

TDC Turbine



An intermittent missive of random, rants, reports & reviews

www.tdcireland.com

April 2013

Presidential Platitudes

Mark Haften

We were devastated to hear of the death of Mark Haften in March. There was a great turnout of Club members, past and present, at his funeral service in Collier's Funeral Home in Bray and, afterwards, in Shanganagh Cemetery. Chairman, Ian McCulloch, spoke eloquently on behalf of the Club. Mark was an integral member of TDC for nigh-on 30 years. He will be sorely missed. You will find an appreciation on Page 16.

Committee

I referred in February to your committee. I thought I might be more expansive this time.

There is a meeting on the first Thursday of each month. The tried and tested formalities are adhered to.

The oracle, Paul Phelan, keeps a record of proceedings in his capacity as Hon. Secretary.

Tim Faulkner hands out cheques to those who are deemed worthy. His financial husbandry is typical, I expect, of the majority of Hon. Treasurers in that they seem to think it is their own money that they're disbursing.

The main items on the agenda tend to be forthcoming events whose details are sorted out. Also, past events are reviewed. The fruits of these discussions can be seen by you in the slickness with which TDC events are run. These reviews include votes of thanks to members of the organising teams. While these are carefully minuted by Paul they tend not to be broadcast as widely as they deserve.

For instance, following the Dave Griffin MVAT particular mention was made of Trish Denning's contribution in drumming up entries. Not only that, she ensured that all forms were filled and financial commitments finalised in advance.

Another notable novelty on this event was the results "package" which was put together by Mark Doran and Patrick Dore. It worked brilliantly. We look forward to it continuing to do so in the future.

The final item, "Other Business", is a stalwart. It provides an opportunity for committee members to bring up random items such as the following:

In March, those who had taken part in the recent Westmeath Autotest were hugely enthusiastic and wondered why there were only twenty entries. They felt that this excellent event deserved better support.

Marshals

To change tack a little, I would like to say something about marshals.

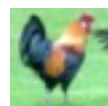
It would make the task of assembling a team much easier if you responded to the initial request to help promptly, whether it is a "yes" or a "no". We realise that it is unreasonable to expect you to help out every time you are asked but it makes it so much easier for the marshal gatherer to know where he/she stands. I would, of course, encourage as many of you as possible to say "yes", especially competitors having a "day off".

PS A couple of websites you may find worth visiting - www.stopastride.com and www.myrally.ie

More scribes have been added to the list of literary luminaries - Christopher Evans (Rodders to some of you) & Kevin Fagan.



Frank



MGCC (Ulster Centre) Derek Walker Trial

2nd February

Well, it was a 5:30 am depart from Delgany to get to Ballymena, Co Antrim for the Derek Walker Trial. This took the form of a multi-venue autotest like Declan Hendrick's one. It was my first time to do the event and I had "Mr Hot Chocolate" himself, Richard Meeke, alongside. After several phone calls made by Richard to Olwen Blair for directions, we made it there just after 8:00 am.



This wasn't very reassuring seeing as we had to find our way to 21 tests during the day. I needn't have worried. Richard not only got me to the tests, he helped guide me through them as well. We then set to unload the Escort to discover that I seemed to have done a bit of an Eamonn (Byrne) and couldn't find the keys. They did eventually turn up in a odd place in the jeep. So, car off the trailer and scrutiny was next. This involved checking the lights and "Is there actually a Lotus engine under the bonnet?" - not too rigorous! Sign on and then breakfast which was very welcome and kindly supplied by the MGCC as part of the deal.



All that done and time to get the 21 tests under way with the challenge of the first one being frozen. Glad we were car 32. The others who had travelled from the south were behind us so they were happy to benefit from a bit of a thaw



as well. There was a retirement before we had even started and that was James Wilson with the headgasket gone on his Mini. As we got close to the start line all we could hear was wee Norman (Ferguson) being given out



to by Killinchy's Robert Dickson,

"Norman, you should be running with the Minis and not 20 cars back and taking advantage of the ice and dirt being cleared." (Norman's later number was because he had entered originally in a Nova.) Norman said he wasn't moving. We couldn't wait for the end of the discussion as it was time for us to go. After the first test we were trailing Paul Blair (Nova) by 0.2 s with Frank Lenahan next up



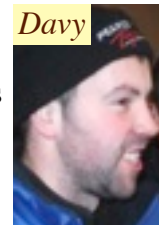
Paul & Frank discuss test strategy

in his Starlet and event favourite Will Corry a further 4.3 s down.

Test 2 was again tight. We were 0.1 s up on Paul then Frank again and Will 8 secs further back. It looked a tough day ahead. We were moving quite quickly between tests as most of them we couldn't walk and we were only allowed view from the start line and go by our navigators for the rest; at this point I had to tell Richard I didn't want to go home with any marks that were his fault. (No pressure - Ed). All this moving quickly meant that we didn't get to see the likes of Piers MacFheorais & Ian McCulloch,



Ian & Piers



Davy

Davy Thompson & Mark King, Stephen Briggs & Brian Flanagan (Brian was making a welcome reappearance) and



Stephen & Brian

suchlike demonstrating their skills.

At Test 5 there was a bit of history to recall from our school days as we visited Slemish. This is a volcanic plug and it also saw St. Patrick as a boy herd sheep here - well, so the plaque in the car park said anyway!

Test 7 was McCullaghs Quarry and as you can see from the photo it wouldn't have been a good idea to make a mistake here. The



gravel surface and relatively straightforward run through the test and, of course, the two occasions when we were completely airborne made this an interesting challenge. *(Christopher is using a bit of poetic licence here - the designated route stayed well away from 'big drops' - Ed).* We all managed to make it out of here alive apart from the Anglia of Arthur McMullan who lost all his oil pressure due to breaking off his oil pick-up pipe when coming in to land after one of the jumps.

As we travelled to Test 10 we were delayed by about 5 minutes with a local farmer who was badly in need of a good dog and a quad.



After Test 10 there was a tea break that kindly organised by Mrs Cochrane (Noel's wife) while we watched Harold Hassard marshal through the window. *(Nice to see a regular competitor marshalling when unable to compete - Ed)*



Test 14 saw the retirement of Gary Woodside in his Anglia with a broken reverse gear.



