

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

April 2014

Presidential platitudes



Last year the way the calendar evolved saw ALMC, in the persons of Martin & John Devine, run an early April MVAT. This year it is TDC's turn and Frank Fennell has once again taken the helm. The event will be an MVAT in what has become the usual area around Avoca, Co. Wicklow.

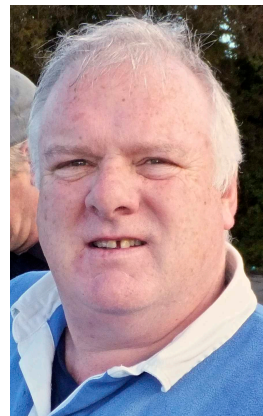
Despite Trish Denning being on the job, entries have been slow to materialise.

If more competitors don't sign up very soon the Club will have to cancel.

The nature of the test venues is such that a passenger is needed - this "sack of potatoes" doesn't require a licence. Also, double-driving is not practical.

In order for the event to run smoothly, lots of marshals are needed. The response to requests has so far been very positive but if any of you have not been asked and are in a position to help, please contact Ian McCulloch (0863738781).

Ciarán Nutty is a worthy addition to the ranks of front page celebrities. He is one of the "old reliables" in the marshalling department, despite his regular scrutineering.



Many of you have been availing of the PayPal facility when entering events online. It certainly streamlines the entry process for both Club and competitor. Unfortunately, it comes at a price. Up to now the Club has adjusted the entry fees to bear this cost. This effectively means that those not using PayPal are subsidising those who do. At the March committee meeting it was decided that there would be a surcharge for competitors who used PayPal to cover this charge. A slight consolation for those affected might be that PayPal are not as "greedy" as Ticketmaster.



This issue has benefited greatly from the input of stopastride, peespeed, tonylarge and Olwen Blair. Thank you.



Frank



As has been the case for the past three years, the DWT started in Ballymena Livestock Mart early on Saturday morning. My 'story' however starts the night before!! Frank (Lenehan) was coming to have dinner with us and stay overnight so he didn't have to start out quite so early the next morning. He rang me about 4.40pm to tell me he was on the M50 but with Friday afternoon traffic it was unlikely that he would be at our house before 7.30/8.00pm (it's about 130 miles away). So there I was at 6.45pm (dinner half-prepared) driving along our road with Andrew (Blair) when I almost collided with a southern registered jeep coming in the opposite direction!! TDC's very own president had made it from the far side of Dublin with a car and trailer on behind to Ballyclare in just about two hours – and he wonders why I have to keep telling him to slow down. 😊

Next morning we were greeted with rain, snow, wind and ice as we made our way to Ballymena. As usual, we were provided with a good breakfast and when scrutiny and the drivers' briefing were over we were soon on our way. There were 57 entries - Frank and John



John & Joe White

Golden were the only southern ones. We had 21 special tests to negotiate throughout the day on a variety of sites. The first and last tests were held in the mart yard and then we did one in Moore's concrete yard where Norman Ferguson's clutch broke and he had to retire. It was then on to the



Norman & John Nicholl

Ecos centre car park before heading up through Dunloy to the Ballymoney area using various farm yards and factory car parks for tests on the way. We didn't use the quarry from last year which was a big disappointment to those who like to be airborne!!

We had a short stop after Test 11 for a very welcome cup of tea/coffee/hot chocolate and then it was on to the disused airfield at Aghadowey for the afternoon tests. Remembering previous years I was looking forward to these tests as I had really enjoyed them. However in the middle of the second one I suffered severe 'brain freeze'!! We were in the middle of a 'wobble-wobble' when I suddenly thought we were approaching the final cone from the wrong side. I shouted at Frank to stop and we had a 'committee meeting' – just a short one as when you've entered the start of a 'wobble-wobble' correctly you can't really go wrong!!! This did lose us a few seconds, but I think he has forgiven me (again!). 😊

Back at the Mart we had more tea and biscuits to warm us up while we waited on the results. From my point of view the main competition of the day was between 'Team Lenehan' (Frank & myself) and 'Team Blair' (Paul & Andrew). You can see from the results below who won and my son likes to remind me about it quite regularly!! 😞

A big thank you to the club for organising another great event and to all the landowners who allow

us to 'rip around' on their property but a MASSIVE thank you must go to all the marshals and time-keepers who stood out all day in atrocious weather conditions.

