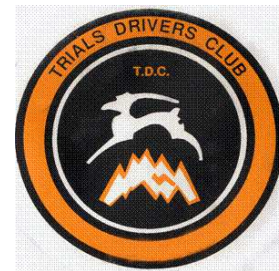


# TDC Turbine

*An intermittent missive of random rants, reports & reviews*

www.tdcireland.com



October 2013

## Chairman's Chunterings

### CONGRATULATIONS

#### *Derek Tohill does it again*

Derek regained his FIA European Rallycross Championship TouringCar category crown at Greinbach in Austria on 15th September.

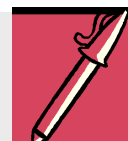


*In the past, club members who have contributed significantly to the cause have been featured on the front page. On this occasion the stalwarts selected are Ciarán Freeney and Eoin O'Curry who seem always to be ready, willing and able.*

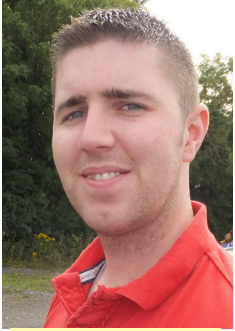


There are two new recruits to add variety to your bimonthly read. Richard Barnwall and Dave McAulay are very welcome. Monaghan's Malcolm Totten is a welcome addition to our "regular" snappers.

<http://www.picturesofireland.ie>



Ian



Keith Alford

Like most of my motoring plans these days, the plan to enter the most recent Beginners Auto Test in Mondello was somewhat influenced and hatched in the local on a Thursday night. More recently of late, I'd be more used to hatching plans for ensuring the continued success of the series of Octane Track Days that we run in Mondello Park and even more regularly than that I'm normally on the phone or emails trying to get the usual suspects in the Irish Strykers Racing Championship out on a grid in Mondello, or even Anglesey. Both sound a lot easier than they are but anyone involved in two successful projects like that will understand how hard it is to find time to fit in another form of driving on valuable days off. Thankfully regular Thursday night "Team Meetings" means that ideas like this are often thrown around and occasionally we run with one. I had been threatening to attend, never mind take part, in an auto test for a long time and when Dave Griffin said he was half thinking of dusting down a car his brothers had used a few years back for an outing I got interested. I had a Sunday off, which is rare, so when an offer to double drive was made I would have been mad not to. We had the car sorted, well, as sorted as can be expected with a day or two's notice. We would be driving a Mitsubishi Colt which like a lot of the cars that would be in Mondello was nothing but a standard car with the interior removed, a modified



handbrake, a steering wheel knob. We had the added bonus of a dubious clutch and a new battery. The car had been parked up a few years ago after another TDC event and had not moved since. What could possibly go wrong? A few phone calls to Phil Brennan, the



2012 champion of the Irish Touring



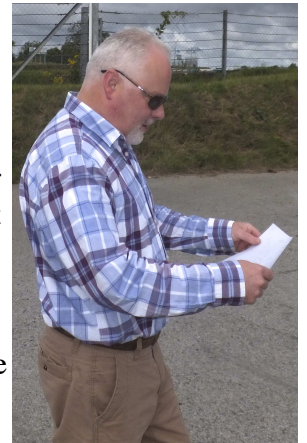
Car Championship, and Brian Kingston, the spectators' and marshals' favourite in the Irish Strykers Racing Championship, added some friendly banter before we even made it to Mondello. Phil, although obviously a skilled and experienced driver would be autotesting for the first time and Brian would be out for the first time in a year or so in a newly acquired Starlet. Part of the appeal of autotesting for me is the accessibility of the sport (cheap entries, relatively cheap cars) but the appeal is also the ability to arrive and not only drive against other competitors but to drive when the playing field is somewhat levelled against experienced drivers especially when they are starting out autotesting for the first time also. I arrived early on Sunday to a welcoming Peter Auerbach, whom I know from the Strykers. Alan, his son, had yet to arrive but Peter gave me a bit of a run-down on how the event would be run. Dave arrived with the Colt and Team Kingston/



Brennan were already checking tyre pressures and adjusting their suspension set up. Piers MacFheorais was kind enough to give Phil and I some tips

about how to make the car do what we wanted and also walked us through the tests. I think I walked each test at least 10 more times before we got started!!

It was time to drive, my first time to sit in and drive the Colt actually.



Looking back now, I probably should have given myself a bit of time in the car around the back carpark first but after the first two runs on the first test I hadn't lost my way and I had no penalties so I was happy. Great adrenaline rush, clean enough runs but gear changes really slowed me down. Piers was right, trying to stop myself relying on the clutch when braking hard was tough. I think my attempts at this improved somewhat towards the end of the day. A few words of advice from the marshals and it was time to try Test 2. It was a little more technical, a harder test to learn - more pylons and lines to be thinking forward towards. So, after my first two clean runs, I had two terrible runs. They were quicker but I was penalised for clumsiness. I also nearly added the



Mondello Park's Turn 1 bank into the test which added a few seconds. So slower overall, a few penalties but still having a ball and learning loads.

My last five runs were good. I was gaining confidence, learning the two tests as I went. My driving became smoother and as a result my times were improving. The abuse of double-driving was taking its toll on the poor Colt though. The *new* clutch that was fitted four years ago, before the cars last outing, was toast. We were finding it harder to get power out of the slow bits and after the short break before the combined test we couldn't get gears at all. Day over for us. Well it was our day's driving over but there was another hour of entertainment watching the rest tackle the test.

It was a great day in Mondello, well organised by the club and marshals, lots of great advice for new drivers like myself, a good bit of competition between the regulars and, more importantly, we *may* have just completed the day a few seconds quicker than another double driving duo!!! Looking forward to the next one.