Moving onto Test 16 which was a bit like a mini rallycross, this saw more retirements - Sam Wilson in his Mini with a suspected broken crankshaft, and Robert Dickson a definitely banjaxed crown wheel and pinion. The cortège heads for home behind the Wilson van above.

Test 19 saw Will Corry have a different test diagram than everyone else or his family marshalling as he was 10 s quicker than anyone else on a 33 s test! Whatever, it had no effect on the final outcome.

The final test was 21 and was back at the start. It was an opposite way run of Test 1 without the frozen surface. Richard had to ask Piers nicely for a loan of 2 litres of petrol before we did the test as he had forgotten to navigate us to the petrol station on the way. Thank you, Piers.

There ended a fantastic day's event. As usual, thank you to all the landowners and officials, especially the marshals who stood out in the cold. We finished up in second place



Another 5 bhp "thrust"?

behind the Midget of Will Corry & Pete Moreland-Moore and ahead of

Frank Lenehan & Olwen Blair's Starlet.

Christopher



RESULTS

1 Will Corry / Pete Moreland-Moore Midget 856.7

2 Christopher Evans / Richard Meeke Escort 892.9

3 Frank Lenehan / Olwen Blair Starlet 905.9

4 David Cochrane / Mike Adair Midget 908.7

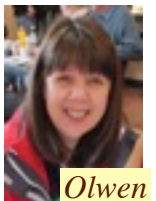
5 Davy Thompson / Mark King Nova 908.9

6 Paul Blair / Andrew Blair Nova 912.2

7 Norman Ferguson / Milton McWilliams

Mini 931.2

Milton did well on his first outing in the hot seat



Olwen



Paul Woodside gets a bird's eye view at the drivers' briefing. His pilot, Uncle Simon, is also attentive



MGCC Chairman, Noel Cochrane, made everyone feel very welcome



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The Earney entourage - Richard, Colin, Laura & Andrew

Roger Corbett enjoys the tea-break



Southern invaders John Golden & Joe Whyte

Peespeed plots



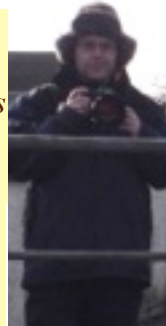
Beauty and the Beast - Robert Dickson's Mini and a distressed test venue



Gordon Buckley had forsaken the Midget I associate him with for his Escort



John Boyd ruminates while Peter waits patiently at the gates of goodness knows where



Local luminaries, Eric Martin, Sam Baird, Malcolm McQueen, David Allen, George McMillan, Maurice Eakin, Alan Harryman, Suz Graham

April Crossword

1		2			3
4	5		6		
7					

Across

- 1 A Kilcoole pretender to the autotesting throne (6)
 4 Juan _____ Fangio (6)
 7 More than one Opel "Nova" (6)

Down

- 1 Not the most up-to-date brake type (4)
 2 Chemical symbol for material sometimes associated with valves (2)
 3 If you're over the prescribed blood-alcohol level you might be minus a limb (7)
 5 Tyre manufacturer, maybe from Stratford (4)
 6 Where Ladas were built (1,1,1,1)

February Solution

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

Dave Griffin Memorial MVAT

9th February

I arrived at Mondello early. Eoin O'Curry and I had been on the 'phone to rustle up marshals and I felt it would be diplomatic to be there to greet them. Everybody who had committed appeared, plus a few extras, so deployment was straightforward. Even though a few had headed off to their posts and missed Mark Doran's pep talk, everything went smoothly. There were fewer competitors than last year so an extra lap was

so promptly for a rugby match in Dublin that they were too far away to be retrieved when their absence became apparent. So the worthies had to make do with honour and glory on the day. Their awards would find their way to them in due course! The marshals were rewarded with lunch assembled by Eoin in collaboration with his local Spar.

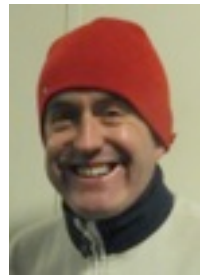
The outcome didn't come as too much of a surprise, with a top three of Eamonn Byrne, Eddie Peterson & Daniel Byrne. It was certainly a close run thing for third. Daniel prevailed over Davy



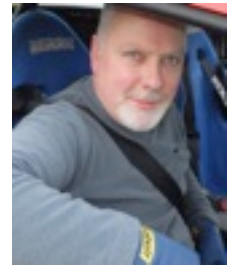
Thompson & Alan Auerbach (dad, Peter, in the background) by just one second. Richard Meeke, seen here



with his dad, Dave, was a lonely sixth. There was another tie for seventh/eighth - John Nolan & Eoin Murray, and a third one a further second back.



Northern visitors Paul Blair and John Kelly shared this tie. They also provided some Starlet relief in their Nova and Midget respectively. Eleventh was the smaller capacity



Starlet of Liam Cashman with Piers MacFheorais's Mazda providing more relief in twelfth. Joe Doran, pictured here listening attentively at the drivers' briefing with Trish Denning (listening not so



attentively), pedalled his Manta to good effect and was best of the Retro cars.

Editor 



Mark Doran was aided and abetted by Tim Faulkner at the drivers' briefing

possible. Also, the tests were easier to remember. The drivers were happier. Even post-event, there was an improvement. A new package developed by Mark Doran and Paddy Dore meant that results were processed more quickly. Also a help in



this regard was Eamonn King's time/penalty retrieval revisions. The only slip-up involved the prizes. These had arrived on site but hadn't been unloaded from a car which left

Jeremy Bishop had to disappear at lunchtime to attend to wedding related activities. He is getting married at Easter. Good Luck, Jeremy!