RESULTS

1 James Wilson/Stephen Kearney

Mini 963.7

2 Robert Dickson/Catherine Dickson

Mini 982.7



3 Robert Woodside(Jnr)/Dean

Beckett MX5 988.7

4 David Cochrane/Ross Deering

Midget 1014.8

5 Paul Blair/Andrew Blair

Nova 1021.9



6 Frank Lenehan/Olwen Blair

Starlet 1027.7



Frank gets some advice from Ron Mullen

Olwen



North Armagh MC Loughgall Lanes Rally

15th February

Many of my reports start with a 'story' about Frank's driving – not at the actual event but on the way to it. Once again he hasn't let me down.

Frank had asked me to send him directions on how to get from Dublin to Loughgall. I told him, "Go to Armagh, follow the signposts for Dungannon, go straight through one roundabout and at the second roundabout take the third exit signposted for Loughgall. Keep on this road until you come into Loughgall and just past the 30mph signs turn right into the football club" (which was the rally HQ). Andrew and I arrived but couldn't sign on until our drivers arrived (Andrew was sitting with Mark Woodside). After waiting for some time I decided to ring Frank to see where he was, only to discover he was in Dungannon! He had read the bit about following the signs for Dungannon but not about turning off for Loughgall! Anyway he turned around and I was standing outside the football club waiting for him when a grey Jeep with a red Starlet on the trailer whizzed past at a great rate of knots! He obviously hadn't read the bit about turning right after the 30mph signs or maybe he just didn't see the 30mph signs because of his "whizzing". After turning

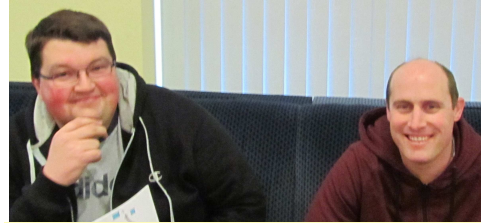


Paperwork being perused

round again he made it into the football club where he completed scrutiny, we had breakfast and

waited for the driver's briefing before we set off.

There were 48 entries with four from the south – Frank, Kevin Fitzgerald with Kevin Fagan aka



David & Kevin

Thomas Byrne (ask Kevin !), Owen Murray with David Fagan and Eoin Longworth with Patrick O'Leary.

The entries were divided into two groups with one group starting in Loughgall Country Park and the other starting in Castle Dillon. The former venue is a large park with tarmac lanes throughout and the latter is an estate with mostly gravel yards and lanes. We did six tests twice in Loughgall Country Park and four twice in Castle Dillon in the morning. It was then back to the football club for lunch before doing the six again in the park. The tests were very well laid out and the different surfaces made for interesting driving especially as the day progressed when the tarmac got slipperier after the passage of so many cars.

The event ran very smoothly – we didn't need any 'committee meetings' this time. Our only mishap was when we 'lost it' on a mucky corner and ended up lodged on top of a tree stump! Frank put the car into reverse but we were going nowhere so I had to get out (into the mud!) and push us off it. Thankfully, there was no damage done and apart from a bit of lost time we were able to get on our way. My only complaint was that we finished too early - about 2.30pm – everybody

would have loved another lap of tests!

When the results were posted Frank and I were second overall but on inspection there was a wrong time and so we were moved to down to third place by guess who??? - Mark and Andrew! Andrew 😊 was delighted that he'd beaten his mum 😞 again!!!

Another big thank you must go to the club for organising such a great event and to the landowners, marshals and time-keepers.



Frank & Olwen

RESULTS

- 1 Allan Harryman/Suz Graham
MX5 1878
- 2 Mark Woodside/Andrew Blair
MX5 1891
- 3 Frank Lenehan/Olwen Blair
Starlet 1901
- 4 Simon Woodside/Paul Woodside
Starlet 1903
- 5 Raymond Mason/Matthew Mason
Micra 1927
- 6 Owen Murray/David Fagan
Starlet 1934
- 7 Paul Williamson/Conor Kennedy
MX5 1937
- 8 Kevin Fitzgerald/Kevin Fagan-
Thomas Byrne Starlet 1947

Olwen



TSCC Charity Autotest

15th February

Despite clashing with the Loughgall Lanes Rally this event

Peter



based in North Down Grain attracted a respectable entry.

Peter Geraghty was the sole southern representative. His journey was certainly worthwhile as he bagged second place in his Starlet just ahead of the similar machine of Andrew

Earney. Top of the pile was the Mini of Brian McCurry.



Andrew

The Paddy Hopkirk Gala

22nd February

To celebrate the 50th anniversary of Paddy Hopkirk



winning the Monte Carlo Rally, a special event was organised, based at the Titanic Quarter in Belfast.