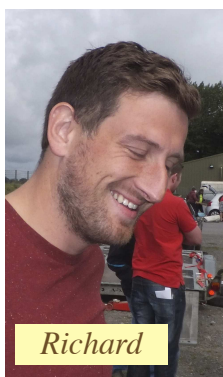
Keith



## RESULTS



Jason



Richard

- 1 Jason Loughrey (VW Buggy) 672.0s,
- 2 Mark Geraghty (Starlet) 697.8s,
- 3 Brian Kingston (Starlet) 746.5s,
- 4 Richard Barnwall (Starlet) 774.1s,
- 5 Philip Brennan (Starlet) 812.0s,
- 6 Keith Alford (Colt) 816.3s.

## NOVICES:

- 1 John Nolan (Starlet) 631.5s,
- 2 Piers MacFheorais (Mazda MX5) 637.7s,



John



Philip



Trish



Damien

- 3 Philip O'Reilly (Starlet) 640.2s,
- 4 Patricia Denning (Starlet) 656.2s,
- 5 Damien Phillips (Starlet) 681.4s,
- 6 James Mansfield (Mini) 690.6s.

## EXPERTS:

- 1 Alan Auerbach (Starlet) 566.9s,



Alan



John

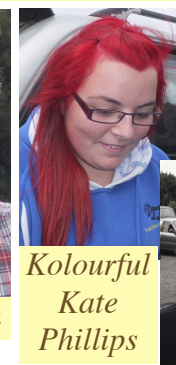
- 2 John McAssey (Starlet) 588.5s.



Paddy,  
Joanne &  
Valerie  
Lombard



Rob Bolton



Kolourful  
Kate  
Phillips



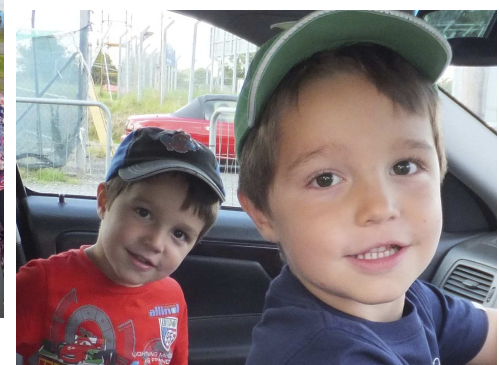
Eamonn  
King



Colonial Joe  
Downey



Felix seems to be pleased about something



Jason & Becky's (Griffin) twins  
Alex (L) & Seb



Paul Ramoutar & Melissa Dowd



Bill White, Ciarán & Anthony Freeney



Leitrim's Enda McLoughlin, navigated by Declan Tynan won the Monaghan Motor Club Endurance Trial for a second successive year. The pairing had a 26 second advantage over Ian Downey and William Kelly after 23 testing selectives across North Monaghan. Eddie Peterson and Kevin Fagan were 3rd with the top three all in similar Starlets.

C-o-C Andy Mackarel and his team put a mammoth effort into getting and setting up selectives which proved very popular with all who took part. The day started with scrutiny at Sam's Diner and then up to event HQ at the Four Seasons Hotel. First car departed at 10.30am and headed for the Threemilehouse/Greenans Cross areas to endure 10 demanding selectives through lanes and yards known locally as Keenans, McGuinness' and Wrights Quarry as well as the farm lanes of Robert and Richard Moore before returning to the Four Seasons for a much deserved dinner break and service. The afternoon selectives brought competitors northwards towards Balinode/Scotstown/Tydavnet and Carrickroe where 13 more tests lay in wait. These selectives were on the farm lanes of McMahons, Sherlocks and McMeels as well as McAree Engineering Works at Carrickroe, Wattersons Quarry and the ever popular track at Rally School Ireland. This event surely lived up to its name as an endurance trial with the first car arriving back to HQ at 7.00pm where results and prize giving took place soon after.

Ian Downey and William Kelly had led through the early selectives but it was the Starlet of McLoughlin/Tynan which led at the mid way halt and progressed through the afternoon tests to extend their lead. Karl O'Donoghue and Damian Connolly were 4th overall

and 2nd in class 1 in their Rover 200 with Midlands men Sam Johnston and Nigel McCloughry 5th overall and 1st in class 1. Martin Tynan and Fintan Clerkin rounded off the top three in class 1 which was the endurance trial specification car class.

Arthur and Mac Kierans viewed most of the days proceedings from the sidelines, having parked their mount on its side in almost the same place where they slid off last year!

Andy Mackarel thanks all the land and property owners for their help and support, all the marshals and time keepers, results team and the Four Seasons Hotel. Also a big thank you to John Kelly, Damian Treanor, Fintan Clerkin, Richard Cassidy, Rodney Adams, Trevor Farrell and especially to Cora for all their help. Also to anyone else who helped out in any way. Special word of thanks to Damian Hagan for tying up all the tape that little bit higher so the MX5 could fit underneath it!!

### RESULTS

1 Enda McLoughlin/Declan Tynan (Toyota Starlet) 10m 22s,



*Paul Hughes, Enda, Andy, Declan*

2 Ian Downey/William Kelly (Toyota Starlet) 10m 48s,



3 Eddie Peterson/Kevin Fagan (Toyota Starlet) 10m 51s,



4 Karl O'Donoghue/Damian Connolly (Rover 200) 10m 51s,



5 Sam Johnston/Nigel McCloughry (Starlet) 11m 05s,

6 Martin Tynan/Fintan Clerkin (Toyota Starlet) 12m 38s.

### Navigation Cars:

1 Kieran McCarra/Gary McCrudden (Rover 25) 12m 09s,

2 Daniel McKenna/Peter Deery (Mazda 323) 12m 27s,

3 Mickey Tynan/Ciaran Tynan (Daihatsu Cuore) 13m 24s.

Thanks to Malcolm Totten for the pics. Many more images can be found at

<http://www.picturesofireland.ie>



*The ubiquitous Eoin Longworth was there adding some gravitas to the occasion*





Phelan.

We got there nice and early to get a few bits and pieces done to the car. Our (*Richard Barnwall and Joanne*



*Lombard - Ed*) new Starlet had never had the reverse resistor sorted out so we took advantage of the early arrival. Basically a pin needed to be removed on the reverse selector and then a bracket rotated. Sounds straightforward but with the event starting in an hour the pressure was on. Needless to say it was more time consuming than anticipated but myself and Joanne got it done just in time. Big thanks to Liam Cashman (pictured here with Keith Byrne) (*he*



*seems to be your guardian angel! - Ed*) who gave us all the know-how to get the job done.

