

TDC Turbine

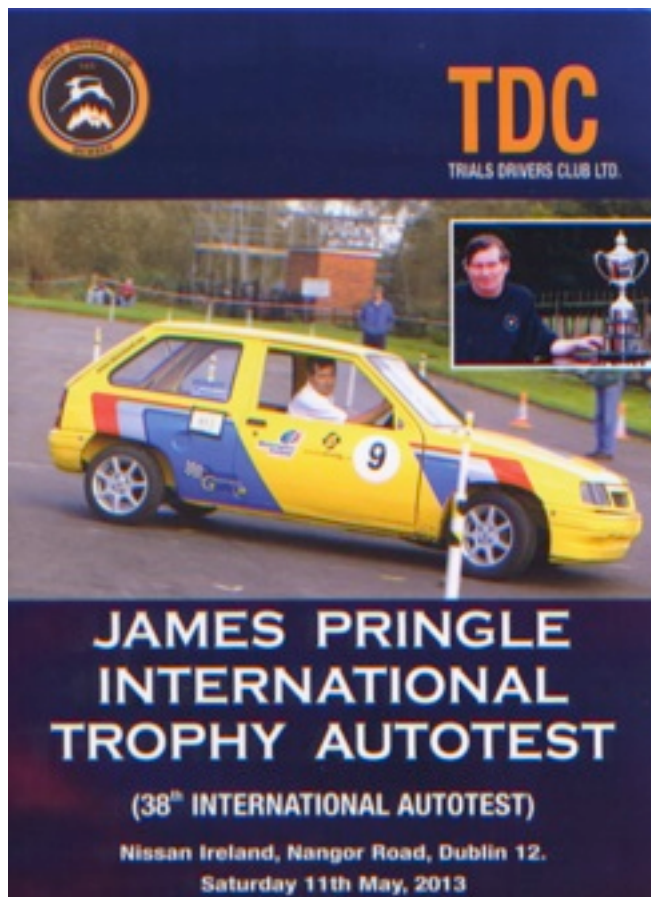


An intermittent missive of random rants, reports & reviews

www.tdcireland.com

June 2013

Chairman's Chunterings



The James Pringle International Trophy Autotest at the beginning of May was enjoyed by everyone involved.

Northern Ireland won again.

I have reproduced the cover of the programme to acknowledge the amount of effort put into this publication by Joe Doran's Typecraft, Eamonn King and especially those who take out advertisements. Eamonn has a core who remain perennially loyal. To advertisers old and new, the Club is extremely grateful. If the opportunity arises, do support them.

Just in case anybody didn't see the programme, I have reproduced the advertisements in miniature on Pages 26 & 27. This will also expose them to a wider audience.

On the subject of support, I would like to echo my front page predecessors and urge you to become involved, whether as competitor or marshal - or both (not to mention writing something for the Turbine!). The website will keep you up-to-date with what is happening.



The Bunny Run MVAT in April saw ALMC and TDC join forces informally in its running. John Devine and Frank Lenehan were the men most responsible for how well it went. We look forward to a similarly successful outcome for the TDC-led equivalent in April 2014.



Thank you once again to Peter Boyd and Con Brady for their excellent photos. Given the nature of the Club, it's good to have images of some cars instead of the up-close-and-personal people pics.

Ian

It was a by-now familiar early morning pick-up for Piers before heading north. It wasn't quite as early as usual though as the destination was Monasterboice. The usual ALMC welcome committee was lined up to do the administrative processing. After a pep talk from C-o-C Martin Devine it was off to do the morning loop of tests around Tullyallen.

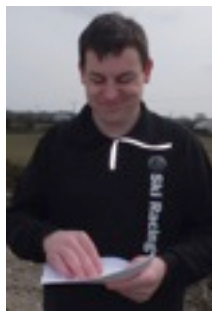
This was being administered by mostly TDC bodies so, of course, it all went very smoothly. It featured a novel cone alternative. After lunch (a very nice Spar in Tullyallen) it was south to Bellewstown and environs for some locations. Again, the organisation was first class. Christy Grimes, who was infiltrating the ALMC personnel courtesy of some intermarriage, even allowed some pylon kicking and no/yes (can't decide which), Norman Ferguson wasn't there.

The keenness to make the event attractive to competitors with longer tests than usual backfired to an extent with queues at quite a few venues. This balancing act is difficult to get right.

Piers and I completed all but one of the scheduled tests. The last

one was abandoned after John Kelly attacked a solid door jamb in his Midget - no damage to the door, but the Midget was incapacitated.

Rather than going back up to Monasterboice for the aftermath, Piers and I in our customarily anti-social fashion headed straight home. The nature of the event was such that I was pretty superfluous as the tests were all walkable. They were quite convoluted though and some drivers took their passenger along to offer directional advice. Alan Shinnors won the "prize" for taking the




longest time to learn the tests. His perseverance was rewarded with a commendable tenth place. His wife, Therèse and daughter, Emily, made an appearance for some moral support. Piers's synapses have not been addled by alcohol or age so he didn't need me for the tests. Indeed, he was keen to abandon me in a quest for a more favourable power/weight ratio. I was useful getting from one test to the next as the route was defined by that almost redundant navigation tool - a map. Some of my fellow "passengers" were somewhat discombobulated by the lack of a tulip alternative, though nobody got terminally lost.

Eddie Peterson prevailed

from Simon Echlin in the former's Starlet. This was despite

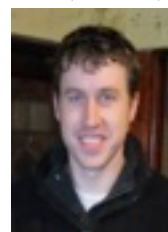


Simon breaking it early on. Not only did the drivetrain cease functioning, but the driver's seat was rendered "floating". With Eamonn Byrne in attendance in a marshalling capacity - unusual, but welcome - especially by those competitors whom he normally deprives of an award - and a plentiful supply of spare parts locally, it didn't take long for Eddie and Simon to be in a position to re-enter the fray.

Editor 

RESULTS

- 1 Eddie Peterson (Starlet) 1721s,
- 2 Simon Echlin (Starlet) 1849s,
- 3 John Nolan (Starlet) 1850s,
- 4 Damien Doran (Starlet) 1883s,
- 5 Graeme Colfer (Starlet) 1891s,



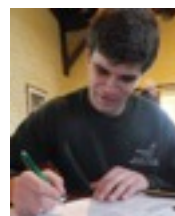
John, Damien, Graeme

- 6 Piers MacFheorais (Mazda MX5) 1935s,
- 7 Willie Fenton (Starlet) 1958s,



Willie briefs Dave McAulay as a precaution

- 8 David Meeke (Starlet) 1974s,
- 9 Philip O'Reilly (Starlet) 1983s,

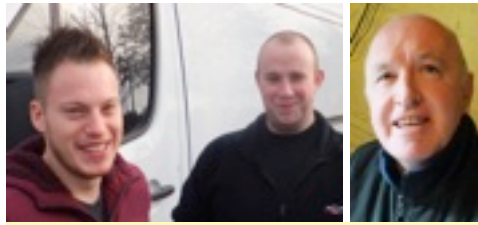


Dave, Philip, Malcolm



TDC Turbine

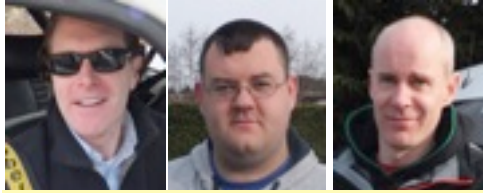
10 Alan Shinnors (Starlet) 1998s.
Class winners: Damien Doran,
 Graeme Colfer, Malcolm Clark (MG
 Midget) 2048s, Piers MacFheorais.