The Gala began with a cavalcade of some 200+ cars from



Andy Hennessy in his Imp

Stormont via the City Hall to the Titanic Quarter. The cars were mostly Minis with classics such as Sprites, Escorts, a 6R4 Metro and an ex-works Chevette, to name but a few. Some of the cars were driven by motorsport celebrities, including Ari Vatanen, Jimmy McRae, Kris Meeke, Rosemary Smith and John Watson.

At the Titanic Quarter the Autotest Drivers Club had been asked to run a tandem style autotest. The event started with 'golden oldies' competing in demonstration

tandem tests to show spectators the type of cars used in years gone by. They included Frank Lenehan in his



Datsun 100A, Ken Irwin in a Mini Special, Norman Ferguson in a Cooper S, Hill Scott in a Beach Buggy, Ron Mullen in a Nissan Sunny and George McMillan in his



Porsche Spyder. Along with the veterans a group of 28 current autotesters were invited to take part in a knock-out style event. Names were drawn out of a hat to see who would compete against whom and the best of three tests got through to the next round.

In the past, at this type of event, the different classes were given a timed handicap but on this occasion, because of the test layout and the way cars have evolved it was felt that a handicap was not needed.

In the first round, Sam Bowden (Mini), one of the

favourites to win, was knocked out by Daniel Byrne (Mini). Ashley



Lamont (Westfield) was left with 'three wheels on his wagon' when



Ashley seems to be missing an even more important wheel in this pic

his front suspension failed thus letting Jonni McDaid (Mini) through.

In the second round there were 14 drivers left. Multiple large saloon champion David Thompson (Nova) was sent packing when Robin Lyons (Mini) knocked him out. Peter Falvey (Special) made a



Simon

couple of small reverse 'slip-ups' letting Simon Echlin (Westfield) through. The father & son battle was between Norman (Mini) and Steven Ferguson (Special). Norman drove well making it a closer battle than most people thought it would have been, but Steven took the win.

Round three saw 8 drivers left. There was now a couple of 'same class' and North v South battles. Paul Blair (Striker) was up against Simon Echlin (Westfield) with Eamonn Byrne (Mini) against



Robin Lyons (Mini).

The semi-final saw Eamonn, Daniel, Steven and Paul compete in another two North v South battles. First up were Paul and Daniel, with Paul going through. Then we had the multiple Hewison and NI Champions, Eamonn & Steven with Steven going through.

The final featured the FWD Mini Special v the RWD Striker. The first run couldn't have been closer, Paul winning it by two hundredths of a second. Steven won



the second run comfortably, so with just one run left it was "winner takes all". It turned out to be a disaster for Steven (seen here with his runner-up prize) when he hit a pylon on the first throw and so even though he crossed the finish line first, Paul was the overall winner.



Well done to the Autotest Drivers Club for running such an excellent event and to all the drivers, marshals and sponsors for providing us, the spectators, with such an entertaining day.

Olwen



Peter & Christy Grimes shared the MAD Mini



Another notable attendee was shy, retiring John Lyons, as ever hiding his light under a bushel as you can see from his driver's door



Paddy Hopkirk and Robert Dickson pose alongside Robert's replica of Paddy's 1969 Circuit of Ireland Mini



A few southern supporters made the journey north. At least two ended up marshalling - Jason Griffin on the left and Richard Meeke who can be seen lurking on the right as Eric Patterson starts his test





This photo from the “Steve Stringer Collection” elicited the following email from Jill Carnegie

Hi

Back in the day when I frequented test trials this was a familiar junction for the MG turkey trial at Christmas. I think this photo was taken at the junction where you turn right to go up Altadore Hill , straight on is to Newtownmountkennedy. It is just up from Collie Devereux’s Pub at Willow Grove, Delgany (my local).

Dad, **Dermot**, actually beat Jill to this “answer” by the more conventional, for the middle-aged, medium of the telephone. Dermot also referred to Derek Tohill’s Manley Trophy success mentioned on the front page. This has been awarded twice before to TDC members - Eoin Murray in 2005 and Dermot himself in 1990.



In the dim distant past when there were far fewer cars on the road higher speeds were possible in Dublin than is the case nowadays. And so it came to pass that Frank Lenahan had occasion to circumnavigate Fitzwilliam Square in his Beetle which had recently been shod with Michelin XAS rubber. These proved to be so grippy that a torque was generated sufficient to unsettle grievously the car to the extent that it came to rest on its side midway through the lap. Damage was minimal and with the help of some passers-by, the car was righted and Frank made his way home.