It was an early start - 8am at Declan's. Quick cup of tay and then sign on with Paul



Before the first test in Declan's we had a few minutes to have a look at how some of the other drivers were approaching it. It consisted of two long lane sections & a couple of throws in a yard. Needless to say it was great craic. Almost put the car into a tree but, when in doubt, flat out!

After a short drive through Blessington we had a mixed surface test with a nice balance of speed & manoeuvres. A tight slalom at the beginning then brought us into a yard with a series of loops and finally back out onto the tarmac to finish.

The third & fourth tests were in the loose & bumpy Hempstown Quarry. Test 3 started with an uphill section then leading into a couple of loops of the central mound and then a throw in the bottom corner. The loose surface caused lots of dust and the visibility was poor at times. Test 4 was just beside Test 3. This one was very enjoyable. The route contained three loops of a central triangle and a steep uphill section leading into a 180 pylon turn. A tight left hand turn completed the test where I almost crashed (*again! - Ed*).

The next two tests were just down the road. Test 5 was one of my favourites. I did fail it, though this is a minor detail! It was short & simple with a really satisfying grassy section with loads of sideways fun. Needless to say it was not a good result for me but the test was a nice one to drive. Timmy Faulkner was there to point out to me the error of my ways. Test 6 was a straight line sprint with a chap in the middle with a stop/go sign. Hard on the brakes and then flat to the boards again to the finish.



Test 7 was in a farmer's yard not too far away. Peter Lynch was on hand for some useful advice before we got started. I really enjoyed this one. It started with an immediate right hander and a brisk straight through a shed leading to a sloppy pylon. There were a couple of tight 180s later in the test with a quick uphill section to the finish.

Test 8 was in another yard. It featured some more indoor action and another sloppy pylon. A couple of competitors struggled with this. Test 9 was a tricky one to remember as I recall. It started with a quick uphill sprint to a silage store where a tight throw & reverse over the line awaited us. This was too tight for me and I did about a 5-point turn. Back down the hill and left to the other entrance to the same lane where another tight throw & reverse awaited us. I did better on this one but it was an overall very slow time for me.

I can't actually remember Test 10. (*It's encouraging that memory lapses are not confined to the more mature - Ed*)

On to Test 11. This was a nice flat grippy surface. It was good fun, and a big change to the previous tests. The route was simple & fast though a couple of throws & wiggle woggles to slow our gallop. Then it was back to Declan's for lunch. We got fed and watered which was much appreciated and wasted no time before tackling Test 12. This was brilliant fun. A huge field with long sweeping bends getting you sideways at every opportunity.

Test 13 is another which I can't remember but the next one at Rathallagh certainly made an impression. We approached with a leisurely drive through the golf course. We got a few funny looks from the golfers. When we got to the



start we had a quick look around and then got stuck in. I really enjoyed this one as it was straightforward.



There were more sheds as well. The second one was a bit of a challenge as the dust you kicked up on the way in made it difficult to find your way out again.

Test 15 was also good fun. As we



arrived we could see a casualty as Joe & Ian Downey were changing a wheel. This one involved an immediate throw & reverse leading into a couple of sharp pylons. Then there was a sprint around a large shed with an extremely tight gate to negotiate and a tight 180 pylon manoeuvre. Finally a sprint back round the shed and back to the line. The next test brought us to a farm yard where we caught up to some of the other drivers from further up the starting order. There was no walking of the test allowed here making it a little more difficult. It involved a lap of a cluster of buildings with a few throws & pylons thrown in for good measure.

Test 17 was yet another farm yard with a combination of surfaces. The route was short and involved a tricky reverse section down a lane. We got some rain during this which helped

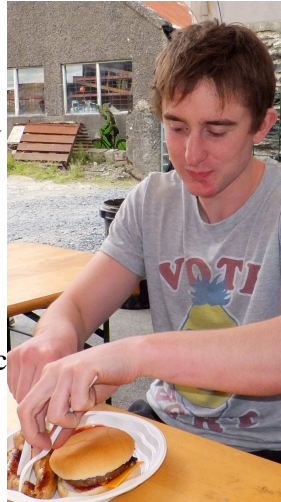
the back end of the car come round on the tight pylons. After a leisurely drive back up the N81, the final test was in Declan's where we drove a very similar route to Test 1 but in reverse. Again the straights were a bit nerve racking with trees whizzing past you pretty fast.

After this we received some great hospitality with a fantastic BBQ where we discussed the craic that was had during the day.

Everybody was in total agreement that it was a brilliant day and was an extremely well organised event.

Big thanks to everyone involved.

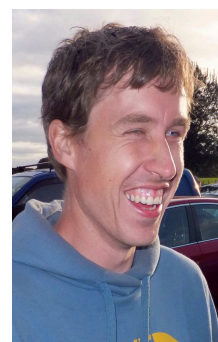
Looking forward to doing it all again next year.



Barry Morton tucks in



Richard



## RESULTS

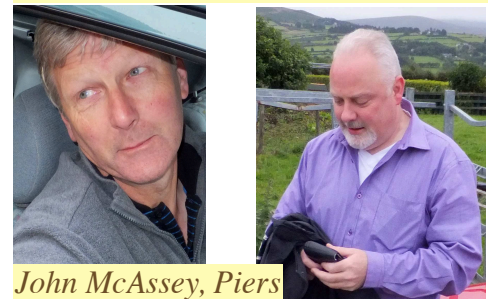
- 1 Eddie Peterson (Starlet) 1004.7s,
- 2 Eamonn Byrne (Starlet) 1009.9s,
- 3 Ronnie Griffin (Starlet) 1055.8s,
- 4 Damien Doran (Starlet) 1059.1s,
- 5 Dermot Carnegie (Mini Cooper S) 1059.3s,
- 6 Richard Meeke (Starlet) 1059.9s,
- 7 John Nolan (Starlet) 1063.4s,
- 8 Liam Cashman (Starlet) 1064.8s,
- 9 Alan Auerbach (Starlet) 1073.7s,
- 10 John McAssey (Starlet) 1083.8s,