TDC Turbine

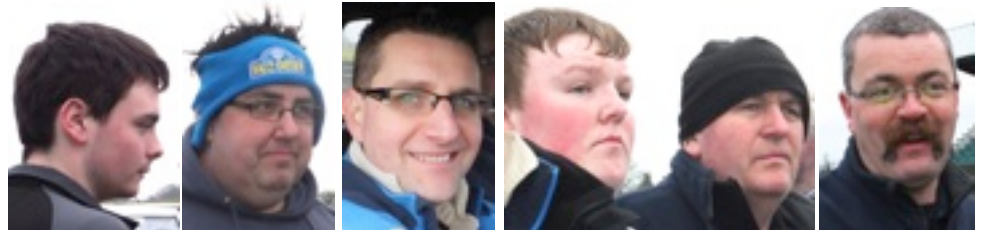
RESULTS

- 1 Eamonn Byrne (Starlet) 2025s,
- 2 Eddie Peterson (Starlet) 2093s,
- 3 Daniel Byrne (Starlet) 2106s,
- 4 David Thompson (Starlet) 2107s,
- 5 Alan Auerbach (Starlet) 2107s,
- 6 Richard Meeke (Starlet) 2135s,
- 7 John Nolan (Starlet) 2186s,
- 8 Eoin Murray (Starlet) 2186s,
- 9 Paul Blair (Nova) 2187s,
- 10 John Kelly (MG Midget) 2187s,
- 11 Liam Cashman (Starlet) 2196s,
- 12 Piers MacFheorais (Mazda MX5) 2200s.

Class winners: Liam Cashman, David Thompson, John Kelly, Joe Doran (Manta) 2230s.



Jonathan Bradshaw, Rob Lewis, Mick Kehoe, Paul Nolan, John Maher



Niall Murray, Damien Phillips, Jonathan Fenton, Mark & Peter Geraghty, Declan Hendrick



Those "on duty" included, clockwise from above, Kevin Fagan, David White, Nikki Doran, Paul Phelan & Ciaran Freeney



Billy Fennan forsook his Escort to become yet another recruit to the Starlet brigade



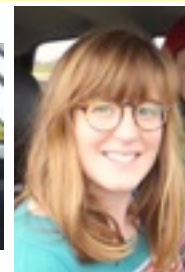
The Lynch boys, Timmy & Gerry, remained faithful to their Escort



George & Alan Shinnors



Dave Hayes



Joanne Lombard looked much more confident than she did on Stephen's Day



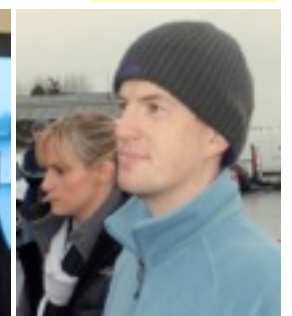
Ronnie Griffin and John McAssey are amused. Ronnie wasn't supposed to be there but snow had forced the postponement of his annual US excursion.



Stephen Briggs & Brian Flanagan enjoy the fresh air



Karl Grehan



Linda Dempsey & Mark Walsh



Mark Nugent

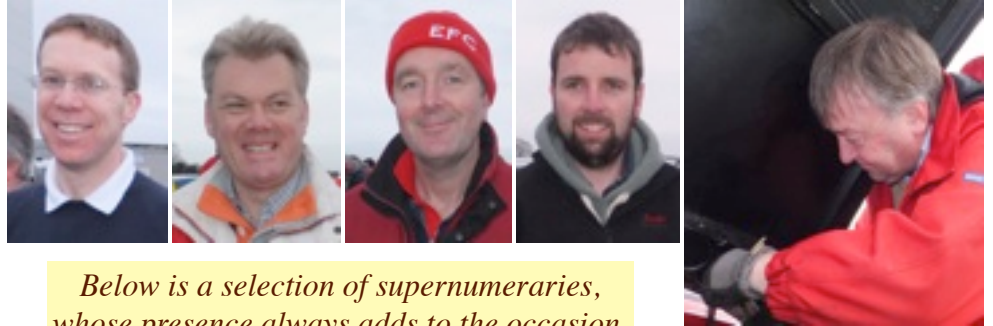


Jack & Seán Kearney

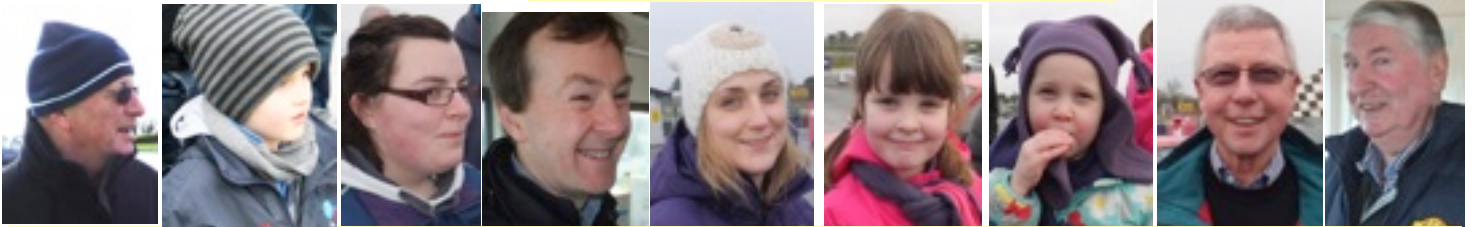
TDC Turbine



Woes were suffered by quite a few:; Mark Faulkner's Midget expired near the end as did JJ Farrell's Corsa, Craig MacWilliam's & John O'Reilly's Escort tried very hard to properly catch fire (and almost succeeded), John Denning didn't even start when he was called away to "work" and Dave Fitzgerald had frustratingly persistent, intermittent fuel issues.



Below is a selection of supernumeraries, whose presence always adds to the occasion.



Paddy Lombard, Ben Fenton, Kate Phillips, Mark FitzSimon, Jess Jordan, the Byrne girls, Emma & Zoe, Ian Anderson and Dermot Carnegie

SNIPPET



Having bumped into Leslie Murphy at Declan's MVAT last August, another prehistoric navigator appeared at Mondello, in the shape of Noel Daly. Noel used to sit with Jim Fitzpatrick in a Mini mostly. It was in his capacity as a marshal that Jim impinged himself on my memory. I can visualise him at some obscure location on Sheet 16 watching the Late Late Show on a B/W portable TV. When you arrived looking for a time he gave the impression that you had a bit of a nerve interrupting his viewing. He asked what your car no. was, what time you wanted and again, what your car no. was. He then might put a time on your card and carefully fill in the marshal's check sheet, before returning your card to you. It was always circumspect to check the entry before moving! All of this was, of course, a ploy to make the next section a little bit more of a challenge and he did treat everybody the same.

ALMC Endurance Trial

16th February

A view from the front

It begins with the customary phone call to Daniel on the eve of the event. Conversation starts with, "How are things going?" "Not too bad, and you?" "Good, looking forward to tomorrow (chit-chat away) so is the car ready?" "No, only got to bed this morning at 7.00am."