Those of you who previously enjoyed the website **OCTANE** may like to redirect your interest to **BACKROADS - The Paddock**, which seems to have superseded the former



The pic of the Volvo Amazon should reveal the nature of our “new” summer diversion.

Provisional date is Wednesday, 16th July.

QUIZ

April Questions

At the Dave Griffin Memorial MVAT

- 1 Who is in silhouette?
- 2 Whose car is plugged in?
- 3 Who are the fuzzy men?



Answers to valianmcculloch@gmail.com

February Answers

Responses again to the quiz - whatever next?

Joanna Lenehan was the first to submit - all correct - closely followed by Olwen Blair. Olwen was also error free but had provided a perfect crossword solution too. Despite this additional effort, I have decided that the prize should be shared. Dividing by 2 is pretty straightforward especially when the dividend is 0.



Joe Doran



RETRACTION

I received a 'phone call from John McAssey who had been upset by a reference in the Dave Griffin MVAT report in the last Turbine. It was suggested that he had used a pen furnished by a fellow marshal when he realised that the one he was using was smudging catastrophically in the wet conditions.

I am happy to set the record straight - the replacement water resistant pen was in fact his own. John prides himself on bringing the wherewithal to cover every eventuality. He does not need to rely on others to be able to carry out his duties to his customarily high standard.

Editor

April Crossword

1		2			3
4	5		6		
7					

Across

1 Winner of 2013 Stephen's Day Autotest (6)

4 F1 driver Grosjean's first name (6)

7 American bumper (6)

Down

1 Expensive first half of the home of Ford in Michigan (4)

2 Sodium symbol (2)

3 Racers Michael Snr & Jnr associated with Naas Court Hotel (7)

5 The other "Eoin" Murray (4)

6 Competent Navigation Trial driver - surname a bit fishy

February Solution

M	U	R	R	A	Y
A		O			E
T					L
T	O	H	I	L	L
	P		2		I
S	E	X	T	O	N
	L		N		G

What you need

The beauty of autotesting is that you can compete in almost any standard road car and not be embarrassed by more powerful or specialized vehicles, which makes it one of the cheapest forms of motorsport there is. On the other hand there are various tweaks which help – from taping up the handbrake button to cutting the entire car to bits.

The Mini Special is the ultimate in autotest cars, but even here a competitive vehicle shouldn't cost you too much – doing it yourself might mean £500, buying the car from a specialist constructor might mean £1500. The nature of the sport dictates that most people do it themselves. To describe a typical Special is difficult as they're all different, but Richard Lyons' car is a fair example of the breed.

Even though the roof has been removed, bodywork is little changed. No extra strengthening has been added, but the doors have been welded shut and a roll cage is bolted to the floor pan and body sides for rigidity. The front end is completely removable with a glassfibre bonnet, and the front subframe had been modified to take an A frame towing bracket – it's a good deal cheaper than using a trailer.

The engine uses a BL 1300 block with Cooper S 12G940 head and standard GT cam. The flywheel is balanced and lightened,

and the engine is fitted with twin 1¼in. SUs and an LCB manifold. Top end power of any autotest car isn't important as you will rarely reach second gear, but the engine must be very tractable. For that reason alone, many of the competing MG Midgets are bored out or fitted with 1600cc crossflow Ford engines.

The other important area of the car is braking. Richard uses Cooper S discs at the front, drums at the back and a brake limiting valve. This valve is set to reduce pressure on the rear wheels because lack of weight promotes early lock-up. People who don't use a limiter have to play with various brake

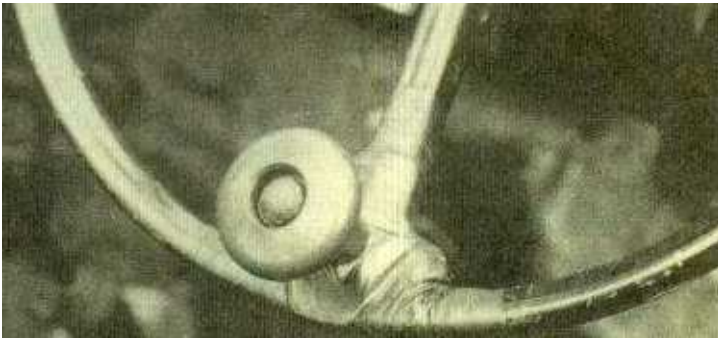
**... doing it yourself might mean
£500; buying the car from a
specialist constructor might mean
£1500.**

cylinder sizes at the rear to compensate. The retardation used to spin the car comes from the handbrake, which either has the ratchet removed or has its button taped-up to allow immediate release. Another oddity is the gearbox which has any detents designed to prevent the inadvertent selection of reverse gear removed – in the middle of a 180 degree throw it's difficult to remember that the gear lever has to be lifted or depressed!

