have fun. Ian McCulloch also deserves huge gratitude as he organised all of them. Thank you to all the generous landowners and last, but by no means least, the two Franks and Paul Phelan for all their hard work.

We started the day with great gusto, too much in fact as this resulted in me getting plenty of practice on 3-point turns. We put this minor setback behind us and set off for Holfelds in high spirits and I mentioned that I knew the site as it had been used on the TDC Retro last year. I thought it best to come clean to Joe at this time as I had an intimate moment with a fence last year. He said nothing, but duly highlighted it with a "Think" in his notes. He casually remarked that he had wondered how I had damaged the quarter panel, but I proudly explained that my brother John had inflicted that damage but that I was responsible for the still visible war wound on the wing. My car is 17 years-old and I like to think of it as being original and not full of Isopon. Others may describe it differently but I beg to differ, as I'm very fond of it. It's a robust car that's working very well for me now thanks to John Nolan who does a fantastic job on preparing it (bar the bodywork I might add). We thoroughly enjoyed Holfelds and gave the fence a miss. We then headed for Castle Howard and I mentioned that I had been there last year as well, and again confessed that I had gone off. At this point he asked me to double back to Arklow so he could get the train home. He looked visibly



Trish & Joe did well enough to win a prize
(Joe Doran behind)

shaken and muttered something about an error of judgment. I think that he was deeply regretting turning down a competitive seat with Brian Murphy as the two of them had a very successive partnership in the past.

After much discussion we decided to give Castle Howard the respect it deserves and successfully negotiated our way through both tests without any major incidents or close inspections of trees. At this stage we are both getting into the swing of things and having a ball. The tempo in the car was very upbeat with Joe calling the notes with the odd "Go on, Go on, Miss Daisy, keep it in" thrown in for good measure!


We had a heavy landing in Woolmington Farm which undid all of my father's handiwork on the exhaust; however, we continued unabated to Ballard and after two laps of the forest track the exhaust finally cried "enough". Bull wire was located and the stricken exhaust tied up. We set off with a thunderous roar to tackle Ballinacor 1 & 2. Ballinacor 1 was brilliant fun; however, we had a few communication problems because of the noise and the temporary repair didn't last the distance - so out

with the bull wire again for the last test. Bull wire and bumps are not a good combination, so after a short distance into the last test we made the decision to back off in order to avoid any further damage to my pristine car before yet another pit-stop to attend to the exhaust, with the ditch serving as a stand-in for a ramp.

There was little or no conversation on the trip back to the hotel except for Joe enquiring if I had any headache tablets in my handbag! I put this down purely to the deafening noise in the car and not to the stress of sitting with me.

We had a really great day and enjoyed every minute of it. We would quite happily have gone out and done it all over again. Joe even tentatively asked when the next one was on, so, being the optimist that I am, I take that as a very good sign.

Contrary to rumours, I would like to confirm that I have not changed jobs and do not work for the debt collection department in NAMA.

Patricia 

Another personal view from the cheap seat

*More Budget Tales
Hard Luck Kevin & The Vin*

After the shortest retirement from rallying in recent



history, the shoulder post-surgery was deemed to be well enough to venture out on this sedate tour of Co Wicklow. Having used up the Escort option on the



for future events if we want to remain competitive.

The results are posted elsewhere, but for me the highlight of the event was the experience of Cathal O'Carroll and Maurice McMonagle. Cathal's Mini was rejected at scrutiny on Friday night

ALMC Trial it was time for the Golf to be returned to service. After all, it's almost rear wheel drive "like the Escort", it runs on cut slicks "like the Escort", it's red, etc. etc.....

When the "Frankies" get together, you can be sure of two things, a challenging event and an adventurous route. With only twelve tests following the loss of some venues, we were treated to all manner of terrain from farmyards to industrial and country estates. The Golf exhibited shortcomings straight from the off. It went ten yards into the first test and broke the gear linkage. After some hasty repairs, we rejoined on Test three. We had an absolute hoot; really everybody should use knackered tyres as they make for a lot of extra excitement. There were problems for quite a few competitors with exhaust damage and punctures being the most common.

The finale of the event was two sections in Ballinacor estate. While a little rough in the link section, these tests were truly spectacular. The last one had everything, going through a ford into a hairpin and across the fields with a herd of what appeared to be buffalo (*Highland cattle – Ed.*) looking on disinterestedly and then into a truly wicked twisty series of crests followed by a wooded area to finish. A lot of crews are getting very good at this type of event so we may be forced to buy new tyres



Cathal & Maurice with their "Spirit of the Event" award

so, after a couple of phone calls they headed off to Cavan to buy a Starlet. They turned up bright and early on Saturday morning, fitted an alternator with some help from other competitors and electrical genius, Damien Phillips, passed scrutiny and away they went to recording a finish with huge smiles throughout.