It was 5.30 am the previous morning!" "Great." "Eamonn (doing an Endurance Trial in the UK) only got away at 6.30 am this morning and went straight to the ferry." This is all typical of "Byrne Motorsport Preparation" – they seem to thrive on all-nighters. I amn't worried, though, and arrangements are made for the morning to meet at the venue and Daniel is reminded not to forget the trophy from last year.

Morning arrives. I make my way over to the family home and myself and The Vin head together for Luttrellstown. Scrutiny is in the car park and, as is always the case for any Byrne prepared car, this is pretty much a formality. Sign on and, in possession of all the paperwork, my work begins. I go through



everything in the pack and transfer the information across from the descriptive instructions/Tulips on to the diagrams for the selectives that lay ahead for the day.

So, Car 1 (us) leaves the main control just after mid-day and sets off for the start of Luttrellstown 1, for 11 km of enjoyment. It is

straightforward enough and we have only one little slight slide on our way to quickest time, two seconds up on Murphy/Kelly and even bigger margins over McLoughlin, Peterson, O'Donoghue, Carnegie and Barrable.

On to Fairyhouse where disaster strikes. The words are uttered from the driver's side, "There's time to be made in here." I agree, stupid or what? (Both - Ed.) Only three corners in and we overshoot a square left - hard on the brakes, into reverse, pull the nose and cut the corner across the grass. Well, that's what was supposed to happen but didn't quite! We get stuck. From the driver's side more words are uttered, "We're in trouble!" I already have my map and time cards on the dash and belts half-off at this stage. Then it's out for some pulling and pushing. It's not working so I Superman myself on to the bonnet and she bites. We're out, though I nearly end up on the ground as I try to dismount like an Olympic gymnast. Bad test all round and just happy to get through without a fail.

On we go to Raystown where we hope to get 'back in the groove'. This is a new test to the event. Again, we suffer 'first car syndrome' as we approach the passage control on the selective. There's only one cone as opposed to the two in the instructions. Then the marshal is on the wrong (driver's) side. His first pen won't work and the second one won't unclick. This costs us 5 s.

Time for a quick bite at Turvey before another new test, this

one thanks to the McHale clan. Car 1 approaches the passage control on this test passing by the mound - marshal on the wrong side again. We get to the end and watch as others have the same problems. The test is stopped for a re-think. There are re-runs for the first ten cars or so with the rest of the field completing it without incident.

As we travel across some prime Louth/Meath countryside to the next selective we notice a noise coming from the gearbox. Get to Harristown Landfill site. There are a few minutes to spare so, bonnet up and Daniel has a look around and discovers that the gearbox oil-level bung is missing. A man from across the road invites Daniel over to his garage and offers him to take anything that might help. Daniel comes back with some garden hose! I'm looking puzzled but then the penny drops. He uses the garden hose to get oil into the gearbox. JJ Farrell arrives on the scene. He is confident he will be able to source us a bung. We get through the next couple of the tests and at the end of Slane 1 we meet JJ and make the repairs to the car.

On the way to Whiteriver we stop for fuel. Daniel appears with a fuel can and baby wipes. Again, you had to be there when he utters the words, "That's the strangest purchase I have ever made in a garage." It turns out that the funnel of the fuel can was to be used to get the last of the oil into the gearbox with the garden hose. (What were the baby wipes for? - Ed) Into a re-group, get a drink on board and, you guessed it, more trouble. Discover when we take off the spot lamp covers to check the lights that they are not working. After some rushing around Dan gets some wire and, at the start of Slane 2, he connects the spots direct to the battery. This works well but does mean we have to disconnect

and reconnect the spotlights for the rest of the night at the start and finish of each selective.

Fairyhouse 2 was much better laid out than the first time. We got off to a good start but only got a quarter of the way around when the gearbox went again - this time it's terminal. Get the car back to the finish to get a time at the final control and a 25th overall. Missed the 15 km at Luttrellstown in the dark but what can you do.

In the middle of the Dinner, the results are up and final. After the Fairyhouse 1 fiasco everyone was given a max time for the selective. This is when the "Oh *****" (*Insert the expletive of your choice - Ed*) moment happened. Went onto the Angus Sealy site where the results were being processed "live" and clicked onto the Car 1 times. This is where I tell Daniel the good news, that, despite what happened in Fairyhouse 1 and us thinking we were only 4th or 5th and 30 s behind the leader it turned out that after 14 selectives with only two to go, we actually had a 26 s lead over Brian Murphy & William Kelly. Gutted was just one of the words to describe how we felt. But to be first, first you have to finish and Brian & William were there all day on the pace and we must congratulate them on their victory.

Can I just say in closing I have been competing with Daniel for over two years now and I can safely say that we never had an event with so many dramas as this? The upside of this is that it did make this story more interesting.

Kevin 

PS We had a bit of a surprise when we went out to the carpark to go home to find that we had a puncture. Frank Lenehan was his usual generous self and gave us his spare before heading off - it was flat!

A view from midfield

This event was notable, in the first instance, for its not requiring me to get up at the crack of dawn. I was able to follow my usual early morning regime - as one enters middle-age routine seems to become increasingly important. Anyway, I set off for Luttrellstown and was a little confused at Junction 6 coming off the M50. This worried me slightly in view of the likelihood of my encountering random sets of pylons/tape/arrows later in the day which would require more urgent interpretation.

Piers MacFheorais had decided, for various reasons, to sit out this event. This allowed me to renew acquaintance with Dave Fitzgerald. Dave had, on appro., the



Joe Reynolds/Ronnie Griffin MGBGT. Dave certainly drove it with a degree of brio of which Ronnie would have approved. (On a number of occasions I had a better view of where we were going by looking out my side window.) The car passed scrutiny successfully as did the dreaded helmets. As I write this a few days later, my ears are still slightly sore following the struggle to put on and remove my particularly snug fitting helmet. There was a minor issue over a winker bulb which was rectified after a battle to get into the boot. The catch was proving to be recalcitrant following what must have been a traumatic visit to Dave's local tyre centre the previous day. We were processed quickly in documentation despite incurring the polite wrath of Lyndsay Doran because of a poorly completed entry form - it was Dave wot dunnit!