Another unique feature of this game is the knob on the steering wheel. Usually taken from a fork lift truck, it allows vast amounts of lock to be applied rapidly, while using the handbrake or gears – essential to autotest driving, although some drivers say the knob isn't necessary.

Richard's car has a home made safety petrol tank, adapted from an old jerry can and mounted centrally in the boot. Tyres are 165 x 10 Goodyear Ultra grips, especially for the loose Irish tests.

And that's it – all you need for autotesting



Another Steve Stringer Snippet from the CCC "Throwaway Lines" column



Above:
Mini special-the
essence of Irish auto
testing. This is Richard Lloyd's
car. Right: The man who invented the
Mini special - Ken Irwin. Below: Spridgets
and Frog Eyes are popular, often Ford powered.
Bottom Right. Yes, this car is travelling sideways...



This event took place in Scandinavia over six days at the beginning of February. It started in Copenhagen and finished in Oslo, passing through Jonkoping, Karlstad and Elverum en route. Philip Armstrong in his '65 PV544 was best of the Irish in ninth place with Anthony Preston.



Ronnie Griffin's '66 MGB GT was the star of the tests. Unfortunately, he didn't do so well on the regularities, which are all-important on this event, despite the best



Only three places behind them was the '64 122S of James O'Mahony / Frank Hussey.



efforts of Paul Vermees. Pat Neville / Eamonn Waldron in their '67 finished down the field.

Thorbjorn Bye / Oddvar Moland '74 BMW 2002 Tii won.



Meer foto's zien? Bezoek: bloemendal-fotografie.nl of volg ons: facebook.com/bloemendalfotografie

bloemendal fotografie



Taking place at the end of February, this year's Winter Challenge started from Race Retro at Stoneleigh Park, Coventry, and also from Troyes, a medieval town to the south east of Paris. It converged on Le

Mans before heading south to Monte Carlo. Dermot Carnegie, in his PV544, was the only Irish representative. Partnered as usual by Paul Bosdet they finished first in class and seventh overall after



Paul fell foul of a "not-as-map" town. (Aren't they all? - Ed.)

The event was won by the Porsche 356 of Jan Ebus & Jan Berkhof.

RESULTS

**SKIBBEREEN & DISTRICT C C 100 ISLES
NAVIGATION TRIAL AT BALLINACARRIGA,
CO CORK (ROUND 5 OF MOTORSPORT
IRELAND NATIONAL CHAMPIONSHIP AND
ROUND 4 OF MUNSTER CHAMPIONSHIP): 1st/
2nd February**

- 1 Ger O'Connell/Denis O'Donovan (Impreza) 3 m,
- 2 Colin Duffy/Sam Johnston (Impreza) 9m,
- 3 David Beamish/Muireann Hayes (Impreza) 22m,
- 4 Johnny Kenneally/Ken Carmody (Impreza) 22m,
- 5 Richard Cassidy/Paul Phelan (Impreza) 34m,
- 6 Des Cooney/Roy White (Subaru Forester) 95m,
- 7 Patrick Murphy/Aaron O'Regan (Impreza) 103m,
- 8 Andrew Whelton/Cyril Maguire (Avensis) 117m,
- 9 John Buttimer/James Kingston (Vectra) 126m,
- 10 Pdraig Deasy/Richard Jennings (RAV 4) 197m,
- 11 Johnny Casey/Vincent Goggin (Peugeot 306) 200m,
- 12 Sean Cullinane/Patrick O'Leary (Impreza) 224m.

**CARLOW C C RALLYCROSS AT MONDELLO
PARK (ROUND 1 OF MOTORSPORT IRELAND
NATIONAL CHAMPIONSHIP): 2nd February
SUPER FINAL:**

- 1 Declan Kelly (Ford Fiesta) 4m 18.08s,
- 2 Niall Murray (Peugeot 106) 4m 19.97s,
- 3 Declan Nolan (Peugeot 106) 4m 30.56s,
- 4 Ciaran Murphy (Peugeot 205) 4m 34.70s,
- 5 Keith Kerrshaawe (Peugeot 205) 4m 36.62s,
- 6 Chris Grimes (Vauxhall Nova) 4m 45.28s.