Richard, John Nolan, Alan



Jonathan Bradshaw & Frank



John McAssey, Piers

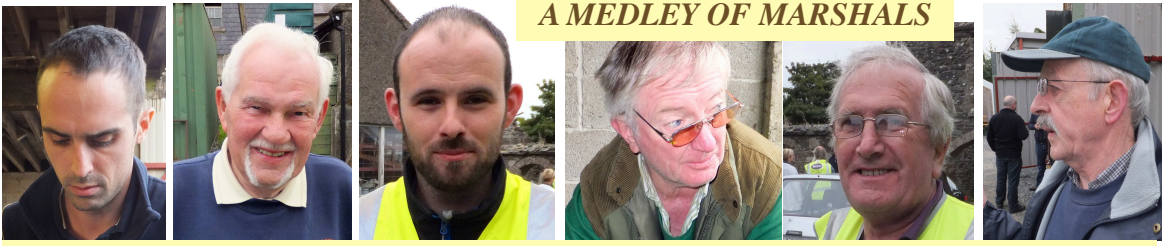
The highlight of Harold Hassard's day was the opportunity to peruse the contents of the Rathsallagh greenkeeper's shed.





## TDC Turbine

### A MEDLEY OF MARSHALS



*Mark Doran, Eamonn King, Ben Deithrick, Frank Fennell, Ciarán Freeney, Eoin O'Curry*



*Malcolm Clark, Gordon Graves, Geoff Long, Philip Creighton, Seán O'Toole, Michael Byrne, Ian McCulloch*



*Paul Nolan, Niall Driver, Damien Phillips, Dave McAulay, Stephen Briggs, Brian Kingston, Jack Quinn*



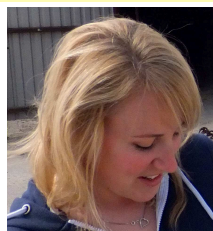
*Kevin O'Rourke, Danny O'Donohoe, Ted Gaffney, Mark Geraghty, Karl Grehan, Trish Denning, Dave O'Neill*



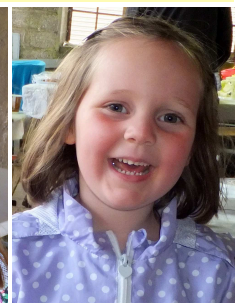
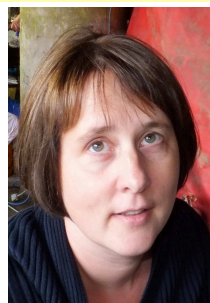
*PJ & Seán Kearney, Philip O'Reilly, Martin Nugent, Ron Mullen, Dave Meeke*



*Dave Cormack gets a worm's eye view*



*Jane Connolly - she and Karl Grehan recently tied the knot - Congratulations*



*Eamonn's girls - Joanna, Emma & Zoe*





Dateline: September 15<sup>th</sup> 2013:

Much of Dublin is looking to the skies to spot a few planes taking part in the aptly named Flightfest. However, a few TDC types are heading towards Taylors Three Rock to take part in another form of high-octane excitement - the TDC Treasure Hunt organized by Frank F and his infinitely better half Kay. Our team (must remember there is no I in team) consisted of my better half, Sue, and offspring Callum and Ross on spotting (not of the plane type) duties. Sue had bagged driving the trusty Starlet having claimed she couldn't work the Brantz and refused to accept that I couldn't either...

We passed a good few plane spotters around Ticknock but on arrival at Taylors knew we were in the right place (always a good start) when we saw Mark Walsh's lovely Mk2 Escort and Owen Murray's red Starlet in the car park.

Upon entering the building I was drawn to the menu on the wall (despite the civilized start time having allowed us to partake of the mummies traditional Sunday lunch) which seemed to be very reasonably priced until it was pointed out to me that it dated from 1973....

Mr F was holding court, ably assisted by Stephen Briggs taking entries and handing out question sheets while threatening everyone in sight with the contents of a vacuum cleaner box! A quick perusal of these sheets revealed one page dedicated to a photo quiz of various cars, no doubt garnered from the Fennell photography archive with some

cryptic clues - oh how that word cryptic would feature largely for the rest of the afternoon.....

The next page had questions to be answered in the vicinity of Taylors whose windows were adorned with a great display of artefacts.

Then it was on to the route instructions with various questions to be answered at different locations. By this time there was a good crowd milling around including multiple Hewison champions, Retro rallying protagonists and multivenue regulars, not to mention a couple of car preparation gurus. All had roped in friends and family to assist them. As we headed out the gate we met numerous other competitors coming back down the road. We would soon follow suit having realized that we needed to be on the ball from the very start with the first few clues coming thick and fast.

At the top of the road we met others climbing road signs to find the maker's name or were they getting a

better vantage point for Flightfest? Shortly, there was a scrabble to read a planning notice and then on to Marley Park to find Frank Hussey and a golfer. Next we passed by the Fennell stately pile to inspect its security arrangements having satisfied ourselves that the preceding roundabout was certified and indulging in a little mental arithmetic while causing yet another traffic jam..... Then we were looking over walls for concrete bloc cars and cctv suppliers. Shortly after this we were passed by a very tidy blue Datsun coupé with a kindly looking gentleman leaning out the passenger window sounding a vintage car horn.... surreal doesn't even come close!

After this it was time for a leisurely stroll around a graveyard and then on to the Pine Forest via some more devious clues and then towards Glencullen. It was along here that our host had cunningly introduced a unit change into the instructions,





something all those navigation lessons with the Teach and the Vin had never warned me about, spotting a missing u and doing some more fiendish mental calculations and then into Seán Reynards for a brief lemonade stop. Here we looked for missing cats, practised our gaelige and some farmers failed miserably to identify a turnip picker. When it was time to leave, some left via the wrong gate and returned when the instructions made no sense further down the road - others claimed they made no sense down the right road.....