While Dave went to stick on the numbers, I perused the Selective Book. I then coloured it in with various hues of highlighter and annotated it with a similarly kaleidoscopic array of ball-point pens. Paul Bosdet had made the error of leaving some space on the table at which he was working so I sat down beside him. Being Paul, he had already used the tulip diagrams to work out the lap variations in the more convoluted selectives. I was able to conserve brain power by some blatant plagiarism to decorate my diagrams. Thank you, Paul.

After a very well attended drivers' briefing, it was time to have a nibble and prepare mentally for the Luttrellstown opener. Apart from being slightly unnerved early on by encountering Graham O'Donoghue and Philip Armstrong, both of whom had diverged from the intended path to less navigable terrain, we had an enjoyable run. The amalgam of the route being well-defined on the ground and good tulip instructions made finding our way round straightforward.

Our lack of an intercom was an issue. Indeed, this was a problem all day. I had to revert to my pedagogically stentorian tones to make myself heard.

Next was Fairyhouse. This wasn't a good experience. We became lost - no, I became lost. We ended up doing an extra lap to try to regain our bearings to find the finish but again became disorientated. Fortunately, Dave spotted the finish marshals in the distance and we took a 'crow flies' route to them. The combination of a couple of lettered cones being knocked over and some



ambiguous taping contributed to the confusion. I wasn't the only one. In fact, there were so many that the test penalties were scrubbed. The second attempt in the dark was much more enjoyable after some remedial taping had been undertaken.

The other test which Dave found a bit of a struggle was the kart track. It wasn't my bad call (one of the 'other right' variety). He had watched earlier runners complete the route and so knew where he was going well enough to ignore my malfunction. Up to this, he had really enjoyed the way the car had handled, apart from a modicum of skittishness. He found the set-up not, however, suited to this test at all. I must say I enjoyed the flailing arms and all that that entailed.

Dave's favourite selective was that at Slane which, as with most, was done twice. There were two passage controls on this, manned by Barry Crowley and Alan Park, both of whom Dave Popham described as being 'elder lemons', like himself. Their deliberately careful procedure (to ensure that the bogey time was not beaten I suspect) did not find favour with all the competitors, though the latter may be assured that the same strategy would have been followed for everybody.

Other tests were less memorable, but it has to be acknowledged that these are necessary as well, to flesh out the itinerary. Maybe the Harristown Landfill was one that might have been omitted on car compassion grounds.

A couple of delays did not require the schedule to be amended, although we did have to rush our bag of chips at the tea stop.

And so to the grand finale - Luttrellstown by night. For us, it turned out to be a bit of a damp squib as, after too few kilometres, we lost drive - catastrophic clutch failure

was the preliminary diagnosis. Fortunately, we came to rest opposite the trailer park, so apart from having to wait for the selective to run its course, retrieval was straightforward. Frank Lenehan and Olwen Blair were



responsible for the car-park leg. Then Martin Nugent took over rescue duties and facilitated the trip on to Blessington. Another repercussion of our resting place was the presence of Trevor O'Callaghan and Iarla & Eoghan McCarthy. They had nipped up from Cork to have a look - Ah! the enthusiasm of youth (Iarna & Eoghan anyway). They provided some banter to while away the time waiting to be rescued.

A side-effect of our untimely demise was that it was only me for the Dinner. I thought the meal was excellent. The service was particularly prompt - were they trying to get rid of us? In an effort to improve my credibility, I sat at a table of contenders. It was interesting to watch them following the results, which were being processed 'live', on their iPhones. 'We're third'. 'Oh no, back to sixth'. 'Ah, fifth'. And so on.

You can see from the results below who did well. I suspect that it was Brian Murphy's first victory on this type of event. So, well done to him and William Kelly, who was obviously his usual competent self alongside. Our final selective max. meant that whatever hope we had of featuring anywhere in the upper

reaches of the leaderboard was dashed. Anyway, a good day was had by us and, it seemed, all. Certainly, as well as the motoring aspect, there was good company to be enjoyed.

As ever, gratitude has to be accorded to all on the organisational side of the fence, whose endeavours, considerable and less so, made for such a great day.

Editor



RESULTS

1 Brian Murphy/William Kelly
(Toyota Starlet) 10m 35s,



2 Enda McLoughlin/Declan Tynan
(Toyota Starlet) 11m 36s,



3 Karl O'Donoghue/Evin Hughes
(Rover 200) 11m 41s,

4 Eddie Peterson/Richard Pain
(Toyota Starlet) 11m 56s,



5 Damien Doran/Anthony O'Neill (Toyota Starlet) 12m 27s,
6 Simon McKinley/Deirdre



McKinley (Fiat Cinquecento) 13m 29s.

Navigation Cars:

1 Martin Devine/John Devine



(Toyota Starlet) 14m 08s,

2 Frank Lenehan/Olwen Blair

(Toyota Starlet) 16m 24s,

3 Patricia Denning/Joe Downey

(Toyota Starlet) 18m 19s.



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Retrospective Cars:

1 Dermot Carnegie/Paul Bosdet
(Ford Escort) 11m 52s,



2 Martin Nugent/Mark Doran (Ford
Escort) 17m 07s,

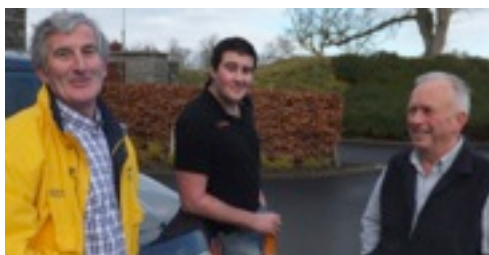


3 Ted Gaffney/Karen Gaffney (VW
Golf) 22m 11s.



*If you fancy a more conventional
event report there is an excellent
one at almc.ie*

The “car” pics above & below
are courtesy of Con Brady.
Thank you.
Find more at conbrady.com



*Richard & Richie O'Mahony with
Des Bruton*



*A diverted Andy Hennessy, a
kaleidoscopic Eddie Fitzgerald and
an effervescent Deirdre Gallagher*



*Philip Armstrong was on hand to
greet everybody*



*Joe Downey concentrating hard on
the “notes” in Slane Castle*



Robert Barrable & Alister Fisher

Ian Downey & Breen McNamee



*Paul Tierney &
Sean McEnroe*



*Dermot Carnegie & Paul Bosdet on
their way in from the cold*

*Mark & Matthew
Walsh*



*Eddie Peterson
& Richard Pain
make a splash*



TDC Turbine



Michael Jackson prepares to help Frank Fennell abuse his Merc and is then afraid to look



Seán O'Toole



Simon Evans & Dave Drone



Frank Hussey enjoys a Condor moment



John Carroll on duty

James & Niall Driver



Peter McConnell & Richard McCartney on only their third ever

motoring event enjoy their picnic lunch. Richard was a bit disillusioned with his times - "I was even beaten by a PV544."



