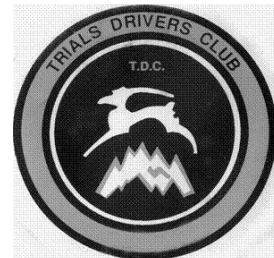


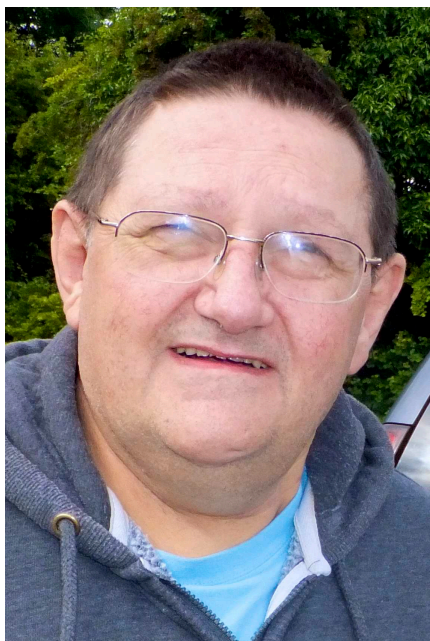
TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

December 2013



It is with great sadness that we have to record the death of Vincent Fagan (The Vin). Vincent died peacefully in the wonderful care of the doctors and nursing staff at Tallaght Hospital on Tuesday 12th November. He will be deeply missed by his loving wife Patricia, his beloved children Kevin, David, Laura and Fiona, daughter-in-law Rachel, his precious grandchildren Sarah, Keith and Little Buddy Emma, sisters Betty and Catherine, mother-in-law Monica, brothers-in-law, sisters-in-law, nieces, nephews, relatives and a large circle of friends.

Rest in peace



Declan Hendrick



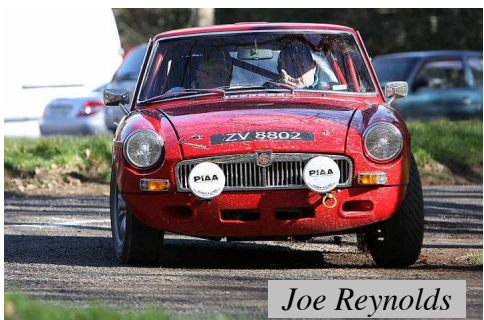
Kevin Fitzgerald



Ronnie Griffin

This selection of Vincent's chauffeurs over the years is courtesy of Peter Boyd.

Many more were entertained and guided (maybe that should be the other way around) by Vincent.



Joe Reynolds



Owen Murray



Bernard Bradley

‘The VIN’

It all began on an ordinary weekend in Knocklyon in the late 70s. A new family had moved into the estate. On Sunday morning Vincent was out taking a stroll and noticed that the new neighbour’s car was absolutely filthy - it had been spotless the previous day. He waited until the owner came out to wash the car and engaged him in conversation. Michael Herbert was the culprit and when he explained how he had acquired what he called rally dirt Vincent thought “that sounds like something I’d enjoy” and so ‘The Vin’ legend began.

My first recollection of him is his sitting with Stan Gibson in night navigation events. Stan drove an Escort. It was a 1300 so he probably had to try harder than others to keep up. As a result he occasionally visited the scenery. It always seemed to be the nearside front wing which suffered. This would stay on the car for a couple of events before Stan replaced it with another - of a different colour! Stan would then paint this which seemed to trigger an ‘off’ on the next event, whereupon the cycle would be repeated. Another regular partner was Patsy Maguire in his Sunbeam. They did stage rallies as well and their ‘finest hour’ came in the 2002 Circuit of Ireland (the last ‘real’ one). They hired Philip Armstrong’s Volvo PV544 in which they won their class in the Historic Section. Another stage highlight was the WRC Rally Ireland in 2007 in which he sat with Peter McCullagh in a Group N Mitsubishi Evo.

Vincent continued to do navigation and stage events at different levels throughout his career. So keen was he that, if he hadn’t organised a seat in advance, he would occasionally drive to the start and offer his services to anyone willing to chauffeur him around. He did one event with Lloyd Hutchinson in the family Terrano. This was replaced, I think, by a brand new Forrester which Vincent decided to drive so that 16 year-old David could get onto the bottom rung of the navigating ladder. Kevin also did one event with him but as he had aspirations to being a driver he didn’t pursue this avenue in the early years. Kevin has, of course, by now started applying Vincent’s genes to good effect in the ‘hot seat’. I’m not sure whether he tried to indoctrinate Laura and Fiona.

The casual impression he liked to portray belied a steely determination to do the job right. On a practical level, he always liked to have a complete set of the tools of the navigating trade, in full working order, to hand. The set included Poti, mapboard, a comprehensive selection of stationery (4B pencil particularly important) and sundry other bits and pieces like a head torch. The last was one of the many ‘just-in-case’ items which probably had about a 1 in 1000 chance of being used. I was/am similarly afflicted but Vincent seemed to renew the contents of his ‘navigating holdall’ from one event to the next. I sometimes thought that single-handedly he was responsible for increases in Eason’s share price. Maybe he planned that Trish would open a second-hand stationery shop. Many years ago he had bespoke map boards made and, typically, shared them with fellow competitors. I still have mine and find it remains (horrible contemporary phrase coming up) ‘fit-for-purpose’. His didn’t last long before it was replaced with a better appointed model.

One of Vincent’s most notable night nav experiences was with Joe Doran in Joe’s Manta. They were doing an event in Cork and Vincent announced that he knew the territory well and advised Joe that he could go flat-out everywhere. Needless to say, this advice was a bit optimistic and Joe put the car off. It got stuck on a riverbank. Vincent always had a policy that he never got out of the car - he wasn’t there to push, change wheels or help with mechanical malfunctions - so Joe had to grovel underneath to see if there was any way of retrieving the situation. He thought they might be able to push it back onto the road with Vincent’s assistance, but Vincent stuck to his principles and stayed put. His contribution was to ring Conor Falvey, who lived nearby. Conor duly arrived in a Jeep about half an hour later but, as they were attaching the tow-rope, the car slid into the river. Vincent, of course, was still inside and it was his side that was submerged. He then had to get out of the car through the driver’s door before the car could be rescued. Amazingly, when Joe turned the key it started so off they went and, even though they were about an hour down, completed the event. Subsequent to this incident, Vincent always made a point of warning potential navigators off Joe with the quip “unless you have a life jacket, don’t sit with him!”

Mention of Joe brings me to Vincent’s autotesting interlude. Joe has a printing business, Typecraft, and Vincent used to service his machines. Joe had indulged in motocross but had not been doing anything for a couple of years when Vincent suggested that instead of settling for slippers and cardi that he should get involved in autotesting. Vincent had seen Jimmy Pringle driving a Starlet and reckoned that this was the way to go so the two of them double-drove this machine. Joe said he was always worried when Vincent was driving as he had this

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Presidential Platitudes

As my first year as President draws to a close, I would like to thank those who have made it run as smoothly as I think it has.

I would also like to wish all of you all the best for the festive season and hope you have a memorable 2014.

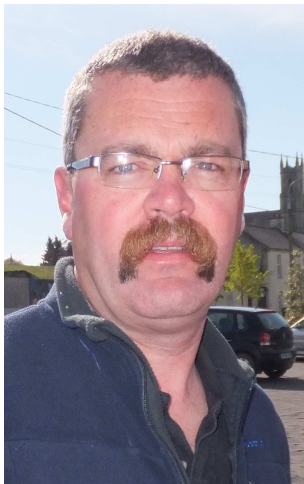


DOUBLE CONGRATULATIONS

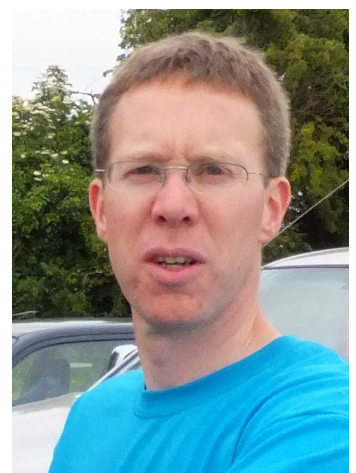
Joe Reynolds has won the FIA Historic Regularity championship for the third year in a row.

Niall Murray won the Formula Ford Festival at Brands Hatch in October.

See back page for more details



Declan Hendrick and JJ Farrell have been organising their definitive multi-venue autotests for many years now. As a small acknowledgment of their commitment to these they appear here.