We were away spotting September motoring events, counting chains, turning road names into county Cavan placenames, counting horsepower and telegraph poles and soon our destination, The Step Inn, was in sight. A quick stop into Kennedy's shop to find a popular beverage with a team member's

name on it. We found a Frank and an Eric but resisted the temptation to hide them.....

There was still a final question sheet to be completed of general knowledge - how would motorsport people know who the Lord Mayor of Dublin is? There was little time to compare answers with fellow competitors (*Is that not cheating? - Ed*) before heading upstairs to the area reserved for a GAA function to hand in our answers and wind down with a beverage, while watching Frank and Stephen correcting our labours with the zeal of your least favourite teacher. Then Frank proceeded to give us the correct answers in his own inimitable style, all the time being heckled by the assembled crowd determined to convince him that their answers were correct. His response to this consisted of the aforementioned vintage car horn and the liberal use

of flattering remarks – “You’re not as thick as you look” was a favourite.

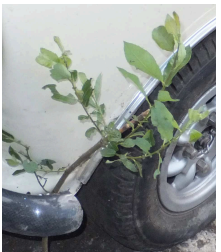
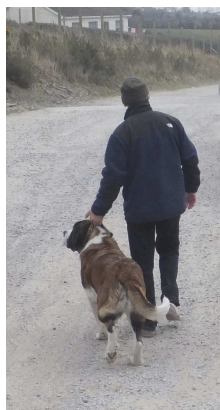
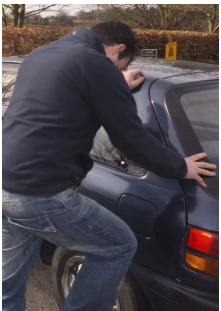
By now the GAA people were anxious that we vacate their room so we adjourned downstairs for the rest of the answers and more aural assaults from that horn! Then it was time for the results. The top three were only separated by one point with Eric, Jill and family emerging as winners and receiving a voucher for the Step Inn thanks to John McCluskey. Runners-up (*Dave is too modest to admit that this was the team of which he was a part - Ed*) received bottles of vino and soft drinks for the junior team members. Much thanks are due to Frank, Kay and Stephen for their hard work and smooth running of the day's fun. I hope they are working on the next one already!

Dave McAulay



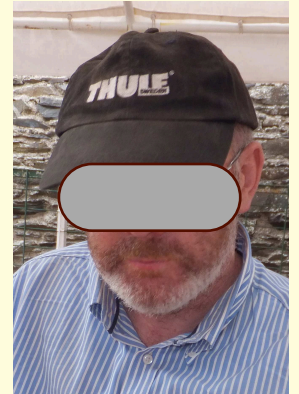
## QUIZ

### August Answers



1. Who is pumping his tyre? **Eddie Peterson**
2. Who picked up the greenery during a test? **James Wilson**
3. Who is walking the dog? **Joe Downey**
4. Whose shoes? **Simon Echlin's**

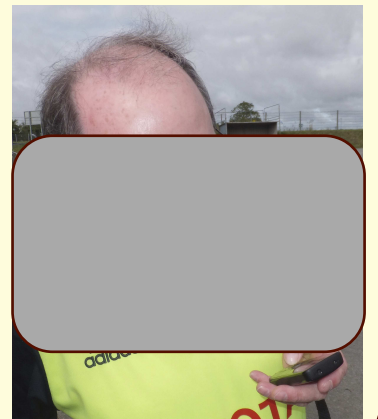
### October Questions



1. What certification is Ronnie displaying?
2. Who is sporting the beard?
3. Who is this?

Answers to

[valianmcculloch@gmail.com](mailto:valianmcculloch@gmail.com)





Another early start with a call to Ashfield to collect Clifford Auld must mean it's another ALMC Enduro. This time the start was at The Snailbox just outside Ashbourne and even though Frank (Lenehan) said he would be there late ("a load of cattle to get sorted") he was actually there before me. The 'boxy' was looking well - I was informed that it had had a complete re-spray



(thanks to Niall Driver) after a couple of knocks at Declan's event! Now all it needs is a nice set of alloys to complete the look!!! Scrutiny passed, sign-on was completed and then it was down to the job of looking through the tests, marking the stop boxes, passage controls and the infamous code-boards! A quick check with Karen Gaffney and Kevin Fagan to make



Clifford, Kevin & Frank

sure we were all "singing from the same hymn sheet". Unfortunately both crews (Ted & Karen and Owen & Kevin) had car problems and had to retire early.

Cathal Brady was C-o-C and after the drivers' briefing we set off to do the measured kilometre and get in line ready to go.



Frank & Alan Shinnors pick their lines

The first test was around the Whiteriver karting track - laps 1, 4 & 5 were the whole circuit with 2 & 3 being a shorter version with stop boxes and passage controls to slow us down. Test 2 was at Bellewstown - two laps with a good jump in the middle - think there was a photographer taking photos to prove that we were airborne but haven't managed to find out who it was to see the evidence! The next test was three laps around Murphy's Quarry - rough and dusty but good fun. Test 4 was at Balbriggan Motocross track - we had been warned that the stop boxes were right on the crest of two ramps (think in motocross terms they are called 'table tops') and that if we didn't stop exactly at the top we would be over the other side and miss the stop boxes thus incurring a penalty. Remembering that this course was designed for motocross bikes they were not exaggerating about the steep incline/decline but thankfully we managed to get stopped at the correct place each time. When we arrived at Test 5 at McHales, Turvey, there was a digger

Owen Murray, Karl O'Donoghue & Kevin Fagan wait patiently at Turvey



still on the course clearing the track so that we could get through. To say it was dusty is an understatement - I felt sorry for the marshals - we couldn't even see some of them as we pulled into the passage controls! Tests 6 and 7 were at Fairyhouse. Anyone who did the Enduro in February will know what I mean when I say I was dreading Fairyhouse! Test 6 was



Trish Denning & Joe Downey at Fairyhouse

straightforward enough though very rough and Test 7 had to be cancelled due to spectators cars being parked on the finishing line????