*Rory Jermyn & Karl Grehan, Joe
 Downey*



*There were other familiar faces in evidence
 Andrew, Olwen & Paul Blair
 JJ , Carol & Grace Farrell,
 Emma Byrne & James Farrell, Emer
 McNamee*



*Danny O'Donohoe, Patrick Maguire,
 Simon Evans*



*The Joanne Lombard
 fan club was out in
 force. Mum, Valerie,
 Dad, Paddy and
 passenger, Richard
 Barnwall*



*Jonathan Bradshaw & Craig
 Smullen*



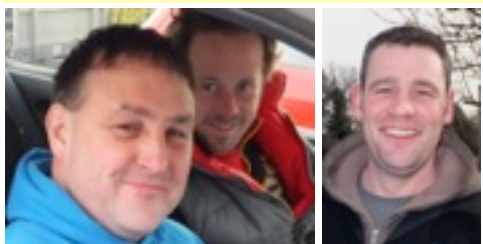
*Owen Murray relaxes while Ciarán
 Stanley plays with his pen & phone*



*Alex Holfeld, Noel Devlin, Trish
 Denning*



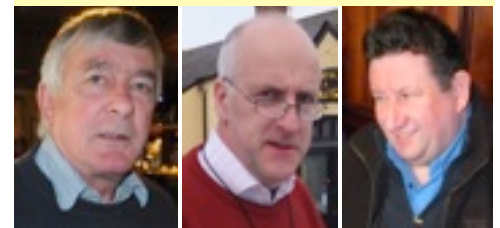
*"Workers" included (clockwise from top
 left) William Kelly, Tim Faulkner, Martin
 Casey, Stephen Love & Rob Bolton*



*Les Coogan & Declan Furlong
 Paul Farren - he is married to Sue
 Peterson's sister*

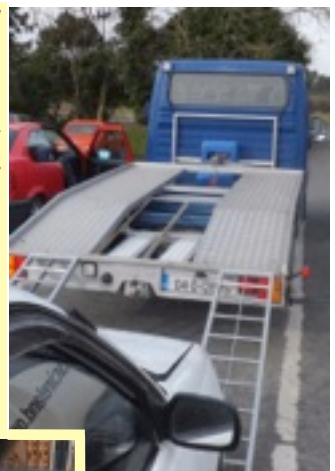


*Ron Mullen, in an
 unspectacular pose here,
 had Malcolm McQueen
 to show him the way
 around. He suffered a
 rare mechanical problem
 and was forced to retire.
 I think Harold Hassard
 & Alan Watson withdrew
 in sympathy*

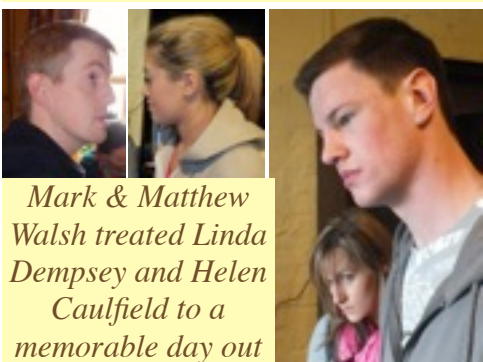


*I wondered
 why Mark
 was
 reattaching
 the number
 plate to the
 Geraghty
 Starlet.*

*Apparently
 if the plate
 is left on,*



*both car and truck
 will be charged a
 toll.*



*Mark & Matthew
 Walsh treated Linda
 Dempsey and Helen
 Caulfield to a
 memorable day out*



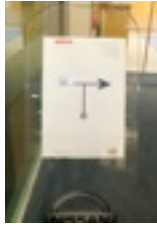
*Responsible
 adult (?)
 Deirdre
 Gallagher got
 a bit bored
 waiting for the
 event to begin*





Stephen Briggs provided what proved to be an ideal venue for this exercise. All needs were catered for. There was even bespoke signage.

The material covered was quite basic. Nevertheless, the encouragingly large attendance whose experience ranged



from none to considerable seemed to appreciate the endeavours of Philip O'Reilly (drafted in to add a younger perspective) and myself.

Editor



Mark Walsh & Helen Caulfield, Mark Reilly



Zoë Briggs, Dave McAulay, Linda Dempsey, Matthew Devlin

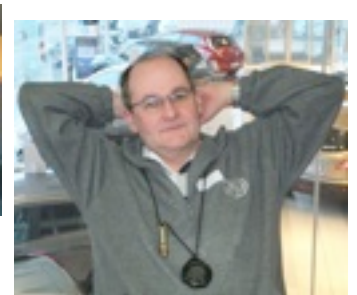
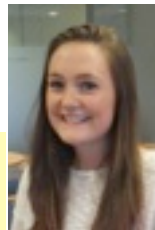


Stephen



Jane Connolly, Karl Grehan, Mark Fagan

During the break Darragh Gibbons tried on a Nissan while Stephen Briggs helped Deirdre Gallagher to a cup of coffee and Peter Geraghty & Frank Lenehan had a chinwag



Does Tim Faulkner wear his stopwatch and whistle in bed?



SNIPPETS

I had an email exchange recently with Brendan McCoy of which the following is part

You might remind the younger members that Cecil Vard finished third and fifth in the Monte Carlo Rally in the 50's (in his mother in law's Jaguar!) and Jimmy Millard navigated for him during these years. (I have more info here:

<http://www.irishjagclub.ie/monte-carlo-rally/>)



What is happening here?

Dungannon MC Springfling Lanes Rally

20th April

This was only fantastic.

I'm a bit dubious about rasher, sausage, fried bread, red beans and fried egg as a rally warmer-upper (all together, that was a bit strong for self



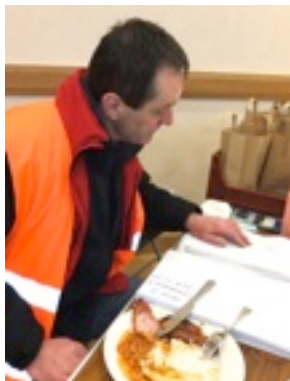
Eamonn Byrne & Joanna wait for the "off"



and Martin Nugent), but it certainly didn't slow Dermot Carnegie down!



He ended up 3rd O/A. Dermot is pictured above with Richard Meeke and Daniel Byrne. Malcolm McQueen can be seen here enjoying



said breakfast. This and various other refreshments were served in a Church Hall for which Norman Ferguson

was doing a 'whip-around', pre-start.

Rumours of a Father Ted 'just resting in my account' for funding a new gearbox after it broke in the Mini on Test 2 were dispelled at a post-event presentation.

Normal documentation and briefing completed, and then out to the start control.



I was feeling a tad under-prepared and apprehensive as I strapped in and we set off. The first test was on as smooth tarmac as you will ever encounter. The diagram showed cattle-grid, code board, crest. As we came around it was 'double skid mark', where's the grid? followed by a jam-on as Martin shouts code board! Got it, so OK then, but the tyre tracks? It transpired they were courtesy of 'Daniel Byrne': his navigator on the day, Richard Meeke, saw the board for the return run on the ground and thinking it had been knocked over by one of the only two other cars in front of them stopped, Richard unbelted and replaced the stake and board for the following competitors. The cattle-grid did then appear followed by the code board we had been supposed to note - all very unsettling.

Test 2 and a delay; Norman apparently heard something 'click' on the grippy Test 1 and the gearbox let go just after the yard at the beginning of Test 2. The car had to be pushed clear. He spent the rest of the day following Stevie around and I reckon he covered more miles in the van than the competitors. Steven had Milton McWilliams making his debut alongside and reckoned it proved the adage those normally

spectating at an event become a bit over enthusiastic when they get a chance to compete: Milton was encouraging Steven to "go" on about the 3 of the start countdown! The test itself was fun: a big run downhill on a mucky lane with a high 'grass eyebrow' in the middle: second run through after 60 more cars we must have been sideways for 200 yards - gently!!

Next was a three-sided run of lanes - left-hand side caution and code board signs, but the code board itself was apparently over our shoulder on the right hand fence. Never seen the usually ever-so-calm Martin vexed before. Not happy!

Onwards to a factory yard with four pallets to be circled. Fine, except during the day, and especially here, a pre-event car glitch kept manifesting itself - 'twouldn't pull on the 360s. Frustrating.

Next test saw a bit of a wait. Then we got stopped mid-test by a marshal. The pre-warned slipperiness had caught out the car in front. We get a re-run. A nice test, first gravel and then muddy. On a reverse run we got good drive coming back up the hill on mud; one of the tests we really enjoyed.

Final test on the lap was a tight farm-yard not quite as diagram (*Aren't they all?* - Ed) and a traffic-lights controlled stop-and-go. Those lights seemed to stay red forever! And we got a great run through in reverse direction, third time around. Slotted the slots, so to say!

Off on a second lap via the start venue. Much easier and less drama once you know the lie of the land. A big hold-up on about Test 6, lap two, with someone blocking the track. Run the test and soon get back on schedule: the relaxed event timing meant that there were no worries in this regard - other organisers please note.

Then it was time for lunch. First lap results show we were second historic RWD, ahead of the John Kelly/Mark Faulkner and



Simon/Jack Brien (ex-Andrew O'Donohoe car) MG Midgets. Good



chat and then away for the afternoon.

We kept plugging away; hating the pallets test which as a test wasn't bad. Liked the way they blocked off the 'wrong' entrance into the wiggle-wobble !

Back to the church hall again; a wait for our time to come up and away on Lap 4. 24 tests in all. Some great ones, very well set-up, and effective organising. Route timing was well relaxed ; tests (nearly) idiot-proof. And some terrific sites: that second one second time around we were a long time sideways on the straights in an Escort, over the grass

in the middle of the track! Pity the other imperials in Minis and Midgets. But not too much! Two Midgets got us during the day and we ended up fourth in class and 18th O/A. A clean run should have seen us around tenth but it was close all the way through the middle order.

Chatting with Peespeed at the finish, he noted Piers MacF agreed with my observation that unfortunately on these events you don't get much chance to socialise; they rattle through and you tend to spend most of the time in the car with minimal queuing. It was a bit quieter on this day due to the absence of 'An t'Uachtarain' with a wonky shoulder though you would miss the FL presence around the place!