Michael Jackson is the latest literary luminary to light up the pages of the Turbine

Frank





A disappointingly small number of competitors signed up for this year's Retro. Based in Lisburn it offered and delivered some excellent motorsport. The inclusion of the "TT" which was less navigationally challenging was even more poorly supported. It's a difficult conundrum to plot a strategy for the future. The team, led by Ronnie and Aaron Mitchell, which runs the event is first class. The territory and test venues are excellent. It seems to be that the format is the hurdle. The trick will be to find one which still retains the "Retro mystique".

Congratulations to Dermot Carnegie & Paul Bosdet who came out on top



- names worthy of inclusion in the list of prestigious winners of this event.

Simon & Paul Woodside won the "TT".



The photos are courtesy of the UAC home page (Bill Swann) and the STOPASTRIDE Facebook page

RESULTS

- 1 Dermot Carnegie/Paul Bosdet (Ford Escort) 123 marks,
- 2 Eamonn Byrne/Paul Phelan (Mini Cooper S) 179.3m,
- 3 Michael Reid/John Lindsay (MG Midget) 195.3m,
- 4 Frank Lenehan/Anthony Preston (Datsun 100A) 267.6m,
- 5 Tim McKie/Gavin Millington (Rover 3500) 536.1m,
- 6 Tony McLaughlin/Clifford Auld (BMW 323i) 566.8m.



Clockwise from top left:

Ernie Campbell & Davy Johnston
Noel Cochrane & Paddy McCollum
Conn Williamson & Karen Gaffney
Robert Dickson & Sam Baird
Bryan Mutch & Ken McEntee



Clockwise from top left: Allan Harryman & Suz Graham, Brian Crawford & Michael Gilmore, Eric Martin & Brendan Mullan, Paul Williamson & Conor Kennedy. The Spitfire of Mark Brownlee & Ryan Jones and Midget of Trevor and Mark Faulkner were casualties

Birr Endurance Trial

19th October

I seem to be becoming ever more promiscuous as I get older. I enjoyed the company of yet another partner on the Birr Endurance Trial. It didn't surprise me that the liaison was fruitful given that on these events the navigator/co-driver's contribution is probably about 5% and the drivers 95%.



The car is essentially irrelevant as the majority are Starlets! Given that my new driver was Simon Echlin, our second place was reasonably predictable. The winners were the very committed and competent Enda McLoughlin & Alan Gibbons. (It



wasn't all plain sailing for them!) While we did get the better of them on some tests, they had the edge on most. Simon picked me up in the Starlet at not too early an hour. The Starlet was not at all uncomfortable

for the "further than you'd think" trip to Birr. Simon Evans was



trailer, so there was a potential option in case of misfortune. A mishap was not actually something I had envisaged as I tend not to sit with drivers

who might have a tendency to deviate significantly from the route intended by the organisers. Emily (Garmin's guiding voice) suggested we leave the M7 at Jn 18, just before the toll booth - very thrifty - followed by a nice scenic run over the Slieve Blooms to Garrahy's. It was my first time here and I was impressed. I took a few snaps as we fraternised and were scrutinised.

Simon Evans was parked alongside and his companion for the day was Muireann Hayes, a face new to me. As is my wont, I interrogated her and duly discovered that she was a Skibbereen Hayes - daughter of Liam, sister of Daire and step-sister of Diarmuid O'Donovan.



It was no surprise then when Simon ended up in third place.

Next was documentation where we were processed by Ian O'Brien and



Mary Donohoe. We returned to the car to prepare. The strategy saw me



with the tulip instructions and Simon, the diagrams. He annotated these with judicious selections from my extensive stock of multi-coloured pens and highlighters. This exercise allowed him to become vaguely familiar with what was to come. Also he was able to choose which information to select. He

decided not to include many of the “warnings”. He was obviously of much the same mind as myself in this regard. It has been my experience, over the years, that, when calling “cautions”, drivers tend to slow down too much and too far in advance. The likes of Simon tend to be able to read the road well and, even when they don’t, have the ability to cope. We had to abandon this exercise with just one test left (we did it during a break later on) to head for the drivers’ briefing. This was delivered by our inimitable C-o-C, Eoin Longworth. His essential message (reiterated several times) was “muddy and slippery” - he was right!



The event started with a bang when No. 1 seeds Ian Downey & William Murphy attacked a sturdy



sapling on the second bend of the first test. Fortunately this was within sight of the start. They were retrieved and everybody else got going without the schedule being disrupted unduly. Indeed, Ian & William got going as well after some brute force was applied judiciously to the wounded Starlet. They recovered to finish sixth. With Eoin’s cautious entreaties borne out by Ian’s indiscretion, circumspection was the order of the day.

A feature missing from this Endurance Trial was the dreaded codeboard. The speed controlling artifice Eoin chose to employ was a

Birr & District Motor Club,
Endurance Trial 2013.

STOP TICKET

Please retain carefully & Hand into
Selective Finish Marshall.

ticket (unfortunately there’s a date on this one so I won’t be able to use it next year!) which was handed out by a strategically positioned marshal. This was collected at the finish of the selective. We beat one bogey time (just) and never got out of second gear so I reckon Eoin judged their deployment well. I would suggest that the marshals issuing the cards should be a little less enthusiastic. It would be OK to stand a bit further back and wait, before approaching the car. Providing the same routine is followed for each competitor it doesn’t actually matter how long it takes.

I don’t know why, but I felt a bit queasy for the middle third of the event. Fortunately, this minor indisposition didn’t affect my ability to talk Simon through the tests. Both of us enjoyed these hugely. I did feel a bit sorry for the Starlet, though it took its punishment manfully without any impact on its performance.

I do have to confess to making a couple of errors. These didn’t affect our finishing position - Phew! Simon had only to engage reverse twice which, given his pace, is a testimony to his car control.

The Kinsella’s mountain test in the dark after the supper halt was the most challenging. While the arrows were grand, the lack of a defined path to follow for some of the test made it “tricky”. There was a bit of a delay at the beginning of this one. This resulted in the re-run of it and the next test being sacrificed to ensure finishing at the scheduled time.

An interesting feature of the results was that domestic

circumstances forced Angus Sealy to do them from home. Ian O’Brien phoned in the times and “Hey Presto”.

The post-event refreshments were courtesy of Batt O’Donoghue’s



mobile “chipper”. Incidentally, the breaks during the day were at Byrne’s in Dunkerrin, just off the



Roscrea/Nenagh road. The whole family did a great job in keeping all the competitors fed and watered. There was a pump as well, so every eventuality was catered for.

Niall Driver (pictured here)



and Ted McDonagh just happened to be in vans with lots of “stuff” in the back. They deserve great credit as between them they kept seven cars in the event.

Frank O’Donoghue was in evidence as, I suspect, he has been on virtually every Endurance Trial run since the first ALMC version in which he played such a pivotal role.

His input as MI steward is always valued.

I suppose that how one fares colours one's opinion of an event so it won't come as a surprise that Simon and I thought it was great. More encouragingly, others I spoke to who didn't feature quite as far up the leaderboard as ourselves were favourably impressed as well.

Many thanks to Anne Doran for the better pics.

RESULTS

1 Enda McLoughlin/Alan Gibbons (Toyota Starlet) 10m 56s,



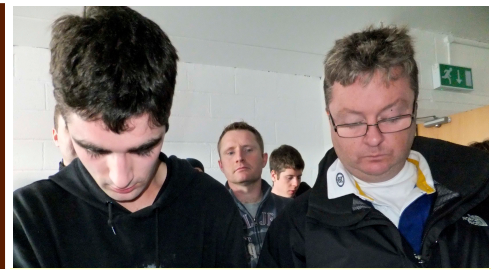
2 Simon Echlin/Ian McCulloch (Toyota Starlet) 12m 33s,
3 Simon Evans/Muireann Hayes (Toyota Starlet) 15m 11s,
4 Damien Doran/Rory Power (Toyota Starlet) 15m 48s,



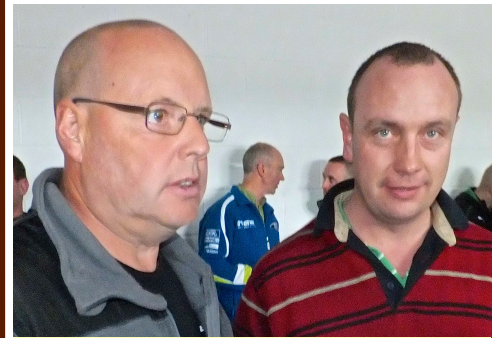
5 Kevin O'Rourke/Iarla McCarthy (Toyota Starlet) 16m 15s,
6 Ian Downey/William Kelly (Toyota Starlet) 21m 49s,