It was back to the Snailbox for a quick bowl of soup before repeating all the tests again except for the karting track. Both Fairyhouse tests were done twice more - the spectators' cars were gone! Second time around Murphy's Quarry Frank noticed the car seemed to be holding back. When we finished, the car wouldn't roll in neutral and on inspection it was found that the back brakes were jammed on. With a bit of help from Paul Nolan and Martin Devine, Frank managed to release them and we were on our way again. Test 12 caused another problem - it was so rough that the two front bolts of the sump guard got snapped off from the chassis leg. Frank tied it up with cable ties but unfortunately they weren't strong enough to hold it for the final run of Test 14 and so it had to be removed. The exhaust then had





*Frank liberates sumpguard*

to be tied up with cable ties as the sump guard had swung right around and pulled it off! The power steering belt had also broken! I wanted Frank to retire but with only one test to go there was no way! So we completed Test 15 at a slower pace than usual as Frank tried to protect the sump but at least we finished!

We returned to the Snailbox slightly late and very dusty but happy that we were still in one piece!



Thanks to the ALMC for running the event and to the marshals for giving up their time to make the event possible.

*Olwen*



## RESULTS

- 1 Ian Downey/William Kelly (Toyota Starlet) 12m 57s,
- 2 Enda McLoughlin/Sam Johnston (Toyota Starlet) 13m 13s,
- 3 Colin Duffy/Sean Brady (Toyota Starlet) 13m 32s,
- 4 Simon Evans/Ruaidhri Nash (Toyota Starlet) 14m 36s,

- 5 Mark O'Connor/Sean Rooney (Hyundai Accent) 15m 15s,
- 6 Philip Smith/Daniel Byrne (Toyota Starlet) 17m 02s,

### Navigation Cars:

- 1 Martin Devine/John Devine (Ford Mondeo) 13m 41s,
- 2 Alan Shinnors/George Shinnors (Toyota Starlet) 13m 50s,
- 3 Paul Nolan/Iarla McCarthy (Toyota Starlet) 14m 51s.

### Retrospective Cars:

- 1 Philip Armstrong/Clifford Auld (Volvo PV544) 17m 11s.
- 2 Richie O'Mahony/Paul Grogan (Ford Escort) 17m 26s.



*"Hurlers on the ditch"?  
John Farrell & Mick O'Shea*



*Cathal O'Carroll & Bernard Bradley*



*Philip Armstrong & Clifford Auld*



*Enda McLoughlin & Sam Johnston*



*Martin Devine & Ian Downey attend to the Denning chariot*



RESULTS

**CARLOW CAR CLUB RACE MEETING AT MONDELLO PARK: 24th/25th August**

*HISTORIC RACE 1 (12 laps):*

- 1 David Kelly (Crossle 9S) 12m 18.14s, 67.28 mph,
- 2 Michael Doyle (Chevron B8 BMW) 12m 59.35s,
- 3 Bernard Foley (MGBGT V8) 13m 02.15s,
- 4 Steve Griffin (MG Midget) 13m 03.97s.

*HISTORIC RACE 2 (15 laps):*

- 1 David Kelly (Crossle 9S) 15m 32.12s, 66.60 mph,
- 2 Michael Doyle (Chevron B8 BMW) 16m 19.60s,
- 3 Steve Griffin (MG Midget) 16m 20.80s.

*PATCH TYRE EQUIPMENT FIESTA B RACE 2 (12 laps):*

- 1 Eoghan Fogarty 15m 26.16s, 53.62 mph,
- 2 Robert Griffin 15m 28.00s.

*Fastest lap:* Griffin 1m 14.211s, 55.76 mph.

*PATCH TYRE EQUIPMENT FIESTA A RACE 2 (9 laps):*

- 1 John Boland 10m 56.56s, 56.73 mph,
- 2 John Denning 10m 58.30s.

**500 MRCI KIRKISTOWN RACE MEETING (ROUNDS OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIPS): 31st August**

*FORMULA FORD 1600 RACE 1 (16 laps):*

- 1 Noel Dunne (Van Diemen RF00) 16m 33.51s, 87.66 mph,
- 2 Jonny McMullan (Mondiale M89S) 16m 40.32s,
- 3 Niall Murray (Van Diemen RF99).

*FORMULA FORD 1600 RACE 2 (16 laps):*

- 1 Niall Murray (Van Diemen RF99) 16m 42.71s, 86.85 mph.

**CORK M C AUTOTEST AT VERNON MOUNT, CORK (ROUND 1 OF HEWISON TROPHY CHAMPIONSHIP AND ROUND OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 7th September**

- 1 Steven Ferguson (Mini Special) 711.2s,
- 2 Robin Lyons (Mini) 722.4s,
- 3 J J Farrell (Mini) 732.5s,
- 4 Eamonn Byrne (Mini) 733.0s,
- 5 Guy Foster (Mini Special) 733.2s,
- 6 David Thompson (Nova) 736.2s,
- 7 Timmy Lynch (Westfield) 749.5s,
- 8 Daniel Byrne (Mini) 753.9s,
- 9 Paddy Power (Mini Moke) 758.4s,
- 10 Chris Grimes (Mini) 763.7s,
- 11 Alan Coyle (Mini Special) 773.4s,
- 12 George McMillan (Nova) 782.2s.

*Class winners:* Robin Lyons, Guy Foster, Martin Walsh (Starlet Special) 854.6s, Timmy Lynch, David Thompson.

*Novice award:* Robert Fenlon (Seicento) 986.8s.