And a final sympathy vote (a first?) to Norman F; going home with two broken cars as Stevie inflicted engine noises (of the rattley type) on the Nova! He still managed to make it into the top ten.

Can only conclude with a recommendation for these "Lanes" events. Serious fun; and competitive. Any slip and you lose a lot places in the results. Roll on the Summer Lanes: the granddaddy of the species!

Tim



RESULTS



- 1 Robert Woodside Jnr / Dean Beckett *MX5* 1445
- 2 Eamon Byrne / Joanna Lenehan *Starlet* 1452
- 3 Dermot Carnegie / Philip O'Reilly *RS2000* 1466



4 Eddie

Peterson / Richard Pain *Starlet*



1469

5 Allan Harryman / Suz Graham



MX5 1476

6 David Thompson / Simon Smyth *Starlet* 1526

7 John Kelly / Mark Faulkner



Midget 1536

8 Karl O'Donoghue / Padraic Farrell *Rover 200* 1537



9 Steven Ferguson / Milton McWilliams *Nova* 1537

10 Daniel Byrne / Richard Meeke *Starlet* 1550

Philip

TDC Turbine



I really love this A35 of Mark & Peter Brien. Trevor Faulkner used to have one as well



Ted & Karen Gaffney



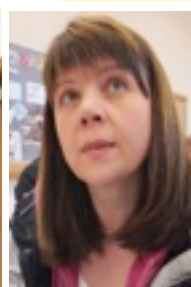
Roger Gordon & Clifford Auld were unconventional (as usual) in a Daihatsu Charade.



Colin & Andrew Earney



Mervyn Heatly



Olwen Blair's run with Norman Ferguson was short and sweet



Also perverse were James Cuffey & Jonny Irvine in a Mazda Demio



C-o-C Eric Patterson and Asst. David White kept control by running as Car 0



Frank O'Donoghue was another to avail of the hearty breakfast



This photo could be misinterpreted. I would like to reassure everybody that Ron Mullen has not fallen on hard times and been reduced to begging. He was giving out passage control playing cards



Not that it affected in any way the smooth running of the event but I suspect Eric might not have been in total control throughout

SNIPPETS



It's just another example of why one should become a classic car owner

Recession hits Andrew O'Donohoe

Anna- Rose, Andrew, Sylvia, Susan, Jessica



TDC Turbine

Midland MVAT

28th April

This event in Longford was enjoyed by all who participated. Micheal Reilly and his team were responsible for a great day out.

RESULTS



1 Eddie Peterson (Starlet) 1211.6s,
2 Eamonn Byrne (Starlet) 1217.7s,
3 David Thompson



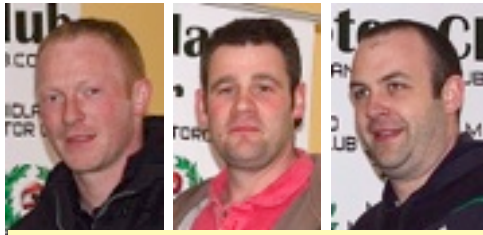
Eamonn



Alan Gibbons



Jonathan Bradshaw consults Eamonn Byrne



Enda, Paul, Seán O'Toole

(Starlet) 1255.4s,
4 Sam Johnston (Starlet) 1268.9s,
5 Colin Duffy (Starlet) 1275.2s,



6 Enda McLoughlin (Starlet) 1305.8s,
7 Nigel McCloughry (Starlet) 1320.9s,
8 Willie Fenton (Starlet) 1340.0s,
9 Paul Farren (Starlet) 1361.9s,
10 Jonathan Bradshaw (Starlet) 1365.0s.

Class winners: Sam Johnston, Eamonn Byrne.

Beginners: 1 Nigel McCloughry, 2 Paul Farren, 3 Peter Geraghty (Starlet) 1371.7s.

Members' award: Enda McLoughlin.



Nigel



Karl Grehan



Piers MacFheorais kicks up some dust



Eoin Longworth



Ted Gaffney



Peter & Mark Geraghty seem to be happy about something



Glyn Gaffney



Owen Murray made a bit of a splash before he was forced to retire



SNIPPET

Clive Peterson has had a couple of health hiccoughs since Christmas. We wish him well on his road to recovery.



As one proceeds through life it seems that random aversions are acquired along the way. One of mine is the Walkinstown Roundabout which, despite its fearsome reputation at one time, is now more benign as traffic patterns have evolved. Nonetheless, I still avoid it.. So, to get to the ITA, I took the rather more circuitous route via the M50. The test site at Nissan HQ (arranged by Stephen



Stephen & Zoë

Briggs) was ideal. A nice surface was on offer for the competitors - most importantly. Otherwise, the facilities were



“office” was another luxury we are not used to. Eamonn Byrne did have a minor quibble - he felt the hot water in the loos was too hot!

The team event was over almost before it began when Eamonn’s Mini suffered terminal gearbox damage in the first test and he was forced to retire. N. Ireland cruised to victory. Ireland B did inject some interest as they attempted to stay ahead of Ireland A, who were handicapped by Eamonn’s fail times. They succeeded. The Munster team also gave a good account of themselves.

The only drawback of the site arose from the tyre/surface interface which resulted in a cacophony of screeching. This attracted a number of locals who watched the proceedings with interest from the outside of the perimeter fence.

Despite being a considerable

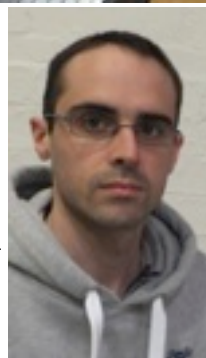


Vincent Fagan is doing the appraisal

excellent. We had access to a canteen. It was a cold day when we started and it didn’t get any warmer so the availability of heat in the



advance on his previous abacus, Felix’s laptop will soon qualify for the cheap road tax. It is unable to cope with Mark Doran’s super-duper results package. This



Rob Bolton is about to attend to the results board

seemed not to have a huge impact on the generation of running results. These, as has become traditional on this event, were displayed on a hi-tech white plastic board. Different coloured markers were used to make it look more impressive.

Various luminaries put in an appearance during the day. I have included those whose photos were sufficiently presentable for publication.

Frank Lenehan’s guiding



hand was on the tiller for this event which is close to his heart. His forward planning, experience and diplomacy (no, that’s not a misprint) were intrinsic to its success.

Editor



RESULTS

1 Northern Ireland (Steven Ferguson, Sam Bowden, Paul Blair, Mark King) 3015.1s,
 2 Republic of Ireland B (Guy Foster, Chris Grimes, Darren Quille, Richard Pain) 3338.0s,
 3 Republic of Ireland A (Paddy Power, Eamonn Byrne, Timmy Lynch, David Thompson) 3348.3s,
 4 Munster (Peter Falvey, Rory Power, Gerry Lynch, Liam Croston) 3429.9s.

Individuals: 1 Paul Blair (Striker) 737.2s,
 2 Steven Ferguson (Mini Special) 738.8s,
 3 Sam Bowden (Mini) 745.6s,
 4 Paul Mooney (Nova) 768.3s,
 5 David Thompson (Nova) 770.5s,
 6 Paddy Power (Mini Moke) 785.8s,
 7 Mark King (Nova) 793.5s,
 8 Chris Grimes (Mini) 795.9s,
 9 Timmy Lynch (Westfield) 807.0s,
 10 Peter Falvey (Mini Special) 809.9s.

Class winners: Steven Ferguson, Sam Bowden, Timmy Lynch, Paul Mooney.



Guy in a non-threatening hoodie



Explain why Darren's Westfield's mudguard is abnormal?



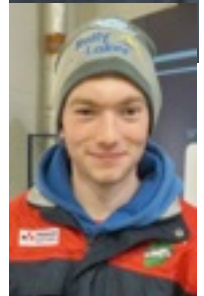
Gerry didn't allow himself to be distracted by the fancy looking electrical system



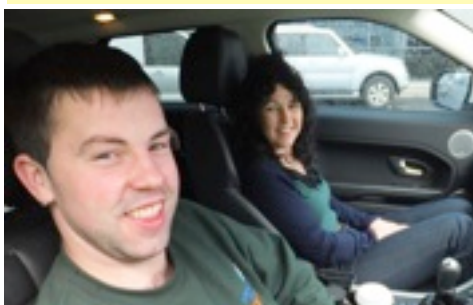
Richard who competes only occasionally (it interferes with his golf) reckons that there should be some sort of handicap system (golf again). He suggests a "co-efficient of not being able to drive".