Navigation Cars:

1 Robert Lewis/Eoghan McCarthy (Toyota Starlet) 15m 27s,
2 Damien Phillips/Paul Tierney (Toyota Starlet) 17m 57s,



Evin Hughes & Karl O'Donoghue whose Rover misbehaved



Dave Cormack & Paul Nolan



3 William Cavanagh/Olivia Coen (Nissan Almera) 19m 12s.

Retrospective Cars:

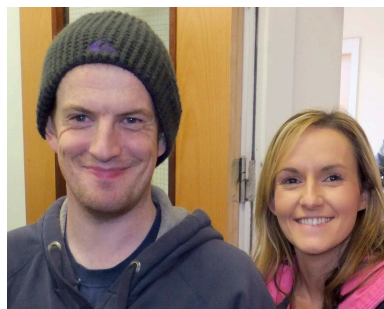
1 Des Bruton/Padraig Farrell (Hillman Avenger) 21m 50s,



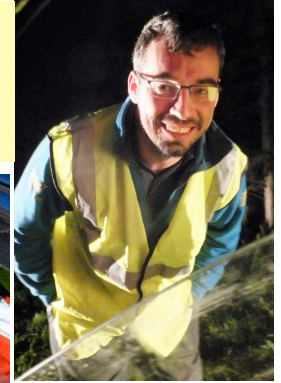
2 Martin Nugent/Tim Faulkner (Ford Escort) 24m 49s,



3 Mark Walsh/Linda Dempsey (Ford Escort) 30m 47s.



Is Dermot McCafferty practising for Halloween?



Seán McHugh was double-jobbing - competing and observing for the Rallies committee (This surely is the best way to "observe" - Ed)



Jason Bracken, Stephen Molloy, Ian McLoughlin



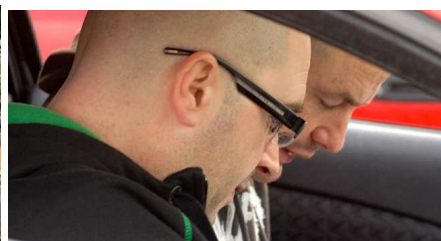
Ger McCarthy, Tommy Commene, Mark Nugent



Trish Denning seems to be having a bit of trouble keeping her helmet on. Has Joe Downey actually left the car and left his helmet as a reminder of his former presence?



Stephen & Ciarán Garrahy receive some advice from scrutineer, Pat Sheil. Declan Donohoe looks on.

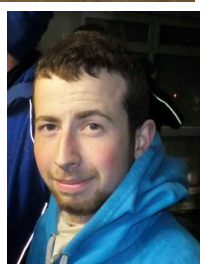


Andreas Reid & David English

As magnanimous/foolhardy (delete as you think appropriate)



as ever, Eoin Longworth let David Forde & Seán Hayde play in his Starlet (above left). Not only did Eoin lend his car, he also lent his regular navigator, Patrick O'Leary. Patrick (far left) sat with Mick Boland (near left)



John Delaney, Eamon Dunne & James Driver

John Cavanagh & son



The Mini of Whitby Moynan & Pat Gubbins and the Skoda of Noel Devlin & Deirdre Gallagher provided some automotive variety





Christopher & Christy Grimes, Joanna Lenehan & Eamonn Byrne, Frank Lenehan & Peter Falvey, Todd Falvey, Paul Phelan & Timmy Lynch, Alan Coyle, John Boyd & Davy Thompson, Darren Quille, Liam Croston



Winners, Northern Ireland: Robin Lyons, Paul Blair, Steven Ferguson, Paul Mooney



Many thanks to Peter Boyd for his pics

Each October, teams from England, Republic of Ireland, Northern Ireland and this year a 'guest' team (all from England) do battle to try and win the coveted Ken Wharton Memorial trophy. It is always great to catch up with old friends when we arrive at the Arrow Mill Hotel where the event is held in the hotel car park and we more or less take over the hotel for the weekend. This is the 26th year that the hotel has hosted the event so I think Simon and Agnes Woodham (the owners) are well used to us by now!

The draw takes place on the Friday night to decide the running order for the next day. Of course, no-one wants to be the team drawn to lead the way! This year it was the Republic, NI, England and then the guests.

Saturday morning is always an early start for the drivers. Joanna and I had breakfast, watched a couple of the tests and then headed into Stratford upon Avon for some 'retail therapy'. Here follows my 'second hand observations' of the action – thanks Felix ☺



Runners-up, Republic of Ireland: Eamonn Byrne, Timmy Lynch, Davy Thompson, Alan Coyle





Norman Ferguson doesn't seem to know whether he's coming or going

Northern Ireland extended their remarkable record by taking their 32nd win in the event's 57 year history, leading from the first test to the end to take a clear 59 second victory. However, the long-term Ulster domination of the event has waned in recent years and this was the first time in more than a decade that they have managed to win the event in two successive years. Behind them, there was a close duel all the way between the Republic of Ireland and England, with the visitors just taking runner up position in unusual circumstances at the end of the day.

Ireland's Eamonn Byrne set the early pace, with his Mini saloon quickest on the two opening tests from NI's Paul Blair and Robin Lyons, while newly crowned British champion Richard Pinkney was a few

seconds down. By the end of three runs at the opening test layout, Ulster were 30 seconds clear, thanks to being strong in each of the four classes, with Ireland and England just 4s apart.

Two runs through the next test stretched the lead still further to 49s, while there was now 2.9s between the second place duellists. In the individual battle, Byrne was a scant 0.1s ahead of the flying Pinkney, with Blair, multiple champion Steven Ferguson and Lyons close behind. David Thompson and Paul Mooney were locked in battle in the saloon class.

As the final test layout was set up, it was announced that it would be tackled twice, making seven tests in all, and with Northern Ireland way out in front, all attention was on the next two teams.

Nearing the end of the sixth test, the sky darkened dramatically and just as the final reserves tackled it, a violent cloudburst struck the area. After some 15 minutes of solid downpour, the test site was partially flooded, forcing the final test to be abandoned with Ireland 3.3s ahead of England for second position.

Eamonn Byrne won the individual competition, never being headed all day, with Pinkney 0.9s



Olwen & Joanna return unscathed from what looks to have been a successful shopping trip

behind, and winning team members Ferguson, Lyons and Blair next in line ahead of saloon class winner Thompson.

Among the reserves, Trevor Ferguson's Stryker was the winner, but Irish teenager Peter Falvey surprised many people by finishing just 1.7s behind despite taking a maximum on the opening test when a driveshaft broke. The 17 year-old from Kerry was fastest overall on three of the six tests.



RESULTS

1 Northern Ireland (Steven Ferguson, Robin Lyons, Paul Blair, Paul Mooney) 1982.7s,
2 Republic of Ireland (Alan Coyle, Eamonn Byrne, Timmy Lynch, David Thompson) 2041.9s,
3 England (Dave Evans, Dave Mosey, Richard Pinkney, Lee Valentine) 2045.2s,
4 Guest Team (Steven Haigh, Anthony Preston, Chris Chapman, Toby Cook) 2296.8s.

Individuals:

1 Eamonn Byrne (Mini) 482.7s,
2 Richard Pinkney (Caterham) 483.6s,
3 Steven Ferguson (Mini Special) 491.1s,
4 Robin Lyons (Mini) 491.4s,
5 Paul Blair (Striker) 492.2s,
6 David Thompson (Nova) 506.7s,
7 Dave Mosey (Mini) 507.4s,
8 Paul Mooney (Nova) 508.0s,
9 Dave Evans (Blitz Special) 519.3s,
10 Timmy Lynch (Westfield) 526.0s,
11 Alan Coyle (Mini Special) 526.5s,
12 Chris Chapman (Striker) 527.3s.

Class winners: Eamonn Byrne, Richard Pinkney, Steven Ferguson, David Thompson.

Reserves:

1 Trevor Ferguson (Striker) 507.7s,
2 Peter Falvey (Mini Special) 509.4s,
3 Paul Fobister (Haigh Special) 522.7s,
4 Chris Grimes (Mini) 528.3s,
5 Mark King (Nova) 532.2s,
6 Roger Holder (Nova) 538.6s.

Class winners: Chris Grimes, Trevor Ferguson, Peter Falvey, Mark King.

Saturday night is the prize-giving and dinner and there is usually a lot of celebrating no matter which team has won! The camaraderie at this event is second to none and after a very late night it's always an early start on Sunday morning to head back to Holyhead for the sailing back to Dublin.