See you all soon, tyres permitting.....

The Vin



RESULTS

Endurance Cars:



- 1 Eamonn Byrne/Anthony Preston (Toyota Starlet) 1751 marks,
- 2 Eddie Peterson/Sam Johnston (Toyota Starlet) 1766m,
- 3 Karl O'Donoghue/Padraig Farrell (Rover 200) 1768m,
- 4 Brian Murphy/William Kelly (Toyota Starlet) 1780m,
- 5 Frank Lenehan/Olwen Blair (Toyota Starlet) 1824m,
- 6 Damien Doran/Anthony O'Neill (Toyota Starlet) 1830m.

Navigation Cars:



- 1 Robert Woodside Jnr/Dean Beckett (Mazda MX5) 1760m,
 - 2 Dave Hayes/James Casey (Toyota Starlet) 1766m,
 - 3 Liam Cashman/Michael Cashman (Toyota Starlet) 1825m.
- Class winners:* Dave Hayes/James Casey, Robert Woodside Jnr/Dean Beckett.

Retrospective Cars:



- 1 Christopher Evans/Philip O'Reilly (Ford Escort) 1725m,

2 Dermot Carnegie/Declan Hendrick (Ford Escort) 1767m,
 3 Simon Echlin/Clifford Auld (Ford Escort) 1797m.
Class winners: Kevin Fitzgerald/Vincent Fagan (VW Golf) 1890m, Christopher Evans/Philip O'Reilly.

Another perspective

It seems that my and Piers's partnership is jinxed. Our woes began with a first for Piers - a puncture on an event. Murphy's Law ordained that it occurred near the beginning of the long Castle Howard so what would have been



It all began so well

a demanding test in its own right became more so with a flat nearside front tyre. We were running on 16" wheels but the boot of the Mazda, which is supplied new with a space-saver, can only accommodate a 15" wheel. The fitting of this made the handling and, particularly, the braking somewhat awry. Piers managed well until the second run of the long Castle Howard - braking downhill for a fork right early on caused us to veer ever so



slightly off the road. We slid gently down a little slope onto what might have been a track in the dim, distant past. It looked as though we ought to have been able to drive out but the incline was just too steep. Maybe one of our alternative motorsporting brethren, who were "mudplugging" up the road in Ashford, may have been able to manage it. We were forced to wait for the Phillips boys in the sweeper

jeep to tow us out. Incidentally, Damien wondered, with his pink hair, whether he and Tony should be called "Pinky and Perky"! We skipped Woolmington's but resumed our place in the running order for the last three tests.

The Castle Howard mishap had left the back of the sumpguard precariously attached. Ballard finished off the job. The front fixings were secure, so there was no danger of the sumpguard falling off. Progress subsequently was less serene than we would have liked, though we did manage, in the company



of many others, to "clean" both Ballinacors. We took the opportunity at the end of the second one to remove the sumpguard for the run back to the Ramada. John Maher did similarly though his looked in worse shape than ours. Trish Denning also stopped for running repairs.

Given our travails I didn't even look at the results and, while the misbehaving car must have been frustrating for Piers, I enjoyed myself. Some of the terrain was well worth the trip from a scenic point of view!

The "fussy marshals of the day" award went to Laura and David Fagan who racked up a record number of line faults (all deserved, I should concede) at the end of the short Castle Howard. There were very few penalties second time around which goes to show that drivers can actually learn!

There was an MI man in attendance (not to be confused with the AI man Ernie Campbell, seen here head-to-head with Joe Doran) who I





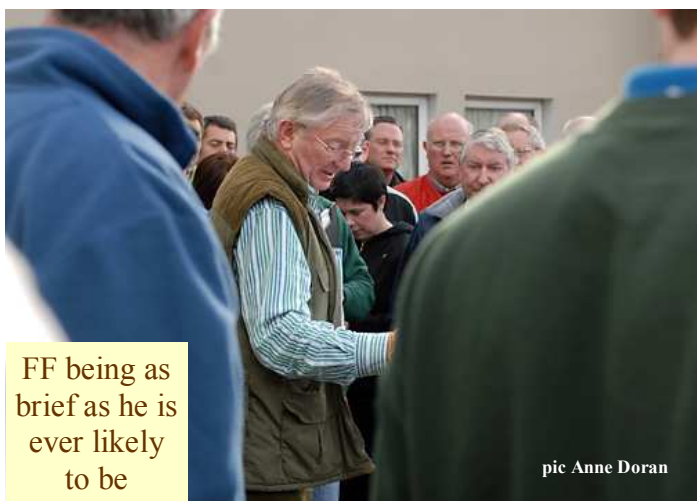
spotted checking out Castle Howard with Frank O'Donoghue. I didn't hear what he thought of proceedings - time will tell.