More Munster men - Liam, Rory & Peter



Chris & Christopher decide on a strategy



Davy and Fiona McMillan exchange pleasantries



Most experienced (Ken Irwin) and least experienced (Andrew Blair) look pensive



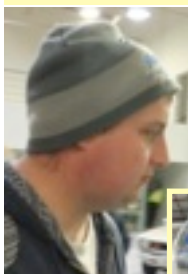
Sam seems not to be giving Eamonn his undivided attention



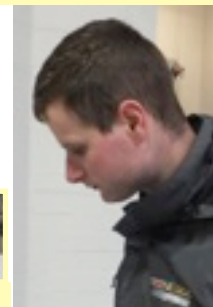
Driver of the day - Paul Blair



Mark King in Milton McWilliam's shadow. Mark is not often in anybody's shadow

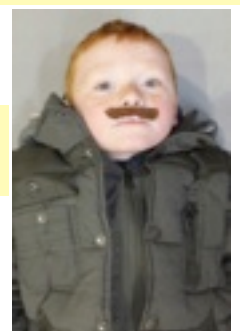


Timmy Lynch lost his hat at one stage. Fortunately it was handed in.



Paul Mooney had a great class win

Keith Fagan in disguise



TDC Turbine



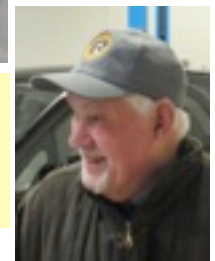
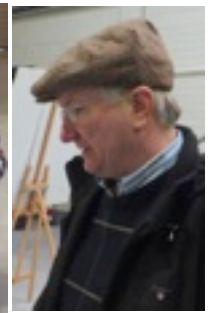
Every effort was made to facilitate the competitions. Here, Stephen Briggs and Joe Doran are dismantling a "traffic calmer". You will notice that Joe is not wearing a hat. When Colette realised he had left home without one she rushed to Park West with a very attractive woolly one.



Grandson, Eoghan Mooney and son, Damian, put in an appearance to check that Larry was discharging his C-o-C duties properly - he was



Alan Coyle & Olivia, Frank Fennell, Eamonn King



Bill White also had family supervision - Rosaleen, Ian, Rachel & Laura



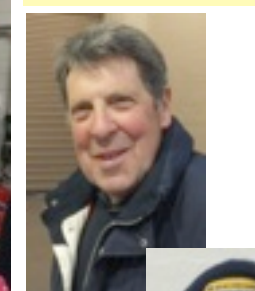
End of an era - Chris Grimes's yellow Mini has been superseded by a red one



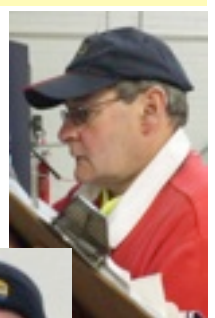
A posse of Phillips - Kate, Tony, Damien & Eve



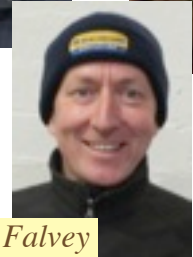
Kevin Fagan and brood - Keith, Emma & Sarah



David Pain



Tim Faulkner



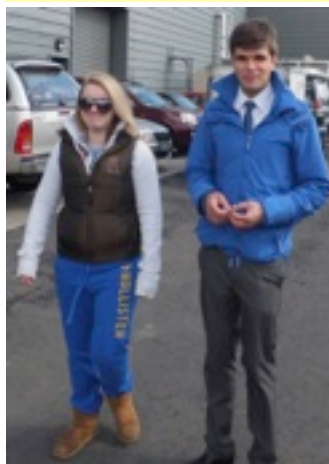
Todd Falvey



Trevor Foster



Olwen Blair



Emer McNamee & Philip O'Reilly



Is there no end to Eamon Byrne's engineering talents? It would seem that he has equipped his Jeep with a bisexual toilet.



Darren Quille's Westfield has sculpted mudguards to cope with its enhanced turning circle

During the lunch break, Norman Ferguson just couldn't help himself and had to turn on the impressive two-post lift. As there was no vehicle on the device, some ballast



had to be deployed to return it to its rest position. The elements of the ballast pictured are Timmy Lynch, Paul Mooney & Mark King.



Peter Lynch, Peter (Julia) Faulkner [no, not a transgender situation - just a strange nickname] & Andrew O'Donohoe. Peter L and Andrew had collected Andrew's Sunbeam from Roland Frayne (old car fettler) and dropped in on their way home. The Sunbeam was certainly in striking contrast to anything else in the car park. Even with Andrew or, indeed, Peter at the wheel, I suspect it might have struggled with the tests.



The Editor was upset to be taken to task for parking in a yellow box



TRIALS DRIVERS' CLUB LIMITED

**CHARITY
MULTI-VENUE
AUTOTEST & BBQ**

**SUNDAY 30th JUNE 2013
BBQ & Family fun**

QUIZ

April Answers



1. Who is in the Mini? **Sam & Raymond Wilson**
Catherine & Robert Dickson
2. Who is hitting the bottle? **Brian Flanagan**
3. Who is minding Mila? **Kate Phillips**

June Questions



1. Who is walking the test in the rain?
2. Whose phone are Steven & Norman Ferguson perusing?
3. Who is the solitary onlooker?
4. Whose "shoes"?
5. Who is the mystery girl?



Answers to valianmcculloch@gmail.com

DEREK TOHILL



Derek Tohill is back in Europe again in his Fiesta. His championship challenge got off to a great start with a win at Lydden Hill in England. Engine trouble blighted the visit to Montalegre in Portugal (ironically probably Derek's favourite track). He did well to salvage fifth place in the final. He was back to his dominant best in Nyirad, Hungary only to fall foul of a first corner kerfuffle which resulted in his finishing only third.

The Championship (3/9) positions are:
1. Robin Larsson (S) 60; 2. Roman Castoral (CZ) 60; 3. **Derek Tohill (IRL) 59**; 4. Koen Pauwels (B) 55; etc.

SNIPPET

Overheard at the Birr Autotest

Somebody asked Alan Auerbach how he was fixed for the Endurance (the garda event the following weekend). He assured him that, "yes, he was OK for insurance."

There was quite a bit of background noise at the time.

SNIPPET



The presentation of the Bodyshop of the Year Award (l-r): Paul Smith, Head of Castrol in Ireland; Liam Denning, Denning's Cars Ltd; Alan Lyons, SIMI President; and Brian Cooke, Deputy Director General, SIMI





Dermot presents Steven with the Hewison Trophy



Larry presents N. Ireland captain Paul with the James Pringle Trophy. Steven and Mark also feature. Sam was unable to attend.

The heading here is a little misleading as the awards for the James Pringle ITA were also presented. The nature of the Hewison/ITA is such that many received awards for both. I have restricted the photos to pretty much one per person.

On the night, during which we were looked after admirably by the Step Inn, the ITA awards were presented by Larry Mooney and those for the Hewison by Dermot Carnegie. It does make occasions



such as this more memorable when legends, as are this

pair, do the honours.

Just to remind those who don't know or who have forgotten, the Europa Cup for best Hewison Novice was the brainchild of Larry.

Also worth mentioning is Robert Ganly's contribution via his reincarnated Ganly Walters estate agency which helped to defray prizegiving expenses.

RESULTS

- 1 Steven Ferguson (Mini Special) 225 points,
- 2 Eamonn Byrne (Mini) 212,
- 3 Paddy Power (Mini Moke) 202,
- 4 David Thompson (Nova) 190,
- 5 Mark King (Nova) 176,

- 6 Chris Grimes (Mini) 166,
 - 7 Guy Foster (Mini) 157,
 - 8 Daniel Byrne (Mini) 152,
 - 9 Alan Coyle (Mini Special) 151,
 - 10 J J Farrell (Mini Special) 150,
 - 11 Paul Phelan (Mini Special) 140,
 - 12 Peter Falvey (Nova) 125.
- Class winners:* Chris Grimes, Alan Coyle, Timmy Lynch, David Thompson.

Semi-Experts' class:

- 1 Timmy Lynch (Westfield) 80,
- 2 Jamie McMillan (Nova) 54.

Novice class (Europa Cup):

- 1 Peter Falvey (Nova) 80,
- 2 Alastair Wyllie (Mini) 20,
- 3 Alan Auerbach (Starlet) 18.