I asked some of the people attending this year's event to share their thoughts on 'the Wharton'. This is what they said:



Anthony Preston



Peter Falvey

Another fantastic weekend at the Wharton. The atmosphere was super and the tests were great as usual.

Liam Crossan

First time at this event. It would be hard to beat it. Hotel very homely – good food. Hope to be back again and again.

Peter(driver) & Todd(manager etc) Falvey

Lovely group of people. Raj (the barman) is a legend. Will be back soon, hopefully driving next time!

Shane Griffin

On behalf of the Northern Ireland team, thanks to Hagley car club, the Arrow Mill hotel for the hospitality and facilities. The tests and atmosphere were fantastic and only for the downpour would have been a perfect day. Until next year!

Paul Mooney

I have never seen it so close between the top drivers.

Frank Lenehan

Great event – looking forward to next year.

Timmy Lynch

Good day's craic, even better night. Steven Ferguson and Andrew Blair Whilst Jo and Olwen went shopping in Stratford, I went shopping on the tests! This continues the theme from last weekend on the Circuit Retro!

Anthony (Anto) Preston

Another year of great hospitality from the Woodham's family at the Arrow Mill. The day started dry and sunny and ended up washed out.



Darren Quille



Christy Grimes

Good day's shopping completed too!
Joanna Lenehan

What this event needs is an over 65 team consisting of Mike Sones, Frank Lenehan, Duncan Wilde and myself.

Gilmore Magee

We'll be back.

David Thompson

The Wharton was very good – again. I really enjoyed the openness of the tests.

Norman Ferguson

My first time at the Ken Wharton and all I can say is Wow! The whole event was run to a 'T', from the test layouts to the marshals and even the location. I hope to return soon.

Darren Quille

A good event, good weekend and good friends.

Milton McWilliams

Thanks to the marshals and landowners!

Eamonn Byrne

(What about the organisers, Eamonn? You'd think he'd know his seven word long valedictory speech by now. - Ed)

I hope this gives you all some idea what a great event the Ken Wharton Memorial autotest always is from the tests, to the atmosphere, the hospitality, the socialising and of course not forgetting the shopping.

Olwen





Ronnie Griffin keeps a watchful eye from a safe distance



Eamonn and Steven compare notes



Jason Griffin and Paul Phelan fraternise post-prandially

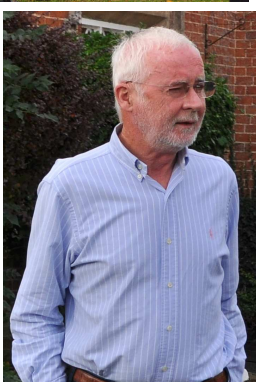


Davy Thompson applies himself rigorously to the task of learning the test

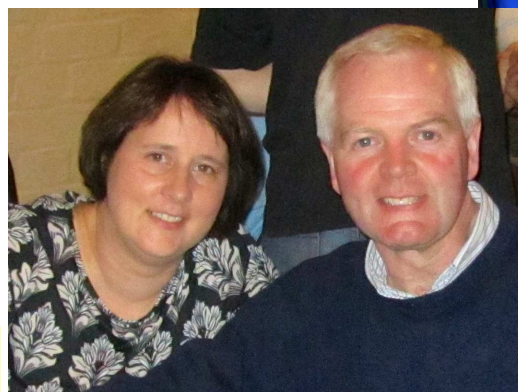
Timmy gets advice from Mark King and Christy. He seems to agree with Christy.



Christy infiltrates N. Ireland ranks



Living legends, Ken Irwin & Frank Lenehan



Joanna & Eamonn

Norman points the "fickle finger of fate" but at whom is it pointing? Paul looks relieved it isn't him.

RESULTS

CO MONAGHAN M C NAVIGATION TRIAL AT CARRICKROE, EMYVALE, CO MONAGHAN: 5th/6th October

- 1 Gary McElhinney/Damien Connolly (Impreza) 1m,
- 2 Mickey Tynan/Ciaran Tynan (Impreza) 2m,
- 3 Ashley McAdoo/Laurence Keenan (Impreza) 2m,
- 4 Shane Maguire/Evin Hughes (Impreza) 4m,
- 5 Fintan McGorman/Derek Mackarel (Impreza) 7m,
- 6 Donal McArdle/Ciaran Coyle (Impreza) 8m,
- 7 Martin Tynan/Stephen Thornton (Impreza) 18m,
- 8 Eoghan Corr/Brendan Treanor (Impreza) 20m,
- 9 Emmet McCooey/Mickey Carbin (Impreza) 29m,
- 10 Andy Mackarel/Arthur Kierans (Impreza) 38m,
- 11 Richard Cassidy/Paul Phelan (Impreza) 39m,
- 12 Colin Duffy/Sam Johnston (Impreza) 42m.

MEC NOONAN CUP SPORTING TRIAL AT TITTOUR, NEWTOWNMOUNTKENNEDY, CO WICKLOW: 12th October

- 1 Christopher Evans (ETE-Yamaha) 3 marks,
- 2 Gordon Erskine (Erskine-Yamaha) 4m,
- 3 Fergil Gregory (Erskine-Yamaha) 6m,
- 4 Alan Kilkenny (Kilkenny-Yamaha) 7m,
- 5 Craig MacWilliam (Erskine-Yamaha) 8m.

MONDELLO PARK SPORTS CLUB RACE MEETING AT MONDELLO PARK: 13th October
STRYKER RACE 1 (15 laps):

- 1 Alan Auerbach 15m 38.89s, 66.12 mph,
 - 2 Roger Welaratne 15m 55.68s,
 - 3 Dave Griffin 15m 56.02s.
- Fastest lap: Auerbach 1m 02.060s, 66.68 mph.

SPORTS CARS/ITCC (16 laps):

- 1 Connaire Finn (Ginetta G50) 16m 00.62s, 68.93 mph,
- 5 Alan Auerbach (Stryker) 17m 00.84s.

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 6 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 20th October
MODIFIED A FINAL:

- 1 Ian O'Connell (Lotus Exige) 3m 39.43s,
- 4 Pearse Browne (BMW Compact) 3m 45.31s.

MODIFIED B FINAL:

- 1 George Tohill (BMW Compact) 4m 03.62s.

STOCK HATCH 16 VALVE A FINAL:

- 1 Eoin Murray (Peugeot 106) 3m 45.29s.

CONNAUGHT M C AUTOTEST AT HAZELWOOD, SLIGO (ROUND 5 OF HEWISON TROPHY CHAMPIONSHIP): 26th October

- 1 Steven Ferguson (Mini Special) 845.1s,
- 2 Eamonn Byrne (Mini) 848.0s,
- 3 Guy Foster (Mini Special) 857.1s,
- 4 Daniel Byrne (Mini) 858.9s,

- 5 Robin Lyons (Mini) 868.6s,
- 6 David Thompson (Nova) 903.2s,
- 7 Mark King (Nova) 917.2s,
- 8 Chris Grimes (Mini) 923.5s,
- 9 Timmy Lynch (Westfield) 940.6s,
- 10 Paul Phelan (Mini Special) 941.6s,
- 11 Gerry Lynch (Westfield) 1001.8s,
- 12 Darren Quille (Westfield) 1015.1s.

Class winners: Eamonn Byrne, Guy Foster, Timmy Lynch, David Thompson.

GALWAY M C AUTOTEST AT ORANMORE, CO GALWAY (ROUND 6 OF HEWISON TROPHY CHAMPIONSHIP): 27th October

- 1 Robin Lyons (Mini) 556.7s,
- 2 Steven Ferguson (Mini Special) 558.4s,
- 3 Peter Falvey (Mini Special) 567.3s,
- 4 Eamonn Byrne (Mini) 571.4s,
- 5 Guy Foster (Mini Special) 584.1s,
- 6 Daniel Byrne (Mini) 591.3s,
- 7 Paddy Power (Mini Moke) 598.4s,
- 8 David Thompson (Nova) 599.5s,
- 9 Chris Grimes (Mini) 608.7s,
- 10 Mark King (Nova) 612.5s,
- 11 Timmy Lynch (Westfield) 619.9s,
- 12 Paul Phelan (Mini Special) 643.1s.

Class winners: Eamonn Byrne, Steven Ferguson, Timmy Lynch, David Thompson.