MODIFIED A FINAL:

- 1 Lloyd Spendlove (Lotus Exige) 3m 39.46s,
- 2 Philip Kelly (Toyota MR2) 3m 54.94s,
- 3 Stephen Driver (Peugeot 206) 3m 55.91s,
- 4 Chris Grimes (Vauxhall Nova) 4m 00.66s,
- 5 Pearse Browne (BMW Compact) 4m 03.98s.

STOCK HATCH 16 VALVE A FINAL:

- 1 Niall Murray (Peugeot 106) 3m 44.25s,
- 2 Declan Nolan (Peugeot 106) 3m 50.06s,
- 3 Paul Nolan (Peugeot 106) 3m 57.92s.

**LAOIS RALLYSport CLUB AUTOTEST AT
ROSENALLIS, CO LAOIS (ROUND 11 OF
HEWISON TROPHY CHAMPIONSHIP): 9th
February**

- 1 Steven Ferguson (Mini Special) 566.4s,
- 2 Guy Foster (Mini Special) 575.8s,
- 3 Eamonn Byrne (Mini) 576.2s,
- 4 Peter Falvey (Mini Special) 577.0s,
- 5 Daniel Byrne (Mini) 591.2s,
- 6 David Thompson (Nova) 604.0s,
- 7 Mark King (Nova) 613.0s,
- 8 Ian White (Mini) 616.8s.

- 9 Timmy Lynch (Westfield) 617.1s,
 - 10 Chris Grimes (Mini) 623.5s,
 - 11 Paddy Power (Mini Special) 634.4s,
 - 12 Darren Quille (Westfield) 636.8s.
- Class winners:* Eamonn Byrne, Guy Foster, Timmy Lynch, David Thompson, Paul Cullen (Micra) 1072.2s.

**CO KILDARE MC RALLYCROSS AT
MONDELLO PARK (ROUND 2 OF
MOTORSPORT IRELAND NATIONAL
CHAMPIONSHIP): 16th February**

MODIFIED B FINAL:

- 1 George Tohill (BMW Compact) 4m 00.33s.
- STOCK HATCH 16 VALVE A FINAL:**

- 1 John Ward (Peugeot 106) 3m 55.92s,
- 2 Derek Lenehan (Peugeot 106) 3m 56.76s,
- 3 Andrew Twomey (Citroen Saxo) 4m 01.14s,
- 4 Paul Nolan (Peugeot 106) 4m 04.16s,

**CO MONAGHAN M C AUTOTEST AT SWANS
CROSS, CO MONAGHAN (ROUND 12 OF
HEWISON TROPHY CHAMPIONSHIP): 16th
February**

- 1 Robin Lyons (Mini) 685.4s,
- 2 Eamonn Byrne (Mini) 687.3s,
- 3 Steven Ferguson (Mini Special) 697.4s,
- 4 Daniel Byrne (Mini) 697.7s,
- 5 Peter Falvey (Mini Special) 701.8s,
- 6 David Thompson (Nova) 702.1s,
- 7 Ashley Lamont (Westfield) 704.3s,
- 8 Guy Foster (Mini Special) 704.5s,
- 9 Mark King (Nova) 710.2s,
- 10 Paul Phelan (Mini Special) 740.5s,
- 11 Jamie McMillan (Nova) 747.6s,
- 12 Norman Ferguson (Mini) 749.8s.

Class winners: Eamonn Byrne, Steven

Ferguson, Ashley Lamont, David Thompson.

Novice award: James Mansfield (Mini) 915.1s.

Club members' Class: 1 Kieran McCarra (Starlet) 371.9s, 2 Derek Mackarel (Starlet Special) 376.9s, 3 Damien Connolly (Mini Special) 382.7s.

**LEINSTER MOTOR CLUB LINCOLN AND
NOLAN CUP SPORTING TRIAL AT
MONEYSTOWN, ASHFORD, CO WICKLOW:
15th February**

- 1 Fergil Gregory (Erskine-Yamaha) 9 marks,
- 2 Tony Farrell (Erskine-S&S) 11m,
- 3 Jonathan Ralph (Suzuki) 11m,
- 4 Craig MacWilliam (Erskine-Yamaha) 12m,
- 5 Richard Meeke (BD-Opel) 14m.

MIDLAND M C NAVIGATION TRIAL AT DROMCOURA, BALLINAMORE, CO LEITRIM (ROUND 6 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP, ROUND 4 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP AND ROUND 5 OF MUNSTER CHAMPIONSHIP): 22nd/23rd February

1 Colin Duffy/Sam Johnston (Subaru Impreza) 6 marks,
2 Shane Dalton/Micheal Reilly (Subaru Impreza) 64m,
3 Joe Shinnors/Greg Shinnors (Subaru Impreza) 75m,
4 Richard Cassidy/Paul Phelan (Subaru Impreza) 81m.