**MUNSTER C C AUTOTEST AT VERNON MOUNT, CORK (ROUND 2 OF HEWISON TROPHY CHAMPIONSHIP AND FINAL ROUND OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 8th September**

- 1 Steven Ferguson (Mini Special) 654.1s,
- 2 Eamonn Byrne (Mini) 673.1s,
- 3 David Thompson (Nova) 675.1s,
- 4 Robin Lyons (Mini) 681.6s,
- 5 Guy Foster (Mini Special) 682.6s,
- 6 Daniel Byrne (Mini) 683.0s,
- 7 Paul Mooney (Nova) 687.6s,
- 8 Paddy Power (Mini Moke) 693.1s,
- 9 Alan Coyle (Mini Special) 693.9s,
- 10 J J Farrell (Mini) 694.4s,
- 11 Timmy Lynch (Westfield) 701.2s,
- 12 Liam Croston (Nova) 711.4s.

*Class winners:* Eamonn Byrne, Guy Foster, Martin Walsh (Starlet Special), Timmy Lynch, David Thompson.

*Novice award:* Robert Fenlon (Seicento) 911.5s.

**LEINSTER TROPHY RACE MEETING AT MONDELLO PARK 14th/15th September**

*FORMULA FORD 1600 RACE 1 (9 laps):*

- 1 Stephen Daly (Ray GR11) 16m 27.26s, 71.43 mph,
- 2 Ivor McCullough (Van Diemen RF00) 16m 28.72s,
- 3 Niall Murray (Van Diemen RF99) 16m 32.54s.

*FORMULA FORD 1600 RACE 2 (9 laps):*

- 1 Jonny McMullan (Mondiale M89S) 16m 36.94s, 70.74 mph,
- 2 Sean Doyle (Van Diemen RF91) 16m 37.99s,
- 3 Niall Murray (Van Diemen RF99) 16m 39.89s.

*Fastest lap:* Murray 1m 49.229s, 71.74 mph.

*PATCH TYRE EQUIPMENT FIESTA RACE 1 (5 laps):*

- 1 John Denning 11m 23.96s, 57.28 mph.

*Fastest lap:* Denning 2m 14.107s, 58.43 mph.

*PATCH TYRE EQUIPMENT FIESTA RACE 2 (7 laps):*

- 1 Sean Lillis 16m 54.60s, 54.06 mph,
- 4 John Denning 16m 56.03s.

*STRYKER RACE 1 (7 laps):*

- 1 Alan Watkins 16m 20.15s, 55.96 mph,
- 2 Alan Auerbach 16m 36.98s,
- 3 Brian Kingston 16m 47.41s.

*Fastest lap:* Andy O'Brien 2m 18.379s, 56.63 mph.

*STRYKER RACE 2 (8 laps):*

- 1 Alan Watkins 15m 34.96s, 67.05 mph,
- 2 Alan Auerbach 15m 37.64s,
- 3 Andy O'Brien 15m 49.88s,
- 4 Brian Kingston 16m 00.19s,

*Fastest lap:* Auerbach 1m 55.409s, 67.90 mph.



**CARLOW C C AUTOTEST AT GARRYHILL, CO CARLOW (ROUND 3 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 1): 14th September**

- 1 Steven Ferguson (Mini Special) 606.0s,
- 2 Guy Foster (Mini Special) 621.0s,
- 3 David Thompson (Nova) 629.2s,
- 4 Mark King (Nova) 634.2s,
- 5 Eamonn Byrne (Mini) 636.4s,
- 6 Paddy Power (Mini Moke) 647.2s,
- 7 Daniel Byrne (Mini) 650.4s,
- 8 Timmy Lynch (Westfield) 657.1s,
- 9 Chris Grimes (Mini) 669.8s,
- 10 Paul Phelan (Mini Special) 673.4s,
- 11 Gerry Lynch (Westfield) 694.4s,
- 12 Jamie McMillan (Nova) 710.9s.

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

**CARLOW C C AUTOTEST AT GARRYHILL, CO CARLOW (ROUND 4 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 2): 15th September**

- 1 Peter Falvey (Mini Special) 609.8s,
- 2 Steven Ferguson (Mini Special) 611.5s,
- 3 Eamonn Byrne (Mini) 619.6s,

- 4 Eddie Peterson (Mini) 622.1s,
- 5 Guy Foster (Mini Special) 629.4s,
- 6 Daniel Byrne (Mini) 630.4s,
- 7 Mark King (Nova) 641.2s,
- 8 David Thompson (Nova) 652.3s,
- 9 Paddy Power (Mini Moke) 662.4s,
- 10 Chris Grimes (Mini) 663.9s,
- 11 Timmy Lynch (Westfield) 671.3s,
- 12 Paul Phelan (Mini Special) 673.2s.

**Class winners:** Eamonn Byrne, Steven Ferguson, Timmy Lynch, Mark King.

**LEINSTER MOTOR CLUB GVB CUP SPORTING TRIAL AT RATHBAWN, KILTEEL, CO KILDARE: 14th September**

- 1 Alan Kilkenny (Kilkenny-Yamaha) 4 marks,
- 2 Craig MacWilliam (Erskine-Yamaha) 6m,
- 3 Paul Needham (Erskine-Honda) 7m,
- 4 Philip Erskine (Erskine-Yamaha) 8m,
- 5 John Pennefather (Erskine-Suzuki) 9m,
- 6 Gordon Erskine (Erskine-Yamaha) 10m,
- 7 Richard Pain (Kilkenny VW) 10m,
- 8 Christopher Evans (ETE-Yamaha) 11m.

**SNIPPETS**

Given Joe Downey's exuberant driving style it wouldn't come as a shock to most people that he might suffer the occasional "tip". So, when his Starlet appeared for Declan's event sporting a couple of bruises, he was keen to let it be known that he was responsible for neither.



*Keep yourself free for the club's Hewison round,  
the Howard Wilde Memorial Autotest on  
Saturday 16th November in Mondello*





## SNIPPETS

**This may or may not be of interest to your Turbine readers ?**  
(I have decided it will - Ed)



The Leinster Motor Club ran their one-day all Regularity (Tulip Navigation only) Rally on Sunday 30<sup>th</sup> June. On this the 59<sup>th</sup> running of one of Ireland's older motor sport events there was a truly eclectic mix of 46 Classic Cars ranging in age

from 1917 to 1979. Yours truly was lucky to finish in a 3-way tie for 1<sup>st</sup> Overall with 180 penalties (i.e. 3 mins. lost). The very desirable winner's prize (a Georgian Silver tray entitled "The Dudley Colley Memorial Trophy") eluded me for the second year running as when there is a tie, the matter is resolved by referring to the ages of the cars involved. Unfortunately my 1965 Mini Cooper was the youngest of the successful trio and as it is always the oldest car which is favoured (a 1926 Rolls Royce this time!) – better luck next year on what will be the 60<sup>th</sup> (Diamond Jubilee) running of this event. All cars pre-1980 are eligible to enter.