GARDA SIOCHANA M C HAND TROPHY SPORTING TRIAL AT WHITESTOWN, BALTINGLASS, CO WICKLOW: 2nd November

- 1 Christopher Evans (ETE-Yamaha) 10 marks,
- 2 Fergil Gregory (Erskine-Yamaha) 10m,
- 3 Gordon Erskine (Erskine-Yamaha) 12m,
- 4 Morgan Evans (Honda) 15m,
- 5 Craig MacWilliam (Erskine-Yamaha) 17m,
- 6 Richard Meeke (BD-Opel) 18m,
- 7 Philip Erskine (Erskine-Yamaha) 18m,
- 8 John O'Reilly (Erskine-Yamaha) 21m,
- 9 Gordon Graves (Erskine-Suzuki) 22m,
- 10 Tony Hennessy (Hennessy-Harley Davidson) 23m,
- 11 David Meeke (BD-Opel) 23m.

CORK M C STARTREK NAVIGATION TRIAL AT CROOKSTOWN, CO CORK (ROUND 1 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND OF MUNSTER CHAMPIONSHIP): 2nd/3rd November

- 1 David Beamish/Muireann Hayes (Impreza) 92marks,
- 2 Ger O'Connell/Denis O'Donovan (Impreza) 108m,
- 3 Colin Duffy/Sam Johnston (Impreza) 130m,
- 4 Richard Cassidy/Paul Phelan (Impreza) 143m.



TDC IRELAND TRIALS DRIVERS CLUB



Membership Application Form

Please complete the form legibly as fully as possible in uppercase/capitals & tick boxes were appropriate.

Full Name: _____

Address: _____

Town: _____

County: _____

Tel: (H) _____ (W) _____

(M) _____ (Fax) _____

Email: _____ @ _____

Date of birth: ____/____/____

Membership Number if renewal: _____

For official use only

Web

Fee received € _____

Method & Date Rcvd _____

Membership No _____

Please indicate your area(s) of interest in Motorsport in order of preference. (1-5)

Classic Retrospective Trials ☐

Multi-Venue Autotesting ☐

Autotesting ☐

Marshalling ☐

Other ☐

Important Notice:

In accordance with the Data Protection Act, we will never release your postal or email address to another club or other third party without first obtaining your permission. However, we reserve the right to release your details to the emergency services, the venue owners and/or our insurers in the event of an accident.

List of Vehicles:

Make:	Model:	Year:	Race Category	Body Type:	C.C.	Fwd/Rwd

I wish to apply for membership of **Trials Drivers Club** for 12 months from 1st January and agree to abide by the Rules of the said Club.

I declare that I shall not drive any part of a competition which takes place on the public roads unless I hold a valid motor vehicle driving licence. I am acquainted with and agree to be bound by the General Regulations of Motorsport Ireland.

Signed:-

Date: ____/____/____

Cheques should be payable to **Trials Drivers Club Ltd**, and crossed 'A/c Payee'. The membership year is from 1st January to 31st December. Membership may commence from the beginning of December to cover the following year. Please return this form together with membership fee to:

Membership Fee: €20

**Philip O'Reilly
23 Stepside Park
Enniskerry Road
Dublin 18**



AGM

**Saturday
11th January 2014
8:00 pm**

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

The ritual of the business necessities of the AGM will be followed by the Beginners' & Novices' 2013 Championship Prizegiving. A Table Quiz will conclude the evening's entertainment.

Finger Food will be served.



CO KILDARE M C RALLYCROSS AT MONDELLO PARK (ROUND 7 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 3rd November

MODIFIED A FINAL:

- 1 Ian O'Connell (Lotus Exige) 3m 32.95s,
- 5 Chris Grimes (Vauxhall Nova) 3m 50.60s,
- 6 Pearse Browne (BMW Compact) 4m 03.19s.

STOCK HATCH 16 VALVE A FINAL:

- 1 Derek Lenahan (Peugeot 106) 3m 46.61s,
- 4 Eddie Peterson (Peugeot 106) 4m 12.88s.

CO MONAGHAN M C DRUMLIN NAVIGATION TRIAL AT TYHOLLAND, CO MONAGHAN (ROUND 2 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 1 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 9th/10th November

- 1 Colin Duffy/Sam Johnston (Impreza) 27 marks,
- 2 Richard Cassidy/Paul Phelan (Subaru Impreza) 36m,
- 3 Gary McElhinney/Damien Connolly (Impreza) 37m,
- 4 Mickey Tynan/Ciaran Tynan (Subaru Impreza) 46m,
- 5 Stephen Wright/Daire Hayes (Subaru Impreza) 74m,
- 6 Pakie Duffy/Evin Hughes (Subaru Impreza) 88m.

LEINSTER MOTOR CLUB MILLARD CUP SPORTING TRIAL AT GALLOWS HILL, NEWCASTLE, CO WICKLOW: 16th November

- 1 Alan Kilkenny (Kilkenny-Honda) 0 marks,
- 2 Gordon Watkins (Watkins-Yamaha) 3m,
- 3 Fergil Gregory (Erskine-Yamaha) 4m,
- 4 Ian Sweeney (Suzuki) 5m,
- 5 Gordon Erskine (Erskine-Yamaha) 5m,
- 6 Paul Needham (Erskine-Honda) 5m,
- 7 Philip Erskine (Erskine-Yamaha) 8m,
- 8 Percy Pennefather (Erskine-Suzuki) 8m,
- 9 James Ralph (Suzuki) 9m,
- 10 Jonathan Ralph (Suzuki) 9m,
- 11 Christopher Evans (ETE-Yamaha) 10m,
- 12 Morgan Evans (Honda) 15m.

CARLOW C C RALLYCROSS AT MONDELLO PARK (FINAL ROUND OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 24th November

MODIFIED A FINAL:

- 1 Ian O'Connell (Lotus Exige) 3m 14.68s,
- 2 Pearse Browne (BMW Compact) 3m 25.47s.

MODIFIED B FINAL:

- 1 Davy Aiken (Vauxhall Astra) 3m 36.15s,
- 2 Philip Kelly (Toyota MR2) 3m 42.18s,
- 3 Chris Grimes (Vauxhall Nova) 3m 42.58s.

STOCK HATCH 16 VALVE A FINAL:

- 1 Eoin Murray (Peugeot 106) 3m 30.93s,
- 2 Derek Lenahan (Peugeot 106) 3m 35.24s,
- 3 Eddie Peterson (Peugeot 106) 3m 39.49s,
- 4 Paul Nolan (Peugeot 106) 3m 44.37s.

STOCK HATCH 8 VALVE B FINAL:

- 1 Damian Farrell (Peugeot 205) 3m 43.09s,
- 2 Joe Murray (Honda Civic) 3m 52.89s.

MIDLAND M C NAVIGATION TRIAL AT BALLINAMUCK, CO LONGFORD (ROUND 3 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP, ROUND 2 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 23rd/24th November

- 1 Enda McLoughlin/Nigel McCloughry (Starlet) 0m,
- 2 Pakie Duffy/Evin Hughes (Subaru Impreza) 0m,
- 3 Andrew Stewart/Robert Howard (Peugeot 205) 2m,
- 4 Trevor Farrell/Noel Hall (Subaru Impreza) 2m,
- 5 Mickey Tynan/Ciaran Tynan (Subaru Impreza) 4m,
- 6 Fintan McGorman/Derek Mackarel (Impreza) 5m,
- 7 Sean McKenna/Garry Farrelly (Subaru Impreza) 7m,
- 8 Stephen Wright/Daire Hayes (Subaru Impreza) 8m,
- 9 Ciaran Coyle/Dessie Dorrian (Subaru Impreza) 13m,
- 10 Emmet McCooey/Mickey Carbin (Impreza) 16m,
- 11 Richard Cassidy/Paul Phelan (Impreza) 25m.



SNIPPET



Some images to remind us of Derek Tohill's epic season

I am delighted that I am not alone in suffering vagaries related to our modern technology. It would seem that Peter Boyd, despite his youth and familiarity with same, has also been a victim in that his cache of photos was temporarily inaccessible as it was being moved to a new home. I suspect that he has himself to blame to some extent as I can't imagine that there are too many clouds big enough to house what must be the huge number of images (infinity springs to mind) generated by his trigger-happy shutter release finger. They are of such good quality that there is not enough waste to ameliorate the problem.

Anyway, the delay adverted to above is why this "report" is an issue late. The event was well received by all of the competitors and maintained the high standard that is now expected of Birr. Seán Henahan and his team are to be commended. The superb venues were manned by what seemed to be a very happy bunch of marshals. It must be that the Garrahy (three generations involved) hospitality rubs off on them as much as it does on the competitors. The smooth running of the event suggested that an awful lot of work was done beforehand. I am reliably informed that the highlight was the almond and apricot cake!