Chris Grimes



Andrew Blair



Guy Foster



Jamie McMillan



Peter Falvey



Simon Echlin



Timmy Lynch

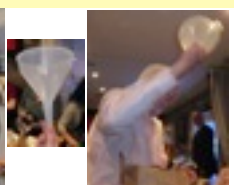


Eamonn Byrne



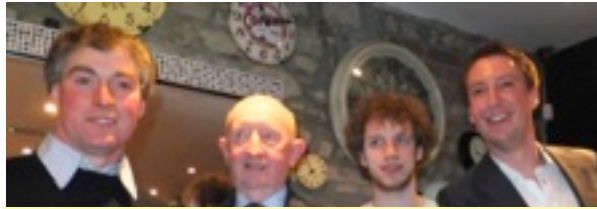
Davy Thompson

Fiona McMillan presented a special award to Frank Lenahan. I leave it to you to interpret its significance





Dermot and Felix



Ireland B - Chris Grimes, Larry, Guy Foster, Richard Pain



Paul Mooney and Larry

SNIPPET

Another excerpt from my Brendan McCoy email exchange

You were on my mind recently when, ensconced in a large pile of dusty Motoring Life magazines, I came across the attached from August 1956. In the spirit of rampant plagiarism which has seen excerpts from the late Maurice Bryan's history of the DUMC&LCC reproduced in the journals of lesser motoring organisations, you might wish to reprint it in the TDC Turbine. Indeed, you might run a competition to learn the 'alcoholic nick-name' then bestowed on your prominent body of enthusiasts!

Please submit your suggestion to
valianmcculloch@gmail.com

First event was an autocross organised by that now very prominent body of enthusiasts with the alcoholic nick-name, the Trials Drivers Club. This event was staged on a flat looking but bumpy field near Goatstown and drew a good entry of over 20 cars. The Clerk of the Weather did his damndest to put a damper on the proceedings and it rained with an enthusiasm worthy of a better cause. However, those who were autocrossing enjoyed themselves on a none-too-brilliant course. Brian Hood got his Ford Special really motoring but overdid things just when he looked like putting up an easily fastest run for his four laps. Jack Toohey, treating the wet grass with the necessary respect eventually emerged fastest with his Dellow, but only by a second from Cecil Vard and his Volkswagen. As is becoming somewhat usual, Jimmy Millard and his Fiat 600 walked off with the saloon handicap. Oh yes, there was one casualty; Some clot drove over one of the P.A. loudspeakers giving it a facelift that interfered somewhat with its efficiency.

June Crossword

1		2			3
4	5		6		
7					

Across

- 1 A recent passenger on Lanes events with current Hewison champion (6)
- 4 What an engine is doing when the accelerator pedal is not depressed (6)
- 7 Father of current Hewison champion (6)

Down

- 1 It and derivatives best for autotesting (4)
- 2 The careful owner of 1234 IY decides to buy a new car. What letters will be on his number plate? (2)
- 3 A practice indulged in by saloon car racers (sometimes associated with winking) (7)
- 5 Cars usually have 2 or 4 of these, often 3 or 5 and rarely 1 (4)
- 6 Ten megawatts (4)

April Solution

D	A	N	I	E	L
R		A			E
U					G
M	A	N	U	E	L
	S		S		E
C	O	R	S	A	S
	N		R		S

TDC Beginners' Autotest

12th May

Glutton for punishment, Tim Faulkner, was on hand again for the beginning of another year of Beginners'/ Novice Autotests on the Sunday, again in the Nissan premises in Park West. There was a little bit of a backlash from the previous day in that similarly strident sound effects must have prompted some concerned citizen to contact the guards. Fortunately, a combination of Joe Downey, primarily and Felix saw their concerns addressed.

The tests were a very much watered down version of the ITA ones. Despite this, the proximity of a couple of walls was sufficiently intimidating for Jane Connolly to postpone her debut. The what seems to be perennial question of Beginner status arose. This should have been resolved by the time you read this. Keep an eye on the website for clarification. The committee is conscious of the need to accommodate those who have maybe done a couple of events and then want to "do" the Championship without putting off "new" beginners.

The local spectators were again in evidence. Having done one test, Trish Denning was walking the next when one wiseguy commented "we never saw an oul' one driving like that before"!

Results and awards were duly dispensed with.



Editor

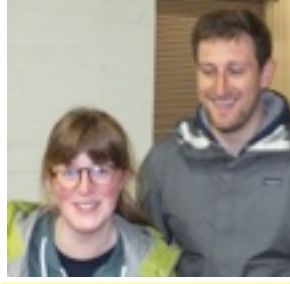


RESULTS

- 1 Karl Grehan (Starlet) 678.2s,
- 2 Joanne Lombard (Starlet) 828.4s.



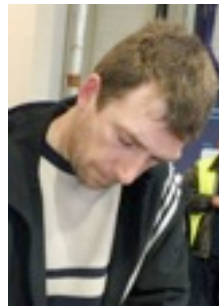
Karl wears a winning smile



Joanne and companion, Richard Barnwall

NOVICES:

- 1 Anthony Freeney (Westfield) 626.4s
- 2 John Kane (Starlet) 641.6s,



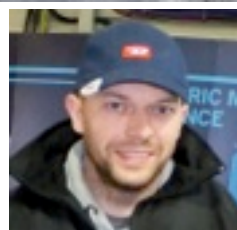
- 3 Jay Donegan (Starlet) 642.5s,
- 4 Damien Phillips (Starlet) 680.2s,



- 5 James Mansfield (Mini) 680.4s,

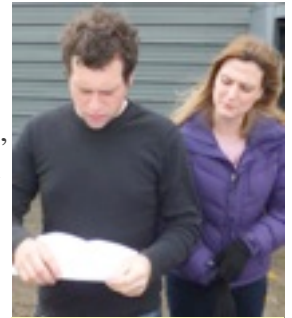


- 6 Paul Ramoutar (Starlet) 680.9s.



EXPERTS:

- 1 Alan Auerbach (Starlet) 577.2s,
- 2 Simon Echlin (Caterham) 589.6s,
- 3 Eddie Peterson (Caterham) 615.9s.



Alan & Jess



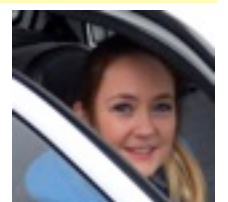
Simon offers Eddie a few tips about rear wheel drive



Mark Fagan & Stephen Briggs



Ciarán Freeney was present to see Anthony win the Novice class for the first time



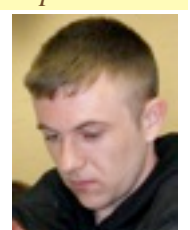
Zoë Briggs



Stephen Butler



Mark Geraghty



Glenn Kilty

Germaines of Baltinglass was the headquarters for the Garda Síochána Motor Club's Endurance Trial.

Having no suitably, or otherwise, prepared car and despite a number of reservations (more of which later), I put my name forward as being available as a first time navigator. I was flattered to receive a number of offers in the weeks leading up to the event from some great drivers, leading to my signing with good friend, Joe Doran. The choice of chariot was a bit up in the air, but as the date got closer it was clear that the Manta was not going to be ready, so Starlet it was, courtesy of, and very well prepared by, Noel Broderick.

On arrival in Baltinglass it was straight to scrutiny. What is it



Stephen looks on apprehensively as Richie Tallon consults the "green" book

Road Book, Selective Instructions, Selective Diagrams, Time Cards and more. We sat down and went through the morning selectives, marking points of note with my borrowed highlighter – thanks Editor.

After briefing and doing the measured kilometre, it was off to the first selective. Throughout the day the road book was very easy to follow – provided I was on the right page!

Lining up for Test 1, I realised that the navigator's job is not a doddle. Trying to manage a diagram, instruction sheet, time card and pen all at the same time with only two knees as a desk was not going to be easy. Do I follow the diagram or the instructions? I chose the wrong option! (*The navigation lesson in April was obviously very helpful!* - Ed) So as we hurtled into the test, having memorised the first couple of manoeuvres, I looked down at the diagram. But all of a sudden it was the wrong way up. By the time I had sorted that out we had already performed a 180° turn, so it was upside down again. OK, so it then dawns on me that I should keep the diagram still but, by the time I have realised this, we're approaching the first passage control. Now, where's clipboard with the time card? Right, hold it out the window. The drag nearly ripped it out of my hand, then the pages nearly blew away. Flip, this isn't easy. Card signed, now where on earth are we on the diagram? At this stage I've said very little to Joe but he's had a fair bit to say to me! "Code board," he says – I'd forgotten there even were code boards. No problem recording the code but I'd lost my place again on the diagram. Luckily, there was a loop repeated and, to be fair, the route was very clearly marked out so, despite my silence, Joe stayed on course. Sure he also had to cope with adapting his established driving habits from the push from the rear method to a drag from the front approach. So after 6+ minutes we arrived at the finish of

the test in a cloud of dust and had our time recorded.

Swings, merry-go-rounds, waltzers, ferries, facing backwards in the car, racing simulators, somersaulting – these are all things I did my best to avoid as a child and ever since – for one very good reason – THEY MAKE ME FEEL SICK!

So, as we head off to Test 2, I'm quiet for another reason. How am I going to last all day feeling this bad and trying to stop myself puking? Well, luckily, I needn't have worried as, just before we arrived at the next selective, having given Joe very little warning, the ditch (mostly) was on the receiving end of the contents of my stomach. The great news is that, from that point on, I felt better and my system acclimatised as the day went on. It turned out to be a good thing that it happened early on.