MOTOR ENTHUSIASTS' CLUB FREEMAN CUP AUTOTEST AT MONDELLO PARK, CO KILDARE (ROUND 13 OF HEWISON TROPHY CHAMPIONSHIP): 23rd February

1 Steven Ferguson (Mini Special) 635.0s,
2 Eamonn Byrne (Mini) 642.9s,
3 Daniel Byrne (Mini) 652.1s,
4 Mark King (Nova) 656.8s,
5 Paul Mooney (Nova) 664.8s,
6 Paddy Power (Mini Moke) 667.5s,
7 Darren Quille (Westfield) 668.0s,
8 David Thompson (Nova) 669.0s,
9 Guy Foster (Mini Special) 673.8s,
10 Chris Grimes (Mini) 687.6s,
11 Ian White (Mini) 695.9s,
12 Norman Ferguson (Mini) 719.7s.
Class winners: Eamonn Byrne, Paddy Power, Darren Quille, Mark King.
Novice award: James Mansfield (Mini) 1044.5s.

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 3 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 2nd March STOCK HATCH 16 VALVE A FINAL:

1 Declan Nolan (Peugeot 106) 3m 49.89s,
2 Derek Lenehan (Peugeot 106) 3m 50.66s,
3 Andrew Twomey (Citroen Saxo) 3m 54.54s,
4 Paul Nolan (Peugeot 106) 3m 55.25s.

GARDA SIOCHANA M C THREE ROCK TROPHY SPORTING TRIAL AT AUGHFARRELL, BRITTAS, CO DUBLIN: 1st March

1 Alan Kilkenny (Kilkenny-Yamaha) 9 marks,
2 Tony Farrell (Erskine-S&S) 19m,
3 Christopher Evans (ETE-Yamaha) 20m,
4 Robin Taylor (VW) 29m,
5 Fergil Gregory (Erskine-Yamaha) 31m,
6 David Meeke (BD-Opel) 32m,
12 Ian MacWilliam (Erskine-Yamaha) 36m.

LEINSTER MOTOR CLUB HEALY CUP SPORTING TRIAL AT BALLYBREW, ENNISKERRY, CO WICKLOW: 15th March

1 Craig MacWilliam (Erskine-Yamaha) 9 marks,
2 Jonathan Ralph (Suzuki) 15m,
3 Alan Kilkenny (Kilkenny-Yamaha) 16m,
4 Gordon Erskine (Erskine-Yamaha) 18m,
5 Morgan Evans (Honda) 20m,
6 Ian MacWilliam (Erskine-Yamaha) 22m.

MONDELLO PARK SPORTS CLUB RACE MEETING AT MONDELLO PARK: 16th March

FORMULA FORD 1600 RACE 1 (11 laps):

1 Neville Smyth (Ray GRS09) 10m 49.53s, 70.08 mph,
2 Niall Murray (Van Diemen LA10) 10m 59.61s,
3 Andy O'Brien (Swift SC92) 11m 01.03s.

Fastest lap: Murray 57.948s, 71.41 mph.

FORMULA FORD 1600 RACE 2 (16 laps):

1 Stephen Daly (Ray GR11) 15m 46.37s, 69.97 mph,
2 Neville Smyth (Ray GR09) 15m 48.55s,
3 Niall Murray (Van Diemen LA10) 15m 49.56s.

Fastest lap: Murray 58.230s, 71.07 mph.

PATCH TYRE EQUIPMENT FIESTA FINAL (12 laps):

1 Sean Lillis 15m 26.07s, 53.62 mph,
2 J J O'Riordan 15m 36.81s,
3 Barry Hallion 15m 37.30s,
4 John Denning 15m 37.79s.

CO MONAGHAN M C NAVIGATION TRIAL AT THREEMILEHOUSE, CO MONAGHAN (FINAL ROUND OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 22nd/23rd March

1 Colin Duffy/Sam Johnston (Subaru Impreza) 0 marks,
2 Richard Cassidy/Paul Phelan (Subaru Impreza) 3m,
3 Sean McKenna/Garry Farrelly (Subaru Impreza) 5m,
4 Ashley McAdoo/Laurence Keenan (Impreza) 15m,
5 (tie) Mickey Tynan/Ciaran Tynan (Subaru Impreza),
Trevor Farrell/Noel Hall (Subaru Impreza) and Pakie Duffy/Evin Hughes (Subaru Impreza) 15m.