P.S. There was some issue regarding MI steward for the day, Tim Faulkner's trusty Corolla but there seems to have been an invocation of the Official Secrets Act in respect of its nature. This veil of silence leaves me no option but to speculate. I would surmise that Tim's tendency to give rev limits the same respect as he does speed limits might have contributed! As ever, there was help at hand and the combined efforts of Joe Downey,

Trish Denning, Kevin O'Rourke, Mark Geraghty and Dave McAulay



restored a semblance of equilibrium.

Editor



RESULTS

1 Alan Auerbach (Starlet) 901.4s,



2 Kevin O'Rourke (Starlet) 941.6s,



3 Rob Lewis (Starlet) 949.3s,

4 David Meeke (Starlet) 976.2s,



5 Piers MacFheorais (MX5) 998.4s,



6 Whitby Moynan (Mini) 1002.2s,

7 John McAssey (Starlet) 1002.3s,



8 James Driver (Starlet) 1016.4s,



9 Michael Raleigh (Starlet) 1029.2s,

10 Patricia Denning (Starlet)

1033.1s.

Class winners: Rob Lewis, Kevin O'Rourke, Piers MacFheorais.

Members: 1 David Forde (Starlet) 1059.5s, 2 Michael Boland (Starlet)

1077.4s, 3 William Cavanagh (Almera) 1094.6s.

Best Beginner: Gary Loughnane (Starlet) 1168.8s.



Quinn

Paul
Nolan &
Dave
Cormack



That well-known double-act, Philip O'Reilly and Richard Meeke, celebrated the first anniversary of their acting as event organisers with another tour-de-force. On the day Philip marshalled the troops on the ground. Richard was responsible for results. Given the incessant rain, Richard probably had the more comfortable job.

The size of the entry was encouraging with plenty of beginners. There were more "ladies" than usual as well. The spin in Stephen Briggs's Micra for Breast Cancer Ireland added to the occasion.

Despite the weather everyone seemed to be in good form and a great day was had by all.

RESULTS

- 1 Mark Geraghty (Starlet) 503.6s,
- 2 Anthony Freeney (Westfield) 522.4s,
- 3 Keith Quille (Civic) 532.2s,
- 4 Karl Grehan (Starlet) 534.9s,
- 5 Richard Barnwall (Starlet) 538.8s,
- 6 Joanne Lombard (Starlet) 556.7s.

NOVICES:

- 1 Mark Nugent (Starlet) 443.7s,
- 2 Piers MacFheorais (MX5) 461.2s,
- 3 Jay Donegan (Starlet) 471.9s,
- 4 David Meeke (Starlet) 491.2s,
- 5 James Mansfield (Mini) 497.4s,
- 6 John Scallan (Starlet) 505.9s.

EXPERTS:

- 1 Alan Auerbach (Starlet) 422.0s,
- 2 Rory Power (Mini) 452.2s,
- 3 John McAssey (Starlet) 453.4s.



While the results were being computed all of the competitors had a test drive in a Nissan Micra (complete with knob). Stephen Briggs had brought it along to rustle up some funds for breastcancerireland. Nissan give €50 to the charity per test drive. Despite the unconventional nature of the test drive the exercise generated a very worthwhile €1050. Stephen put up two "half track-days" as prizes. These went to the best of the Beginners, Anthony Freeney and best of the rest, Alan Auerbach.



Jay Donegan



Mark Geraghty



John McAssey



Rory Power

Many thanks to Jane Grehan (Connolly) for the pics.



Karl Grehan



Paul Ramoutar



James Mansfield



Watch this space for news of a "blast from the past" event in Summer 2014.

SNIPPETS

Congratulations are in order for **Richard Meeke** who is shortly to receive his BSc in Business & Management from DIT. He is currently following this up with a related MA course in UCD.



RESULTS

- 1 Robert Woodside Jnr/Suz Graham (MX5) 1825,
- 2 Richard Meeke/Philip O'Reilly (Nova) 1828,
- 3 Richard McCartney/Aaron McCalmont (MX5) 1832.

Only three crews headed north of the border on the Bank Holiday weekend for this event. Based at Ballygally on the Antrim coastline, the 100-mile route covered 21 tests - although one was cancelled on the final loop. It had featured on laps one & two but the stormy weather took its toll and turned it into a quagmire.

The event was dominated by the Woodside Family, with Robert Woodside Jr & Suz Graham taking the top award in their MX5. Richard Meeke & Philip O'Reilly finished in a fine second place. Next up was Richard McCartney who is really getting the hang of it at this stage. His dad, Dessie's, genes are coming ever more into play. He

Many thanks to STOPASTRIDE for the pics.



Robert Woodside & Suz Graham



Frank Lenehan & Olwen Blair



Richard Meeke & Philip O'Reilly



Colin & Andrew Earney



Richard McCartney & Aaron McCalmont



Noel Devlin & Deirdre Gallagher

was navigated by Aaron McCalmont.

Frank Lenehan & Owen Blair and Noel Devlin & Deirdre

Gallagher did not traumatise the results computer too much with their "ordinary" numbers.

SNIPPET

Below is an email from our former esteemed President Viv Browne- great to hear from him.

I have been perusing the recent editions of the TDC Turbine and I am amazed to see that nearly all the old familiar faces are still taking part in events, competitors and organisers. Great to see.

Also good to see Mr O'Curry on the front page, that must be an old photo, because he has not changed a bit since last I saw him.

Also great to see, Felix, Timmy F, Julia, FF, Frank L, Rob Bolton, Eamonn King, Eamonn Byrne, Ted Gaffney, Ronnie G, Gordon Graves and of course Ian McC

Also surprising to see the number of 'newer' people both participants and marshals, without one you won't have the other, well done to all concerned

I must say I still miss the camaraderie of the club, there is nothing like it here in Perth.

Might see some of you in 2014, I will be over for a few weeks in early January but only for family reasons but may be over later in the year also.

As it is coming up to Christmas I would just like to wish every one who knew me, or knows me, a safe and Happy Christmas and all the best for 2014.

Vivian Browne, Team Leader, Ranger/Security & Surveillance, Compliance Services, City of Perth
vivian.browne@cityofperth.wa.gov.au

There had been great reports of the one-day Clwyd Vale Rally in north Wales from the previous two events. I decided to do it with Kevin Savage in the Alfa - it's been nearly two years since we have participated together.

So, along with Dermot Carnegie and Paul Bosdet (the 2012 winners), Ronnie Griffin, who had Anthony Preston on the clocks and maps, and Robert Ganly (who had not rallied since 2008) with Jo McAllister, TDC was well represented.

A very strong field of 70 had signed up for the event, masterminded by this year's Marathon winning navigator, Guy Woodcock.

The format of 13 tests and seven regularities fitted into a very compact route. All aspects were totally professional and interim results were available at regular intervals during the day.

At the lunch halt Ronnie/Anthony and Howard Warren/Iain Tullie (Porsche 911) were level.



The recently in-form Bosie was going through a bad patch and seemed to have changed the agenda which resulted in Dermot seeing many parts of north Wales not relevant to the route. I believe that lapses like this are now referred to as "going shopping".

Ourselves were seventh at this stage, despite a test failure, and Kevin was coping well with the tricky Woodcock-defined route instructions, not so Jo McAllister who was off form.

The tests were well designed with not many longer than 60 seconds and the surfaces were good.

The choice of many of the roads used for the regularities was surprisingly narrow. The speeds of mostly 22 and 24 mph were very necessary on these effectively single track roads. Despite the large entry there were no incidents despite having to cope with Welsh Saturday commuters and the postman. These

routes set at a higher speed, if the championship still allowed night sections, would be highly competitive at even 28 mph.

In the end Rocket Ron and Anthony recorded a well deserved win in Dermot's Cooper S. Ronnie's driving wasn't as rocket-like as it has been in the past - Dermot was well pleased with this more considered approach.

Runners-up were Howard Warren and Iain Tullie.

Regarding other TDC, myself and Kevin were 10th (I was poor on the last few tests), Robert & Jo were 1st in class, 27th overall. Dermot & Paul won the Welsh Tourist Travellers Trophy which came with some Aldi vouchers. (They did actually end up 21st - Ed)

FF



Photos by Kev Haworth,
www.facebook.com/kev.haworth
Thank you



Ronnie & Anthony



Robert & Jo



Frank & Kevin



Dermot & Bosie

The venue for this year's rally was the Millbrook Lodge Hotel in Ballynahinch. Some of you will be aware that many of the clubs are now enforcing the 'blue book' rules regarding Targa rallies and so it was with some trepidation and curiosity that the competitors approached scrutiny. It turned out to be less rigorous than had been anticipated and everyone passed.