The second bit of good news is that the Selective Instructions proved to be a lot easier to follow than the diagrams, so that was my chosen method for the rest of the day. I found I could keep track of where we were much better.

The rest of the day was great craic, with some fantastic tests in a variety of great locations; quarries, farms, airfield etc. The surfaces ranged from Formula 1 grade tarmac to 4x4 territory. The marking of the routes was very clear, meaning that any gaps in my instructions were not missed too badly. Having said that, the dust was a challenge at times.



Dermot Carnegie & Declan Hendrick emerge from the dust

We had a tasty lunch halt back at Germaines, before heading back out for the afternoon. Everything continued to run very smoothly - efficient marshalling and no test cancellations. As we got closer to the end of the event, some of the repeated selectives were getting very rough, so achieving a finish was a priority.

The little car ran faultlessly, with just the odd tightening of the handbrake and a re-fuel to keep it going – typical Starlet. Joe's driving was great. At all times he had the welfare of Noel's car at the front of his mind. He slowed down for every bump and yump, having no consideration for whether his chances of winning were being compromised. *(I don't think that Noel reads the Turbine Stephen so you needn't have included the "Joe - car sympathy" fiction - Ed)*

I really enjoyed the experience and want to thank Joe mainly, all those who gave me advice and help beforehand, and the GSMC officials and organisers, marshals, timekeepers and results crew, landowners and, of course, Germaines.

Ten things I learned from my first event as a navigator:

- 1 Don't have a big breakfast
- 2 If you're prone to being sick, get it over with early
- 3 Use the written instructions – not the diagrams (I should have listened, Joe Downey)
- 4 Take care not to lose hold of your clipboard out the window
- 5 Try and forward call the next few instructions before arriving at a code board, as you won't have time immediately afterwards
- 6 Starlets can rev a lot higher without a rev limiter
- 7 Good tyres do make a difference
- 8 If you carry 2 spare wheels you'll be sure not to need either

9 Left doesn't always sound like left to a driver
10 You don't get to see much of the event

Stephen



RESULTS

1 Brian Murphy/William Kelly (Toyota Starlet) 14m 38s,



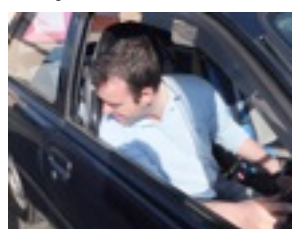
2 Simon Evans/Simon Echlin (Toyota Starlet) 16m 39s,



3 Enda McLoughlin/Sam Johnston (Toyota Starlet) 17m 05s,



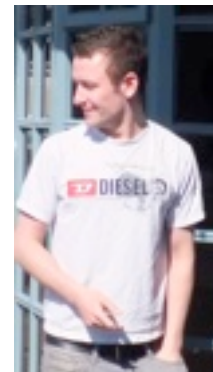
4 Eddie Peterson/Richard Pain (Toyota Starlet) 17m 26s,



5 Seán O'Toole/Declan O'Toole (Toyota Starlet) 17m 26s,



6 Ian Downey/John Nolan (Toyota Starlet) 17m 53s.



Navigation Cars:

1 Eamonn Byrne/Richard Meeke (Toyota Starlet) 15m 37s,

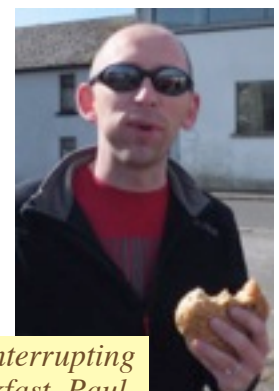


2 Alan Shinnors/George Shinnors (Toyota Starlet) 17m 01s,



Alan's top suggests confusion re. the nature of the event. George is embarrassed

3 Damien Phillips/Paul Tierney (Toyota Starlet) 17m 45s.



Sorry for interrupting your breakfast, Paul

Retrospective Cars:

1 Dermot Carnegie/Declan Hendrick (Ford Escort) 17m 47s,
2 Richard McCartney/George Hamilton (Mazda MX5) 19m 31s,



Richard

3 Martin Nugent/Mark Doran (Ford Escort) 20m 52s.



Frank O'Donoghue tells Eamonn Byrne that the breakfast isn't anything like as good value as he enjoyed in Dungannon in April



Scrutineer, Neil Wilson



Results guru, Angus Sealy



C-o-C Derek Brannigan seems to be benefitting from tri-location. No wonder the event ran so smoothly



Pat Lordan & Dawn Popham



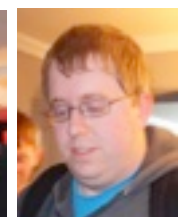
Karl & Graham O'Donoghue relax while their navigators, Delippe Laloo and Pdraig Farrell have a confab



Richard Meeke is selling a raffle ticket to Dermot Carnegie. The white Starlet in the picture is the prize.

Frank Lenehan is the mastermind behind the raffle which is to help the son of one of his nephews. He is very grateful for the generous response of competitors on the day. Some competitors were grateful as well. Martin & John (sporting the last sun hat available in Baltinglass that day) Devine borrowed a strut in the morning.

Later on Eddie Peterson & Richard Pain requisitioned a damper.



Rob Lewis, Eoin Longworth, Patrick O'Leary



Adrian Beattie, John Tallon

TDC Turbine



Carol & David Hicks did compete many years ago. They decided to make a comeback on this event. What prompted this was a joint birthday gift of a Starlet their son-in-law C-o-C Derek Brannigan gave them to mark 2013 being the year they both became sexagenarians. Carol has motorsport form - she is a sister of Joe Doran. David is similarly afflicted - he is a boyhood friend of Noel Broderick. This pair were responsible for leading Joe astray when he was very young - so Joe claims anyway!



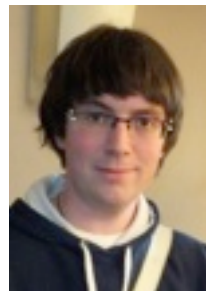
John Carroll, having organised for many years decided it was time to make a competitive comeback. Who better to do it with than former "sack of potatoes" Peter Murphy. They last competed together in 1995 in an ex-Fennell Kadett on an ALMC Stages Rally out of Drogheda.



Clockwise from top left



Quick stage exponent from the hinterland Trevor Culbert and his son, Daryl, paid a visit



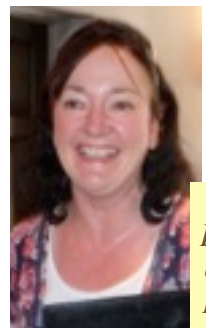
Eoghan & Iarla McCarthy



All of the above had some input into the administration of the Whitestown selective - Russell Dagge, co-driver of note who was passing on his way to Dublin (it wasn't urgent); Dave Ashton, long-serving Garda Motor Club luminary; Shane Brennan, History/English graduate with no interest in motorsport but coerced by girlfriend, Sarah Ashton, Dave's daughter, who has been brainwashed by her dad; Hugh Fleming, very experienced stage driver (an early outing was the "Circuit" in an Escort 1300) who was our ringleader; Kevin Fagan who, like me, had his driver withdrawing because of a recalcitrant car; Owen Murray, a driver whose car could not be revived in time (Owen is a fitness trainer who, as well as motorsport, enjoys, appropriately, cycling and, maybe less appropriately, snooker.)



If you fail to prepare, prepare to fail. William Kelly prepares.



Trish Denning and Joe Downey



People marshal for various reasons.

I was reminded at Park West of one of the reasons why I do.

It is the opportunity to see at first-hand machines like this being driven in such a compelling (to me anyway) fashion.

The pic may be monochrome - the performance is anything but.

SNIPPET





ECHO 1

Hella/ECCO Rally Championship 1988/89

ALMC Bunny-Run

Gibson/Fagan make triumphant return

Having been forced to miss last season's Championship, Stan Gibson and Vincent Fagan returned in style to record a clean sheet in their Escort 1300 on the opening round of the 1988/89 Hella/ECCO Championship, the ALMC Bunny-Run on Saturday 24th September. It was very close though as Ted Gaffney and Don Foley were also penalty free in their new 1800 Golf GTI (it is not theirs at all really - it actually belongs to Ted's brother Tony who uses it for stage rallying). However they lost out on the engine capacity tie-decider. A selective had been planned to sort out the ties but unfortunately this fell by the way-side when the marshal in charge, having traversed the section to check that everything was in order, couldn't find the start which was on an unmarked white, before the arrival of the first car! It would be cruel to mention that Robert Jackson was the marshal in question, but then sadism is a wonderful vice, isn't it? Robert Bolton and Ian McCulloch in a new (to them) Peugeot 205 GTi 1600 dropped their only minute because of the mix-up at the "selective" but this was good enough for third place.