Is Joe Downey preparing to "GBH" my good self or is he just changing a wheel?



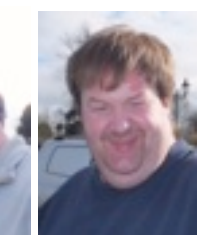
Is Owen Murray phoning for a new navigator? Has Vincent Fagan



talked himself out of the job?



Ted Gaffney learns the karting track test conscientiously - his wife, Karen, and Dave Fitzgerald are more cavalier in their approach.



Sam Johnston, Colin Duffy, George Shinnors, Alan Doran, Paul Nolan, Eoin Longworth



Is Cathal O'Carroll going to pull his socks up?



The sun comes up on Maurice McMonagle

RESULTS

**MOTOR ENTHUSIASTS' CLUB JENKINS CUP
SPORTING TRIAL AT TITTOUR,
NEWTOWNMOUNTKENNEDY, CO WICKLOW:
2nd February**

- 1 Alan Kilkenny (Kilkenny-Yamaha) 16m,
- 2 Gordon Erskine (Erskine-Yamaha) 22m,
- 3 Craig MacWilliam (Erskine-Yamaha) 23m.

**SKIBBEREEN & DISTRICT C C 100 ISLES
NAVIGATION TRIAL AT BALLINACARRIGA, CO
CORK (ROUND 6 OF MOTORSPORT IRELAND
NATIONAL CHAMPIONSHIP AND ROUND 5 OF
MUNSTER CHAMPIONSHIP): 2nd/3rd February**

- 1 Colin Duffy/Sam Johnston (Subaru Impreza) 65m,
- 2 David Beamish/Daire Hayes (Subaru Impreza) 66m,
- 3 Ger O'Connell/Denis O'Donovan (Subaru Impreza) 82m,
- 4 Ray O'Neill/Stephen O'Neill (Ford Mondeo) 83m,
- 5 Andy Mackarel/Liam Higgins (Subaru Impreza) 84m,
- 6 Brian O'Mahony/David Swanton (Vauxhall Vectra) 88m,
- 7 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 90m,
- 8 Trevor O'Callaghan/Iarla McCarthy (Vauxhall Vectra) 94m,
- 9 Joe Shinnors Jnr/Greg Shinnors (Subaru Impreza) 94m.

**CARLOW C C RALLYCROSS AT MONDELLO
PARK (ROUND 4 OF MOTORSPORT IRELAND
NATIONAL CHAMPIONSHIP): 3rd February
MODIFIED A FINAL:**

- 1 Ian O'Connell (Lotus Exige) 3m 46.12s,
- 2 Pearse Browne (BMW Compact) 3m 49.38s,
- 3 Willie Coyne (Opel Corsa) 3m 53.92s,
- 4 Chris Grimes (Vauxhall Nova) 3m 57.09s.

STOCK HATCH 16 VALVE A FINAL:

- 1 Eoin Murray (Peugeot 106) 3m 47.12s,
- 2 Eddie Peterson (Peugeot 106) 3m 49.46s,
- 3 Aaron Dalton (Peugeot 106) 3m 53.05s,
- 4 John Denning (Peugeot 106) 3m 56.65s,
- 5 Declan Nolan (Peugeot 106) 3m 56.88s.

**LEINSTER MOTOR CLUB LINCOLN AND
NOLAN CUP SPORTING TRIAL AT GALLOWS
HILL, NEWCASTLE, CO WICKLOW: 16th
February**

- 1 Alan Kilkenny (Kilkenny-Yamaha) 5m,
- 2 Fergil Gregory (Erskine-Yamaha) 5m,
- 3 Brendan Gregory (Sheane VW) 5m,
- 9 Christopher Evans (ETE-Yamaha) 12m.

**CO MONAGHAN M C AUTOTEST AT SWANS
CROSS, CO MONAGHAN (ROUND 11 OF**

**HEWISON TROPHY CHAMPIONSHIP): 17th
February**

- 1 Paddy Power (Mini Moke) 645.5s,
 - 2 Daniel Byrne (Mini) 651.7s,
 - 3 Mark King (Nova) 653.0s,
 - 4 Norman Ferguson (Mini) 653.4s,
 - 5 David Thompson (Nova) 658.4s,
 - 6 J J Farrell (Mini) 663.3s,
 - 7 Robin Lyons (Mini) 665.0s,
 - 8 Guy Foster (Mini) 667.1s,
 - 9 Chris Grimes (Mini) 667.1s,
 - 10 Timmy Lynch (Westfield) 693.4s,
 - 11 Paul Phelan (Mini Special) 694.7s,
 - 12 Darren Quille (Westfield) 699.1s.
- Class winners:* Daniel Byrne, J J Farrell, Timmy Lynch, Mark King.
Novice award: Peter Falvey (Nova) 707.8s.

**MOTOR ENTHUSIASTS' CLUB FREEMAN CUP
AUTOTEST AT MONDELLO PARK, CO
KILDARE (FINAL ROUND OF HEWISON
TROPHY CHAMPIONSHIP): 24th February**

- 1 Steven Ferguson (Mini Special) 583.7s,
 - 2 Robin Lyons (Mini) 587.9s,
 - 3 Guy Foster (Mini) 609.9s,
 - 4 David Thompson (Nova) 611.7s,
 - 5 Simon Echlin (Caterham) 616.8s,
 - 6 Mark King (Nova) 620.4s,
 - 7 Paddy Power (Mini Moke) 622.8s,
 - 8 Daniel Byrne (Mini) 627.8s,
 - 9 Chris Grimes (Mini) 636.3s,
 - 10 Timmy Lynch (Westfield) 644.3s,
 - 11 Alan Coyle (Mini Special) 645.0s,
 - 12 Paul Phelan (Mini Special) 651.4s.
- Class winners:* Robin Lyons, Paddy Power, Simon Echlin, David Thompson.
Novice award: Alan Auerbach (Starlet) 787.1s.