I almost forgot to mention that I may have emulated Felix / Paul Phelan on this event as I drove the entire 60 miles solo (i.e. nobody else in my car). I attach a photo taken by Ian Shipley of the Irish Vintage Scene Magazine which he took during the event to validate my claim. Ian has given his permission to use this photo.

I should also mention that I won this event outright in 2007 in my trusty 1963 Riley Elf which I have only recently sold back to Fermanagh based Mini supremo (and original owner of the Elf) – Mervyn Johnston.

Best wishes,  
David Ronaldson (via email)

**1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30**

*Organisers spend quite a while coming up with a running order which they feel is best suited to the needs of their event.*

*Please do them the courtesy of complying with their wishes.*

*It would be a pity to have to use a marshal, who might be more productively deployed, to police it.*

### The Phillips Girls

You may have noticed Kate Phillips sporting a not-so-subtle hair colour on Page 3. She revealed to our reporter that it was to help the Tallaght Youth Band, of which she and sister, Eve, are members, to be even more vibrant than they already are.

The Band won the All-Ireland Championships in Galway in July.

## Tallaght Youth Band on song at All-Ireland Championships

By Brendan Grehan

TALLAGHT Youth Band hit the high notes yet again at the weekend with another winning performance at the All-Ireland Championships in Co. Galway.

Both senior and junior bands were competing in the second competition of the Irish Marching Band Association's competition in Ballygar last Sunday.

The senior band, the Marching Vikings, took first place while the junior band, the TYB cadets, are now ranked sixth in Europe.

Linda Bennett from the Tallaght Youth Band told *The Echo* that the band were pleasantly surprised with the weather on the day. She said: "It went really well. We were prepared for rain. We got sunshine all day."

First up in the competition were the TYB Cadets in the junior class and they took a well-earned second place and have moved to an amazing sixth place in the European rankings. They also won the Patrick Gilmore Cup for being the most improved band.

Linda said it was a really great achievement for the cadets. She said: "Our cadets are now ranked sixth in Europe which is really great given that some of them had never picked up an instrument since joining the band last September."

Linda said the band was lucky to have a dedicated staff for their senior and junior members and, in particular, TYB Cadets director Robert Riddington.

Next up were the Marching Vikings who were competing in the Premier Class section of the competition where they took first place. The band also won all the category awards. The captions are the different categories in which the band is judged. The judges walk among the band members while they perform on the field and also observe from a



HIGH NOTE: Tallaght Youth Band compete in the All-Ireland Championships in Galway

higher point to see the overall effect of the show. The categories are field visual, visual effect, colourpoint, percussion, field music, ensemble music, music effect and ensemble visual. As it was an IMBA show, judges travelled from all

over Europe for the event.

The band were led out by drum major Yvonne Haddad in her second season in this position. They are current all-Ireland champions and hope to keep their title.

The music didn't stop in Galway as

on Monday both bands played in the bandstand in Farnham House to a bank holiday weekend audience. Playing in the sunshine, they entertained with music while families enjoyed picnics. For the next competition, both bands will be on home ground. Linda told *The*

*Echo*: "We were hoping to play in Tallaght Stadium but the next competition is in St Mary's RSC in Templeogue on Sunday August 25. Both bands will be playing in the competition and all are welcome to come and support them."





**Navigation Lesson**

**Wednesday 4th September**  
**Details on website**

Stephen Briggs, Philip O'Reilly and Ian McCulloch did a reprise of the exercise undertaken in April. There were some "repeat students" but not as many new "pupils" as had been hoped for turned up. Those who did attend were positive about the experience so maybe we will have a another "go" next year.

*If any of you has suggestions as to what topics you would like covered, please talk to any one of those named above.*



1		2			3
4	5		6		
7					

### October Crossword

#### Across

- 1 Runs a mean MVAT (6)  
 4 The tradesman who has an input into your leather upholstery (6)  
 7 Do this with your seatbelts (6)

#### Down

- 1 SP250 (Daimler) (4)  
 2 Reg if you're from Borris (2)  
 3 Oil filter maybe leaking because there is ..... (2,1-4)  
 5 Rarely travels alone - usually has Jess (girlfriend) or Peter (dad) for company (4)  
 6 Nissan model currently enjoyed by the editor (4)

#### August Solution

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



A few doughty southerners headed north for what turned out to be an excellent day's fun. Photos were acquired from Facebook, Leslie McMullan being responsible for most of them.

### RESULTS

- 1 James Wilson Mini 814.4
- 2 Colin Earney Starlet 871.8
- 3 Robert Woodside Jnr MX5 897.7



*Best placed of the visitors were Malcolm Clark in seventh and Stephen Briggs in eleventh*



*Mark Geraghty obviously enjoyed himself*



*Simon Woodside appeared in this serious looking Starlet - from its attitude I suspect it may be rear wheel drive*



*Zoë Briggs*



*Peter Geraghty*



*James Mansfield*

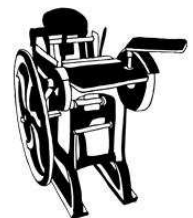


*Adam Geraghty, too young to compete in the Republic, double drove with Johnathan Fenton*



Legend in his own lunchtime, Vincent Fagan aka The Vin, has had a recall and is currently incarcerated in Tallaght hospital while a repair is effected.

We wish him well and look forward to seeing him again soon on events where his ready wit and humour always add to the occasion.



*Keep yourself free for the club's Hewison round, the Howard Wilde Memorial Autotest on Saturday 16th November in Mondello*