Editor



pic Anne Doran

Surely that can't be John Byrne looking for stones to dam the stream in Ballinacor to generate a more spectacular water splash in the ford



FF being as brief as he is ever likely to be

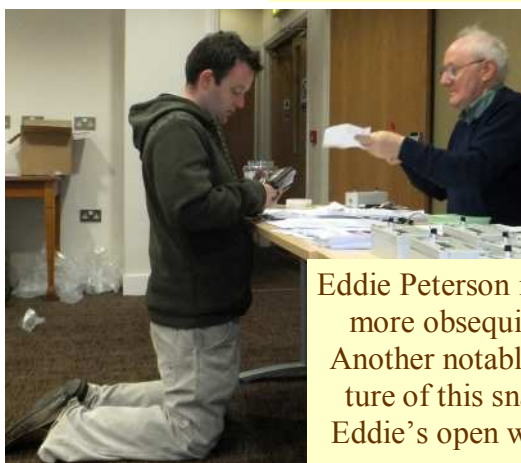
pic Anne Doran



Felix enjoyed the assistance of Emma and Zoe Byrne on Friday night



Peter Lynch fawns before Felix



Eddie Peterson is even more obsequious. Another notable feature of this snap is Eddie's open wallet.



James Driver celebrated his passing his driving test first-time with a good run under the expert guidance of Paul Tierney



Bill White is convalescing well. Why wouldn't he be with a granddaughter like Laura to cheer him up?



A rare image - Noel Broderick without a smile

Martin Casey was ubiquitous



TDC Turbine



Pairing off for the first time were Dermot Carnegie and Declan Hendrick

Is Frank O'Donoghue driving a stake through the heart of FF?



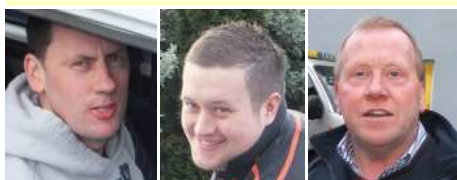
Mark FitzSimon practises his hand signals



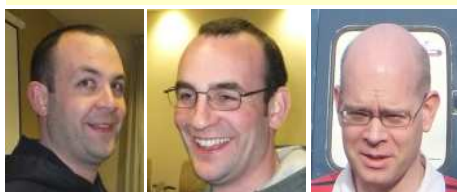
Dave Ray & Bobby Clinton



Olwen Blair, Frank Lenehan, Dave O'Leary



Dave Hayes & James Casey, Davy Johnston



Seán & Declan O'Toole, William Murphy



Matthew & Mark Walsh



Robert Woodside and David Allen



Nikki Doran



Shane Cody snuggles up to Greg Starr



I'd love to know who Pdraig Farrell and David Yeates are talking about



Stephen Cullen & Aidan Kent



The Dorans en famille, Damien, Anne & James



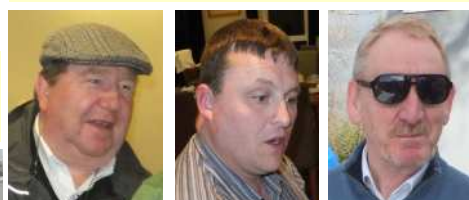
Sam Johnston, Karl O'Donoghue, Cliff Auld



Martin Devine, Ian O'Brien, Nial Murphy



Niall & Michael Byrne, Alan Binley



A few Irish motorsport notables were in evidence - Mick Merrigan (driver/mentor), Tom Heavey (Irish Vintage Scene) & Alex Sinclair (MI)



Jack Cunningham, Brendan McCoy, Glyn Walker

TDC Turbine



Damien Phillips has certainly entered into the spirit of TodayFM's *Shave or Dye* fundraising campaign.

Thanks to your generosity he raised €440 during the Endurance event. If any of you didn't get the opportunity to contribute, get in touch with Damo 0863801919 and he will find a way.



Despite Starlet engines being considered well-nigh indestructible, Stefan Walsh managed to put a con-rod through his block. I blame the hat.

One of many legends of Irish motorsport who came out to help was Ed Colton



The other half of Pinky & Perky - Tony (Twinny) Phillips



Daniel Byrne had the opportunity to get some experience with Tony Bardy in the UK from 1st April. Having ascertained the likely finishing time of the event, a flight was booked. Then Sod's Law intervened. About halfway into the final test of the day, Daniel 'went off' slightly, though sufficiently for him not to be able to get back on the road. He rang Uncle Eamonn who had just finished, and walked/jogged the mile to meet him. They rendezvoused with dad, Noel, who whisked him to the airport just in time for the display to show that the flight had been delayed by 40 minutes!