The event started and finished in the Wells Hotel in Enfield and was the customary 85 miles long, running from 8.00 p.m. to 11.00 p.m. C-o-C Peter Murphy had an extremely hard working assistant in Ian O'Flynn and they had put together a good route on Sheet 13 which headed north via Trim to Bohermeen before swinging south through Athboy and Ballivor. The timing was very sensible for the first event of the season. It was sufficiently relaxed to allow the novices to keep in touch and also permitted the occasional rough sections to be tackled at a non car-breaking pace. There were two hand-outs of plot-and-bash, but these did not seem to cause any undue problems.

Being the first rally of the Championship, ALMC introduced a beginners award last year, which was donated by Telescreen (Irl.) Ltd. As it is a perpetual trophy it was up for grabs again. Scrutiny, which took place at Gorry's Filling Station, passed off smoothly until the Escort of Kevin Barrett was examined. For various reasons it failed to satisfy the scrutineer. Now, guess which company Kevin is a principal of? Yes, Telescreen! Not only was he disappointed - so also was his would-be navigator, Robert Bolton's son Steven, who was looking forward to his first event. What is encouraging about this incident is that the standards of car preparation set in the past couple of years are obviously going to be maintained this season. It was most gratifying that the C-o-C should back up his scrutineer, especially with the relatively disappointing entry of nineteen. The numbers are bound to increase, however, as quite a few crews who did not appear have registered for the Championship. Presumably they are not quite ready yet.

When I was putting a few words together about the Bunny Run MVAT, it struck me that I had done similarly about a Bunny Run 25 years ago. I thought it worth reproducing. It was a navigation rally then. Despite its age I would be surprised if you don't recognise one or two names.

In an excellent fourth place overall was the first of the novices, Derek Sheane and Eugene Whelan in the Sheane Autopoint Golf GTI. Eugene was on top form having just returned from his honeymoon and they only dropped four - there must be some merit in marriage after all! Behind them was newly promoted Kris Phelan. She has changed partners since last season and is now sitting with Innes Sheane. While Kris performed well despite a lack of Halda, Innes' Avenger did not distinguish itself. The engine died at monotonously regular intervals, which they later attributed to dirt in the petrol, and the battery fell out, so they did well to finish up with only nine penalties. Completing the top six was the O'Rourke Joinery Escort 2000 of Kevin O'Rourke and Rory Dooley. Despite the car being down on power and suffering temperamental brakes, they kept on schedule. However, they dropped two minutes when Rory went a bit wrong at T20, though Rory felt it should only have been one. They were also penalised at a via when an overshoot was deemed to be a WA. Rory was not the happiest man at the finish. It must be remembered that marshals are human and that without them events would not happen. Also, competitors don't complain when they are given a minute in their favour, to which they are not entitled!

Sixth in the expert class and eighth overall was the car everybody was talking about - the Lada Riva of David Yeates and Paul Phelan. Despite queries as to whether he had a sun-roof and other similarly complimentary remarks, the car in David's capable hands proved more than equal to the task. Their penalty of 20 was incurred early on when an unusually positioned marshal was deemed by Paul to be incorrectly sited. He, therefore, passed him by. As the marshal was within 50m of the plotted junction the penalty stood. The final experts were Philip Armstrong and Frank Hussey, last season's semi-expert champions. The Annek Frozen Foods/Embankment Joinery Samba 1300 had been fitted with a new power-plant, the previous engine having blown up in Donegal in June. They dropped a minute at the "selective" and they missed T20 altogether after a misplot by Frank, giving them a total of 21.

Best of the semis were Patsy Maguire/Richard Lyons in a very nice Sunbeam 1600. They had done well in the novice class in 1986/87 but did not have a suitable car for last season. They broke a fan belt on their way to the event which resulted in their being late arriving, so late in fact that they dropped a minute at the first control. They then travelled up a non-goer after T2 which cost them further time. Other odd minutes plus a chat with a guard whom, it transpired, Richard knew thus prolonging the conversation even more (!), contributed to their total of 21. Behind them in class, albeit sixteenth overall, were Dave Fitzgerald/Terry Dooley in a different Naas Motor Factors Escort 2000, now with additional support from Equity Bank. They had to change a wheel between T11 & T12 but, more seriously, they shortly afterwards had a rock thrown through the windscreen by some local "enthusiasts". (A disadvantage of doing thorough PR is that the mindless as well as the mindful become aware of the event). Other crews were the target of missiles as well, fortunately with less harmful results. By the time Dave and Terry had removed the broken glass, they had to skip a large chunk of the route, thus explaining their high total. Bringing up the rear both in class and overall were the Hughes brothers, best of last season's novices, this time in a beautiful Mk1 Escort t/c which John Gerard has found very reliable for the odd stage event. Unfortunately, on this occasion it suffered a mysterious electrical malady just after the start, which did not cure itself for such a long time that they had to skip to C14. From then on they went well although a couple of errors from Paul saw them add a further four minutes to their by now astronomical total.

Second in the novice class behind Sheane/Whelan were Martin Taylor and new partner Conor McNally. The Dublin Crystal and, courtesy of Conor, Green Apple TV Escort 1300 has been re-shelled since last season. Much sterling work by Rory Dooley in the week prior to the event, when Martin was on holidays,

saw the car ready in time. Conor lent a hand too, but such is his mechanical expertise that his assistance was restricted to tea-making! Although he has been out on a couple of stage events, this was Conor's first attempt at proper navigation and he did not start very auspiciously getting lost on the way to the first control. However, apart from confusion at the "selective", he coped well and they lost 19 altogether to finish a delighted seventh overall. For this season Joan Murphy has forsaken her father, or more probably his car, and is sitting with Sandra Carroll in the latter's Fiesta XR2. Their main problem was that the car was very low, to such an extent that the sumpguard was digging in on some of the rough stuff. As a result they had to skip and this allied to other losses (Joan had no Halda) saw them finish eleventh on 37. They also had a spotlight pack up (Yes, I'm afraid it was a Hella one!). Behind them was a rather disgruntled pair of Reamsbottoms, who were deemed to have skipped a via by a letter-of-the-law marshal. They have reversed roles this season with Peter driving the Avenger 1300 and Derek reading the maps. There should be some consolation for them in that the via incident cost them just one place. They had a WA at T20 when Derek misplotted but the highlight of their night was when Derek called a cautioned slurry covered crossroads to which Peter's response was to speed up and understeer into a ditch! Colin Sheridan has persuaded absolute beginner Paul Mooney to show him the way this season in his Avenger. (David Butler has aspirations to drive). Paul found it difficult early on but improved as the event progressed. They were fifth of the novices in thirteenth overall and were awarded the Telescreen (Irl.) Ltd. trophy for best beginners as a reward for their efforts. Poor Tony Enright fell foul of the three-quarter rule (twice!). He attributed this to Noel O'Reilly driving their recently acquired Golf GTI too quickly. However, they did visit all the points for the first time ever. Obviously this means that Tony has dropped his practice of last year of consigning plot-and-bash instructions to the back seat. The fore-going bodes well for the coming season. Francis Corrigan was out on only his second event guiding Niall Driver in the latter's Datsun 120Y. Despite the car not being the best (it is actually his wife's and a more suitable steed is being sought) they still managed to fall foul of the three-quarters rule. A misplot at T20 and a couple of WAs added to their woes. Richard and Patricia O'Mahony ventured out in their standard Bluebird. (Their "Halda" was a slide projector lens in front of the odometer!). Their not having a sumpguard restricted progress considerably but they were pleased to have completed the event and surprised that the expected mal-de-navi had not materialised!

Results were computed with the customary ALMC efficiency back at the Wells Hotel in Enfield and the Dublin Crystal awards presented by club president Michael O'Callaghan. He geared himself up for a speech but fortunately, considering his reputation for loquacity, he didn't get past first. In accepting the Premier Award, Vincent Fagan expressed the hope that the assembled company would be sick of listening to him in such circumstances by the end of the season! It was a good event, not too intimidating for the novices, and in fact the aborting of the "selective" was of little significance as there were very few ties to resolve at the end of the day.