**GARDA SIOCHANA M C THREE ROCK
TROPHY SPORTING TRIAL AT
AUGHFARRELL, BRITTAS, CO DUBLIN: 2nd
March**

- 1 Alan Kilkenny (Kilkenny-Yamaha) 4 marks,
- 2 Tony Farrell (Erskine-S&S) 5m,
- 3 Christopher Evans (ETE-Yamaha) 6m,
- 4 Craig MacWilliam (Erskine-Yamaha) 7m,
- 5 Richard Meeke (ETE-Yamaha) 7m.

**WESTMEATH & DISTRICT MC AUTOTEST AT
MULLINGAR, CO WESTMEATH: 3rd March**

- 1 Alan Auerbach (Starlet) 1053.7s,
- 2 Mark Nugent (Starlet) 1133.4s,

3 Piers MacFheorais (Mazda MX5) 1164.0s,
 4 Rob Lewis (Starlet) 1168.8s,
 5 Willie Fenton (Starlet) 1187.4s,
 6 James Driver (Starlet) 1207.2s,
 7 Patricia Denning (Starlet) 1215.7s,
 8 James Mansfield (Mini) 1216.7s,
 9 Mark Geraghty (Starlet) 1260.0s,
 10 Damien Phillips (Starlet) 1270.2s.
Class winners: Piers MacFheorais, Mark Nugent, James Driver, Rob Lewis, Dermot Hade (Mazda MX5) 1282.9s.

CO KILDARE M C RALLYCROSS AT MONDELLO PARK (ROUND 5 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 3rd March

MODIFIED B FINAL:

1 George Tohill (BMW Compact) 4m 19.31s,
 2 Colm Mullins (Ford Fiesta) 4m 20.80s,
 3 Chris Grimes (Vauxhall Nova) 4m 27.59s.

STOCK HATCH 16 VALVE A FINAL:

1 Eoin Murray (Peugeot 106) 4m 11.64s,
 2 Declan Nolan (Peugeot 106) 4m 17.37s,
 3 Eddie Peterson (Peugeot 106) 4m 18.03s.

CO MONAGHAN MC NAVIGATION TRIAL AT NEWBLISS, CO MONAGHAN (FINAL ROUND OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND OF SQUEALING PIG BAR AND RESTAURANT BORDER CHAMPIONSHIP): 9th/10th March

1 Martin Tynan/Fintan Clerkin (Subaru Impreza) 4 marks,
 2 Ashley McAdoo/Francis Keenan (Subaru Impreza) 4m,

3 Andy Mackarel/Liam Higgins (Subaru Impreza) 5m,
 4 Colin Duffy/Sam Johnston (Subaru Impreza) 6m,
 5 Trevor Farrell/Noel Hall (Subaru Impreza) 8m,
 6 Richard Cassidy/Paul Phelan (Subaru Impreza) 12m.

CORK M C QUALITY HOTELS WEST CORK RALLY AT CLONAKILTY: 17th March

HISTORIC RALLY:

1 Todd Falvey/Peter Falvey (Porsche 911) 92m 38s.

LEINSTER MOTOR CLUB HEALY CUP SPORTING TRIAL AT BALLYBREW, ENNISKERRY, CO WICKLOW: 16th March

1 Alan Kilkenny (Kilkenny-Yamaha) 18 marks,
 10 Christopher Evans (ETE-Yamaha) 47m.

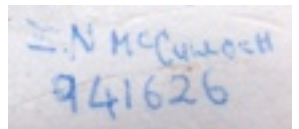
LIMERICK M C AUTOTEST AT BARNA TRANSPORT, NEWCASTLE WEST (ROUND 1 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 24th March

1 Peter Falvey (Nova) 585.7s,
 2 Ian White (Mini) 590.8s,
 3 Paddy Power (Mini Special) 595.0s,
 4 Damien Doran (Mini) 598.5s,
 5 Timmy Lynch (Westfield) 613.4s,
 6 Liam Cashman (Starlet) 614.9s,
 7 Alan Clarke (Mini Special) 616.1s,
 8 Liam Croston (Starlet) 629.9s,
 9 Gerry Lynch (Westfield) 649.0s,
 10 Martin Walsh (Starlet Special) 679.5s.

Class winners: Ian White, Paddy Power, Martin Walsh, Timmy Lynch, Liam Cashman, Liam Croston, David Beamish (Mini Special) 778.6s, Sharon Clarke (Mini Special) 768.2s.



In the ALMC Endurance Trial report there were references to helmets. This is a picture of me modelling the one that I wore on the day. It was purchased when Robert Bolton and myself, in our navigation rally heyday, used to round off the season with a cut on the Cavan Stages Rally, usually sponsored by the Kilmore Hotel. I wore it about three times before it was deemed redundant because its lining wasn't sufficiently fireproof. The age of the helmet is given away by my name and phone no. which I had inscribed on the inside. Dublin numbers changed from six to seven digits in about 1990 so it is over 20 years old. Mention of the Cavan Stages prompts me to share with you one of our most memorable experiences on the event. At the time, Rob had a Sunbeam Lotus (standard, apart from a 5-speed ZF 'box, with road tyres) which we drove to the event.



We were surprised to discover that we had been seeded at six. Rob had been mistaken for Cyril Bolton, a competent English driver, who used to pedal a full-house Sunbeam Lotus. We represented something of an anachronism as we sat in the service area eating our sandwiches while cars were being frantically fettled around us. We didn't get in anybody's way on the stages.



QUIZ

April Questions



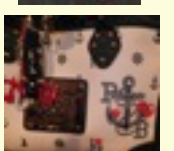
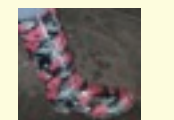
1. Who is in the Mini?
2. Who is hitting the bottle? *Hint: Micra Man*
3. Who is minding Mila?

Answers to imcc@oceanfree.net



February Answers

1. This was **Joe and Andrew Reynolds'** canine companion on Stephen's Day.
2. At the same event, this wellie was sported by **Charlotte Cullen**, the young lady on Anthony O'Neill's arm.
3. **Jess Jordan** was the appropriately accessorised AGM attendee?