Following a bacon butty breakfast, a look at the test diagrams and the drivers' briefing it was off to the first test in the hotel car park. There were 23 tests in all at 11 different venues. These were well laid out with the 'no-goes' taped off. One good thing to come from enforcing the revised MSA rules – no code boards! Many of the tests were tight and slippery but enjoyable. There were 55 cars and everything was going well for Frank and myself when, on Test 10, as we rounded a sharp right hand corner in a slippery lane, the back quarter panel and wheel made contact with a rather



large steel fence post and we ended up stuck in the hedge! We tried in vain to reverse, push and pull to get out but in the end it took the power of a John Deere to get us shifted! With a badly twisted rear axle it was an early retirement for us.

The usual suspects featured at the head of the field with a closely fought battle between uncle and

nephew. Daniel and Kevin were first overall just 0.2 seconds behind Eamonn and Joanna.

A great event – just sorry we didn't get to finish it. Thanks to the organisers and all the marshals who stood out on what was a bitterly cold day.

Olwen



RESULTS



1 Daniel Byrne/Kevin Fagan (Starlet) 1125.2



Eamonn & Will Corry

2 Eamonn Byrne/Joanna Lenehan (Starlet) 1125.4



3 Sam Wilson/James Wilson (Mini) 1140.2



4 Robert Woodside (Jnr)/Steven Dowds (MX5) 1145.5



5 Eric Patterson/Raymond Donaldson (MX5) 1158.5



6 Steven Ferguson/Mark King (Nova) 1164.6



Ronnie & Aaron Mitchell



Norman Ferguson & Andrew Blair



Roger Gordon & Clifford Auld

Many thanks to Peter Boyd for the pics.



(CRA), was the final round of the FIA Trophy for Historic Regularity Rallies and the fifth qualifying round of the HERO Cup, in association with EFG International.

The 12th Rally of the Tests saw 81 classic cars set off from Chester on Thursday 31st October on a route that took them across North Wales, Lancashire and Cumbria, to finish in Harrogate, Yorkshire, on Sunday 3rd November - 69 made it across the finish line.

This was the fourth "Tests" win for Paul Wignall and Mark Appleton in a 1959 Alfa Romeo Giulietta Sprint. Jan Ebus and Iain Tullie in their Porsche 356 led until the final sections but a few uncharacteristic mistakes saw them slip back to second. A slight consolation for Iain was that he received the trophy for the best "timekeeping" performance. Ryan Pickering and Andy Ballantyne completed the podium in their 1962 Triumph TR4. Ryan also received the trophy for setting the fastest times on the Driving Tests.

The event, which is organised by the Classic Rally Association



Frank Lenehan & Cath Woodman were a fine sixth overall and first in class

This navigator hasn't competed in the Rally of the Tests for the past three years, and in the meantime Guy Woodcock has come on board with Anthony Preston, it seems in order to tax the minds and hearts of navigators to an extent that would leave Machiavelli in the baby class. This was a tough event, and anyone reaching the finish line at Harrogate on Sunday should feel well pleased with themselves, no matter where they finished. Unfortunately, not all reached that line.

As usual on "The Tests", the Irish were well represented with no less than eleven crews (twelve if one includes Robin Eyre-Maunsell, who did not start) competing within an overall entry of ninety plus cars. The event started from Chester with a prologue on the Thursday evening. The prologue, rather than the normal gentle introduction to the rally, with a few tests and a semi-closed road regularity, consisted of three



The Mini of Ted & Karen Gaffney is third in this queue

regularities in the North Wales lanes. The combination of Guy's "London maps" and early evening traffic, made for an eventful evening with some very experienced crews visiting parts of Wales that they hadn't really intended to.

Friday started off with a run along the northern coast of Wales, taking in some old rally territory with regularities over Halkyn Mountain and through the forests at Clocaenog. Tests along this part of the route vary from ultra-smooth karting tracks to British Army ranges and training grounds, testing all parts of the cars, especially the water-proofing. The combination of loose and concrete took its toll on transmissions, and James O'Mahony's Volvo cried enough. The rally then moved a little south and back through Wales by way of the Snowdonia National Park. The route and scenery was breathtaking, but tests and regularities were coming thick and fast, so there was not much time to enjoy the view. The roads were very wet and muddy lanes were very slippery. Frank Fennell came to grief, having failed to make sufficient arrangements to negotiate a corner, on a particularly narrow lane at the same spot that John Bateson visited a few years ago.

As early evening arrived, and darkness fell, where else could we be but Swynnerton camp. Swynnerton is difficult to describe. It was a WW2 munitions factory where, at the height of the war, fifty five thousand women produced high explosive ordnance. The whole place was kept so secret that the Germans never knew where it was and it was never bombed. It remains a mystery today! The commander in charge, (complete with dad's army helmet) Shon Gosling, runs it like a military operation, and we end up having a half-hour blast, unlike anything else in motorsport.

Saturday started early as it was going to be a long day. We revisited Swynnerton for a selection of

tests, before moving north through lanes, arriving mid-morning at Oulton Park for another test at this iconic track. Following a longish link section on the M6, we headed for our lunch break at Hoghton Tower, a large mock-Gothic Manor House, where we were treated to traditional Lancashire hotpot. This was a welcome break, as the rest of the day was full on, with even the road sections being challenging time-wise. We had number of regularities through the Lancashire Dales and forests, some being rougher than others. By mid-afternoon, a number of cars were noisier than others. Dermot Carnegie's Volvo was seen with Paul Bosnet holding the exhaust pipe out of the window, like a knight with a lance. Early evening saw darkness fall, complete with a spectacular lightning storm, lighting up the valleys like daylight, followed by about half an hour of hailstones that covered everything in white. The safest thing to do was wait for a while, but those already on the regularity at Lune Valley had to struggle on and hope for the best.

The evening section focused on Warcop, another Army training ground, but unique in its own way. It has everything from bits of forest, to fast loose sections, plus concrete roads like runways where they normally play with tanks. The place seemed to be littered with cars off the road, and Dermot Carnegie decided to join them at this point. Whereas at Swynnerton, you are either right or wrong, at Warcop, you can easily make a wrong approach as there is always a more straightforward route to the marshal, just to tempt you in. Having finished Warcop, there were still three regularities to go before getting back to Windermere for the night's break.

Sunday saw the service crews busy, fixing ailments from the night before. Ernie Campbell's Mini didn't seem to go quite in the direction that the steering thought it should, but they

soldiered on. The biggest problem of the morning was the amount of standing water from the storm earlier, and we could see where the Lake District got its name. After a number of regularities we were back to Warcop for more tests. Ernie Campbell felt it was better to call it a day at this stage. For the rest of us, we could now see in daylight what had been in darkness previously. On one particular test with broken concrete, Robert Ganly's Volvo, decided that one of its halfshafts had had enough and it parted company with the diff.

The rally continued across the Yorkshire moors, before visiting more army grounds - this time two tricky regularities at Catterick, another great name from British rallying. By now it was a case of trying not to make any major errors before getting to the finish at Harrogate.

This was everything the Rally of the Tests promises to be and many of the oldtimers felt that it was the most difficult yet. Route instructions came in all types and descriptions, sometimes bordering on the devious, and it was a real challenge to navigators of all abilities.

As stated earlier, any crews reaching the finish should feel pleased with themselves. Frank Lenehan, was top of the Irish, with a very creditable 6th overall. Joe Reynolds, with, what looked like, his grandson navigating, won his class and clinched the FIA championship for Historic Regularity Rallies. Tom Callanan finished 12th O/A and 3rd in class in his TR4. Richard and Jo McAllister brought their Volvo home in 14th O/A and 3rd in class. Ted and Karen Gaffney, as reliable as ever, brought the little Mini home in 22nd O/A and 4th in class, a good result given how difficult it was to maintain road time. Pat Neville and Eamonn Waldron finished 19 O/A and 5th in class in their Volvo.

Michael



SNIPPETS

Well done to **David Fagan** who is now a UCD lecturer in something I don't understand which doesn't narrow it down very much, if at all. It has to do with futuristic computer applications. I am sure that he was able to include his involvement in the delivery of the TDC navigation lessons over the past few years in his CV/interview and have no doubt that this would have been instrumental in giving him a significant edge over the other candidates! He has been recently awarded a PhD as well. He is currently sharing his expertise with sundry neophytes in Shanghai at UCD's behest.

Sister, **Laura**, is also doing well. She has just taken up a position as Logistics executive for Facebook Europe.