ALMC Sunny-Run

24.9.88

Round 1 Hella/ECCO Championship 1988/89

RESULTS

1.	S. Gibson/V. Fagan	Escort 1300	1st Exp	0
2.	T. Gaffney/D. Foley	Golf GTI 1800	2nd Exp	0
3.	R. Bolton/I. McCulloch	Peugeot 205 GTi 1600	3rd Exp	1
4.	D.M. Sheane/E. Whelan	Sheane Autopoint Golf GTI 1600	1st Nov	4
5.	I. Sheane/K. Phelan	Avenger 1600	4th Exp	9
6.	K. O'Rourke/R. Dooley	O'Rourke Joinery Escort 2000	5th Exp	17
7.	M. Taylor/C. McAnally	Dublin Crystal/Green Apple TV Escort 1300	2nd Nov	19

8.	D. Yeates/P. Phelan	Lada Riva 1500	6th Exp	20
9.	P. Maguire/R. Lyons	Sanbeam 1600	1st Semi	21
10.	P. Armstrong/F. Hussey	Annek Frozen Foods/Embankment Joinery Sanba 1300	7th Exp	23
11.	S. Carroll/J. Murphy	Fiesta XR2 1600	3rd Nov	37
12.	P. Reamsbottom/D. Reamsbottom	Sanbeam 1300	4th Nov	51
13.	C. Sheridan/P. Mooney	Avenger 1300	5th Nov	89
14.	N. O'Reilly/T. Enright	Golf GTI 1600	6th Nov	119
15.	N. Driver/P. Corrigan	Datsun 120Y 1200	7th Nov	136
16.	B. Fitzgerald/T. Dooley	Equity Bank/Reas Motor Factors Escort 2000	2nd Semi	168
17.	R. O'Mahony/P. O'Mahony	Bluebird 1600	8th Nov	175
18.	J.B. Hughes/P. Hughes	Mullan Transport Escort 1600	3rd Semi	284

RESULTS

MOTOR ENTHUSIASTS' CLUB DEVEREUX CUP SPORTING TRIAL AT TITTOUR, NEWTOWNMOUNTKENNEDY, CO WICKLOW:

6th April

- 1 Christopher Evans (ETE-Yamaha) 8 marks,
- 2 Philip Erskine (Erskine-Yamaha) 8m,
- 3 Alan Kilkenny (Kilkenny-Honda) 8m,
- 4 Gordon Erskine (Erskine-Yamaha) 9m,
- 5 Paul Needham (Erskine-Honda) 11m,
- 6 Fergil Gregory (Erskine-Yamaha) 12m,
- 7 Tony Farrell (Erskine-S&S) 12m,
- 8 Craig MacWilliam (Erskine-Yamaha) 13m,
- 9 Ian MacWilliam (Erskine-Yamaha) 17m,
- 10 Richard Pain (Kilkenny VW) 18m.

500 MRCI KIRKISTOWN RACE MEETING (ROUNDS OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIPS): 6th/7th April

FORMULA FORD 1600 RACE 1 (11 laps):

- 1 Ivor McCullough (Van Diemen RF01) 13m 27.70s, 74.13 mph,
- 2 Noel Dunne (Van Diemen RF00) 13m 27.78s,
- 3 Noel Robinson (Van Diemen JL12),
- 4 Jonathan McMullan (Mondiale M89S),
- 5 Niall Murray (Van Diemen RF99).

FORMULA FORD 1600 RACE 2 (5 laps):

- 1 Ivor McCullough (Van Diemen RF01) 5m 12.20s, 87.17 mph,
- 2 Noel Robinson (Van Diemen JL12) 5m 15.32s,
- 3 Jonathan McMullan (Mondiale M89S),
- 4 Sean Doyle (Van Diemen RF91),
- 5 Niall Murray (Van Diemen RF99).

IRISH MOTOR RACING CLUB RACE MEETING AT MONDELLO PARK: 14th April

PATCH TYRE EQUIPMENT FIESTA RACE 1 (10 laps):

- 1 John Denning 12m 44.41s, 54.14 mph

PATCH TYRE EQUIPMENT FIESTA RACE 2 (12 laps):

- 1 John Denning 14m 59.40s, 55.21 mph,

STRYKER RACE 1 (10 laps):

- 1 Alan Watkins 12m 35.57s, 54.77 mph,

- 2 Brian Kingston 12m 41.31s.

- 3 Alan Auerbach 12m 41.95s,

STRYKER RACE 2 (14 laps):

- 1 Alan Auerbach 14m 50.86s, 65.03 mph,

- 2 Paul Yeomans 14m 57.04s,

- 3 Dave Griffin 15m 05.04s,

LEINSTER MOTOR CLUB WEEKEND SPORTING TRIAL AT MONEYSTOWN, ASHFORD, CO WICKLOW: 20th/21st April

- 1 John Pennefather (Erskine-Suzuki) 4 marks,
- 2 Christopher Evans (ETE-Yamaha) 9m.

CLARE M C AUTOTEST AT TOONAGH, ENNIS, CO CLARE (ROUND 2 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP)

(DAY 1): 27th April

- 1 Paddy Power (Mini Special) 597.0s,
- 2 Damien Doran (Mini) 615.4s,
- 3 Ian White (Mini) 615.7s,
- 4 Mike Mulcahy (Mini Special) 640.5s,
- 5 Peter Falvey (Mini Special) 649.6s,
- 6 Alan Clarke (Mini Special) 651.9s,
- 7 Michael Cashman (Corsa) 665.6s,
- 8 Liam Croston (Starlet) 678.5s,
- 9 Rory Power (Mini) 680.8s.

Class winner: Anthony O'Neill (Starlet) 773.8s

(ROUND 3 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 2): 28th April

- 1 Peter Falvey (Mini Special) 719.4s,
- 2 Paddy Power (Mini Special) 725.9s,
- 3 Ian White (Mini) 734.8s,
- 4 Liam Croston (Starlet) 735.1s,
- 5 Mike Mulcahy (Mini Special) 770.3s,
- 6 Michael Cashman (Corsa) 784.8s,
- 7 Martin Walsh (Starlet Special) 789.2s.
- 8 Rory Power (Mini) 801.1s.

Class winner: Anthony O'Neill (Starlet) 899.0s

IMOKILLY M C AUTOTEST AT CORRIN EVENT CENTRE, RATHCORMACK, CO CORK (ROUND 4 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 12th May

- 1 Peter Falvey (Mini Special) 496.8s,
- 2 Damien Doran (Mini) 501.4s,
- 3 Paddy Power (Mini Special) 501.9s,
- 4 Timmy Lynch (Westfield) 507.2s,
- 5 Ian White (Mini) 513.0s,
- 6 Gerry Lynch (Westfield) 529.8s,
- 7 Liam Croston (Starlet) 551.2s,
- 8 Mike Mulcahy (Mini Special) 554.7s,
- 9 Alan Clarke (Mini Special) 556.4s,
- 10 Rory Power (Mini) 568.3s.

Class winner: Anthony O'Neill (Starlet) 720.5s

LEINSTER M C/BARC RACE MEETING AT BISHOPSCOURT, CO DOWN (ROUNDS OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIPS): 11th/12th May

PATCH TYRE EQUIPMENT FIESTA RACE 1 (11 laps):

- 1 John Denning 16m 17.00s, 67.21 mph

FIAT PUNTO CLASS:

- 1 Mervyn Miller.

STRYKER RACE 1 (11 laps):

1 Alan Watkins 16m 52.59s, 71.33 mph

2 Dave Griffin 10 laps

STRYKER RACE 2 (12 laps):

1 Dave Griffin 17m 17.72s, 75.93 mph

2 Alan Watkins 17m 18.10s

FORMULA FORD 1600 RACE 1 (12 laps):

1 Ivor McCullough (Van Diemen RF00) 16m 13.91s, 80.91 mph,

2 Niall Murray (Van Diemen RF99) 16m 14.80s.

FORMULA FORD 1600 RACE 2 (12 laps):

1 Ivor McCullough (Van Diemen RF00) 15m 11.82s, 86.42 mph,

2 Niall Murray (Van Diemen RF99) 15m 15.46s.

SKIBBEREEN & DISTRICT C C AUTOTEST AT KILBROGAN, BANDON, CO CORK (ROUND 5 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 1): 25th May

1 Timmy Lynch (Westfield) 474.9s,

2 Peter Falvey (Mini Special) 483.0s,

3 Paddy Power (Mini Special) 484.1s,

4 Damien Doran (Mini) 489.4s,

5 Ian White (Mini) 498.9s,

6 Gerry Lynch (Westfield) 506.8s.

Class winners: Damien Doran, Peter Falvey, Martin Walsh (Starlet Special) 556.4s, Gerry Lynch, Michael Lynch (Starlet) 550.9s, Liam Croston (Starlet) 518.0s, Anthony O'Neill (Starlet) 650.6s, Brian O'Mahony (Toyota Special) 653.2s, Sharon Clarke (Mini Special) 701.8s.

(ROUND 6 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 2): 26th May

1 Peter Falvey (Mini Special) 455.7s,

2 Timmy Lynch (Westfield) 457.4s,

3 Paddy Power (Mini Special) 468.0s,

4 Ian White (Mini) 475.1s,

5 Peter Desmond (Westfield) 487.7s,

6 Gerry Lynch (Westfield) 490.8s.

Class winners: Ian White, Paddy Power, Martin Walsh (Starlet Special) 542.2s, Timmy Lynch, Michael Lynch (Starlet) 558.3s, Michael Cashman (Corsa) 542.3s, Anthony O'Neill (Starlet) 618.1s, Diarmuid O'Shea 621.3s, Sharon Clarke (Mini Special) 620.9s.

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