SNIPPETS

CONGRATULATIONS



to **Lyndsay Doran & Barry Tracey**, proud parents of a son, **Alex**, who was born at the end of February.

You may have wondered what happened to the TDC Endurance Trial scheduled for the beginning of April. It has been a regular feature on the agenda for the last few months and was the subject of much discussion. The consensus emerged that the amount of effort involved in staging it could not be justified, given the "test content". Indeed, an almost as challenging set of tests could be incorporated in a MVAT format. Then the more general issue of the number/spacing of Endurance Trials/MVATs, especially when NI "Lanes" rallies are taken into consideration, on the calendar was addressed. Ultimately, this was discussed jointly with ALMC and resulted in our foregoing an event for this year in favour of John Devine's ALMC MVAT. In 2014 the plan is that TDC will run a MVAT in Wicklow on the same date.



While most of our members in search of an Endurance Trial on 16th February headed for Luttrellstown, there was an exception. Eamonn Byrne made his way to the ferry instead, en route to the Chelmsford MC Endurance Trial based in Bury St. Edmunds in Suffolk. Partnered by Anthony Preston, it was a fruitful foray as they won comfortably. Eamonn's class is not just manifest locally. Having been beaten by the invader on the selectives, there was further disappointment for the Endurance Championship regulars when it was time for the speeches!



Apropos the helmet on the previous page, I did have an alternative. This would have been easier to hear with but I suspected Dave wouldn't have been keen to use it. The scrutineers may not have been too impressed either. I bought it for my motorised two-wheeler interlude. This was short, after my steed ejected me from the saddle on two occasions in rapid succession. I decided, henceforth, to scrounge lifts until I could afford four wheels. You may have noticed that I didn't use the term motorcycle above. This is because it was an NSU Quickly. The helmet actually complemented it very appropriately. This was the era of the Honda 50 and better (Yamaha 125, Honda Benly etc.) so my Quickly would have been considered rather infra dig. Indeed, my decision to abandon two wheels was almost a relief vis-à-vis my street cred.



APPRECIATION

**Mark Haften
1955 - 2013**

It has been suggested that Mark's interest in cars began when he was a mere three years old, though it wouldn't be surprising to discover that it was earlier than this. His association with TDC began in the early 80s when he started autotesting at the same time as James Pringle and Chris Grimes. Mark and Jimmy shared a car for a long time. Mark's engineering instincts resulted in his treating the car with a degree of respect. Jimmy was more ruthless in the pursuit of quick times and mechanical sympathy was not a major consideration. So, it tended to be the case that Jimmy won a prize at the weekend and Mark then spent the following week restoring the car to its former glory. Mark competed regularly for many years until his degenerating hips made it too difficult.

His forte was design engineering, at which he was very innovative. The practical proof of this talent lives on, in the form of the Grimes family Mini Special. He was responsible for the original design, which was a radical departure from the norm. The car first competed in 1987. It underwent a fairly major redesign, overseen by Mark, about three years later to comply with MSA regulations, when Christy and Peter began competing in Northern Ireland. It is possibly the most successful autotest car ever. It has won five British Championships, five Northern Ireland C'ships and one Hewison. Indeed, it is still winning NI C'ship rounds 25 years after it first appeared.

Mark did a FÁS course in Loughlinstown in AutoCAD in about 2000, after which he joined fellow TDC member Garry Keogh's "Precision Label Systems" company. He was an invaluable member of the mechanical and electrical design team, working on solutions for prestigious clients like HP, Intel and Symantec. Garry reckons that people working in this sphere either "have it" or "haven't it". Mark very definitely "had it". What made him particularly special was that he was a gentleman as well.

Mondello's John Morris also speaks very highly of Mark. He first met him in the mid-80s when he used to assist Chris Grimes who parked alongside John at Rallycross events. He had a terrific technical knowledge of all things motor-car and was always willing to help if you ran into a problem. When John took on the running of Mondello in 2000, he was delighted that Mark was able to get involved on a part-time basis. He assisted in a number of different roles over the following 12 years. He delivered the classroom sessions of the Early Drive programme and was responsible for the classroom element of the Motorsport Ireland licence course. He worked for a while in the racing school and was always most at home running the Autotest element of a corporate day or manning the Museum at feature events. He also worked annually in the office over the Christmas period, where he assisted the staff on tele-sales of vouchers. He always enjoyed the camaraderie of this particular task. As his mobility worsened in recent times he never complained, even though it was obvious that the basic movement we all take for granted, was becoming more and more difficult for him and undoubtedly more painful. Mark was one of the true gentlemen of the sport and will be genuinely missed at Mondello, where he was highly regarded by all.

Mark was a TDC committee member for many years. He organised the Beginners' Autotest Championship and was instrumental in setting up the original TDC website. He was a member of the MI Safety Advisory Group in the mid-noughties and was chairman of the MI Autotest Committee in 2009.

It is worth mentioning the reactions to Mark's death from a few Club members:

Derek Tohill remarked that it was hard to believe that both Mark and Jimmy were no longer with us. He wondered would they now be talking Autotest together again.

Dave McAulay described Mark as a rare combination - a genius and a gent.

Tim Faulkner, who was a near neighbour of Mark's in Bayview in the eighties, remembers Mark pulling up floorboards and insulating everything in sight when few were aware of the benefits. He also remarked on his gentle nature.

I have a couple of memories, which, I feel, typify Mark. When he first saw my reasonably original Midget running, he got really excited - the oil pressure gauge was reading 70 psi. I have sat with quite a few people over the years. One was Douglas Richardson in, at the time, his lovely silver Midget. This had been on the receiving end of Mark's care and attention. My side of the car, tripmeter etc., was immaculately finished. Everything was perfectly lined up and accessible. The crowning glory was that the corners of the mounting plates were not just rounded - the whole plate was chamfered.

The word which probably occurs most frequently in the lines above is "gentleman" and that, I suspect, to his eternal credit, will be our abiding memory of Mark. I am sure that we all hope that he has now found peace.

I McC

The Club offers its condolences to his mum, Patricia, his sisters, Anna, Richele & Ivonne, his five nephews, extended family and friends.