The above was written before Vincent's untimely death - Ed



A few TDC members and associates took part in the Wolseley Rally in September. Contrary to what you might think from Frank Fennell's get-up, it was not a "fancy dress" event. Primarily for pre-war cars it does have regularities and tests, though some of the latter are of the novelty variety. The two principals here are FF and Denis Howard. At the wheel of the 1928 Vauxhall 14/40 is Peter Lynch, trying to keep a low profile.

Brendan McCoy took the photos. I have also included the note which accompanied his email. He refers to Frank's fetching red beret which, sadly(?), didn't make it back to Cloragh House.

I thought you might like to use the accompanying pics for a "Spot the Ball" competition. (This is not a tabloid - Ed.) Also, if Frank hasn't already been on asking for information leading to the recovery of his red beret you might run a Wanted Poster - 'Ou est le beret de Francois Fennell?' In fact, John McAssey removed it for safe keeping when it was suggested that the cars run over it as part of the novelty driving test in Mountainstown House in Navan but it was subsequently misappropriated, possibly while the owner was mingling with the guests at a wedding in the Knightsbrook Hotel in Trim much later that night.



QUIZ

December Question



1. Who are using their spoiler as a coffee table and what is the car?

Answers to valianmcculloch@gmail.com

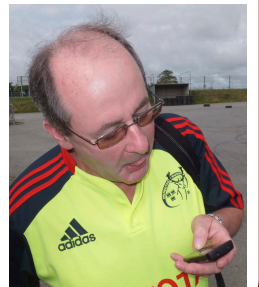
October Answers



1. What certification is Ronnie displaying?
A "this is a legit van" piece of paper

2. Who is sporting the beard?
Bernard Bradley

3. Who is this?
Tim Faulkner



SNIPPETS



Concern was expressed at the last committee meeting that there had been another attempt to hack into the website.

Suspensions were aroused when a post from **Frank Lenehan** was spotted.

Stephen Briggs celebrated a significant birthday this year. Congratulations. As you can see his cake featured him at the wheel of a good facsimile of his MX5.



December Crossword

1		2			3
4	5		6		
7					

Across

- 1 Car driven by 4 across (6)
4 Surname of European TouringCar Rallycross class 2013 winner (6)
7 Exhaust configuration found on trucks (also associated with hay) (6)

Down

- 1 Who manufactured the "Marea" (4)
2 Vehicle ID letters for Egypt (2)
3 This testing kit will exhaust gases (7)
5 A 4-stroke engine cycle (4)
6 2.54 cm (4)



October Solution

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

“COVER” continued



Dublin teenager Niall Murray scored the biggest win of his career on Sunday when he came out best in the final of the Formula Ford 1600 Festival at Brands Hatch, in Kent. He finished sixth in his qualifying heat, and third in his semi-final.

In the final, Murray held fifth place on the opening lap, and worked his way through the field, climbing to second position at half distance behind fellow Irishman, Formula Ford veteran Noel Dunne. Two laps later, Murray went ahead and despite enormous pressure from Ulsterman Wayne Boyd and England's Oliver White, he held on to win by almost two seconds.

Dunne finally came home seventh, ahead of Stephen Daly from Dunshaughlin, but Murray was the hero of the day as he added his name to the long list of Irish drivers who have won the Festival final. The 18 year-old from Firhouse, who started racing karts at the age of eight, switched to cars three years ago and was the first Irish Ginetta Junior champion in his debut year. He changed to single seaters this year after spending two years racing in the British Ginetta series.



Joe in action - Photo courtesy of www.pro-rally.co.uk

Against a top class field of over 80 competitors **Joe Reynolds** has come out on top once again in the FIA European Historic Regularity Rally Championship.

By winning his class in a BMW Alpina and finishing 8th overall in last weekend's **Rally of the Tests**, which started from Chester on Thursday and finished in Harrogate on Sunday, Joe has completed a hat trick of wins in this prestigious championship.

These events are enormously challenging both on man and machine and it is unlikely that this feat will be matched in the foreseeable future – if at all.

habit of sticking his tongue out when he was concentrating hard and he was always afraid that if anything untoward were to happen that he might bite it off - that really would have been a tragedy! Chatting to Noel Broderick a couple of days ago I mentioned that I had never seen Vincent doing a test and he said "you didn't miss much - it wasn't a pretty sight!". Vincent didn't demonstrate much in the way of mechanical sympathy so they had to get Ronnie Griffin to fit a clutch from a diesel Carina if it was to have any hope of finishing an event.

Our paths did cross in Retro events in which he competed very successfully, particularly with Conor Falvey. He also did similar events abroad. His Classic Marathon, on the 'continent', with Bernard Bradley was a highlight for him.

There is an interesting anecdote involving the aforementioned Ronnie Griffin, on a Targa Rusticana in Wales, when the car ran out of petrol. Ronnie suggested that it was Vincent's responsibility to make sure they had enough fuel. Vincent saw it differently - after all, the petrol gauge is directly in front of the driver! They did manage to get some fuel but there was a distinctly chilly atmosphere in the car, with each looking out of their own side window. When they arrived at the next T-junction Ronnie asked Vincent which way to go - whereupon Vincent handed him the maps and told him he could decide for himself.

On another UK classic rally, one of the more competent UK navigators, Peter Scott, came looking to borrow a pencil. Vincent obliged but Peter requested something thicker, whereupon Vincent suggested that Peter should go and have a look in a mirror!

A memorable experience was when Dermot Carnegie brought him for a spin in his rallycross car in Mondello. Dermot actually nearly overturned the car having turned in a bit early to the bend just after the pits. Vincent's reaction was to titter which he continued to do for the duration of the run.

He used to enjoy spectating and not just the social aspects of it - he really enjoyed seeing cars being driven well. He went over to the Ken Wharton Memorial Autotest in England a few times. Another notable spectating adventure involved himself, David, Kevin and Ronnie Griffin (again!). It was to the Rally of Sweden and they rented a Ford Focus. The highlight happened before the event had even begun when they were having a peek at one of the stages. Yes, you've guessed it, Ronnie put the car into a ditch.

I mentioned Michael Herbert earlier. He was a member of ALMC so that was the club which Vincent first joined. Current president, John Carroll, commented that,

"Vincent was the Chief Marshal for ALMC's first Multi Stages Rally in 1984 and continued his involvement with ALMC for many years thereafter. He was a very active committee member, always wanting to be heard and always wanting to be involved. A navigator of no mean skill, he sat in many cars on stage and night events during those years. From Anglias to Escorts he was always available but never 'a sack of spuds'!"

Personally I will remember him as my navigator in an XR3i in an ALMC Christmas event. Also, in my last 'try' at the Circuit of Ireland, I broke an engine mount after a heavy landing.... Who appeared from the spectators to shore up the engine with a fence post, courtesy of Wicklow County Council, but our very own Vincent?!"

Always there to help out and always there to give advice and a competitor to the last. You always had the last say. You will be missed by your friends, your competitors, in fact by us all. Thanks for the memories."

It was probably his taking up autotesting which prompted Vincent to leave ALMC and join TDC. It wasn't long before he found himself on the committee in which capacity he was involved in helping with, and organising, events, particularly the TDC Retro.

To sum up, Vincent was a passionate man, mainly about his family but motorsport was not far behind. He really did enjoy his motorsport, whether it was competing at whatever level, organising, spectating not to mention the banter while going to and from and hanging around before, during and after events. His enthusiasm was infectious. In particular, he delivered navigation lessons for both ALMC and TDC as well as being extremely helpful to anybody looking for advice and he really did go out of his way to encourage newcomers.

Latterly, he adopted a novel technique when timing tests. If it was a non-championship event and he thought somebody needed a boost he didn't bother to start the watch. He just looked at the check sheet and gave the competitor a time he thought would give him/her a boost! To achieve the same end, if he didn't have access to the

check sheet, he might be a bit slow to start the watch. He didn't like this method as much as the outcome wasn't as controllable.

Vincent wasn't afraid to offer an opinion but you always knew where you stood with him. He had no airs and graces and didn't much appreciate them in others. Bones O'Connor, who has been in touch from Perth in Australia, put it very succinctly, "to keep people in their place, he always had a smart remark in his back pocket."

It is difficult to know when to stop when talking about Vincent because there really is so much to say, but I feel I have probably said enough at this stage.

I will certainly miss him, as I know will all of you.

Ian



Outside the church in Knocklyon

Vincent's Requiem Mass was celebrated in the Church of St. Colmcille, Knocklyon on Saturday 16th November. He was interred immediately afterwards in Glencullen Cemetery.



Vincent's last outing on his way to his final resting place in Glencullen