LIMERICK M C AUTOTEST AT BARNATransport, NEWCASTLE WEST (ROUND 1 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 23rd March

1 Paddy Power (Mini Moke) 476.9s,
2 Peter Falvey (Mini Special) 477.3s,
3 Timmy Lynch (Westfield) 477.5s,
4 Liam Croston (Nova) 500.6s,
5 Ian White (Mini) 502.1s,
6 Liam Cashman (Westfield) 534.8s.

**500 MRCI KIRKISTOWN RACE MEETING
(ROUNDS OF MOTORSPORT IRELAND
NATIONAL CHAMPIONSHIPS): 29th March**

FORMULA FORD 1600 RACE 1 (15 laps):

1 Niall Murray (Van Diemen LA10) 16m 12.65s, 83.94 mph,

2 Jake Byrne (Ray GR09) 16m 12.87s,

3 Adrian Pollock (Van Diemen DP08).

FORMULA FORD 1600 RACE 2 (15 laps):

1 Noel Dunne (Van Diemen RF01) 16m 38.73s, 87.20 mph,

2 Niall Murray (Van Diemen LA10) 16m 40.62s,

3 Adrian Pollock (Van Diemen DP08).

**MOTOR ENTHUSIASTS' CLUB DEVEREUX
CUP SPORTING TRIAL AT TITTOUR,
NEWTOWNMOUNTKENNEDY, CO WICKLOW:
29th March**

1 Craig MacWilliam (Erskine-Yamaha) 13 marks,

2 Alan Kilkenny (Kilkenny-Yamaha) 14m,

3 Tony Farrell (Erskine-S&S) 21m,

4 Christopher Evans (ETE-Yamaha) 25m.

**KILLARNEY & DISTRICT M C AUTOTEST AT
MILLSTREET, CO CORK (FINAL ROUND OF
HEWISON TROPHY CHAMPIONSHIP AND
ROUND 2 OF PREMIER AUTO PARTS
MUNSTER CHAMPIONSHIP): 30th March**

1 Eamonn Byrne (Mini) 618.5s,

2 David Thompson (Nova) 630.0s,

3 Peter Falvey (Mini Special) 631.0s,

4 Paddy Power (Mini Moke) 637.4s,

5 Timmy Lynch (Westfield) 647.3s,

6 Guy Foster (Mini Special) 647.4s,

7 Chris Grimes (Mini) 648.4s,

8 Paul Phelan (Mini Special) 666.3s,

9 Ian White (Mini) 666.6s,

10 Liam Croston (Nova) 669.2s,

11 Peter Desmond (Westfield) 713.8s,

12 Don Giles (Westfield) 717.1s.

Class winners: Chris Grimes, Peter Falvey, Martin Walsh (Starlet Special) 753.6s, Timmy Lynch, David Thompson, Liam Croston, Robert Fenlon (Seicento) 860.6s, Sharon Clarke (Starlet Special) 991.3s, Brian O'Connell (Micra) 1182.0s.

SNIPPETS



Those of you who read the "Irish Times" will have noticed the glossy spring edition of Volkswagen's LIFESTYLE magazine which came with the 22nd March edition. It featured a double page spread *FROM WOLFSBURG WITH LOVE, VIA SHELBOURNE ROAD* featuring our very own Larry Mooney.



Three enthusiasts admire the "scenery" at the RIAC National Classic Car Show which was held in the RDS at the beginning of March.

The event, which this year proved to be more popular than the inaugural show last year, is as much about the people you bump into as the cars (many of them stunning) on display.

Norman Williams

Norman Williams, who was an intrinsic part of the motoring scene in Ireland for many, many years died at the end of February after a long illness. Brendan McCoy penned these few words about him.

Although Norman did take part in some of the first DU and IMRC 'Retro Rallies' he was much more closely associated with Hillclimbs and Production Saloons than with TDC favoured events. He hillclimbed a FF2000 and raced RS2000's, Capri's, Golf Gti's and, memorably in the Park, a 1957 328cc Berkeley which outfoxed the handicappers and went on to appear in one of Frank Fennell's early Treasure Hunts.

Back in the 60's and 70's a growing family restricted Norman's outings as a competitor but he was nothing if not a very positive lateral thinker. In the early days of stage rallying the only real requirements were a crash helmet and a fire extinguisher which allowed many to be competitive in the Mini Cooper or Escort Mexico they drove to work. Not having either to hand Norman reckoned that his father's 25 year old MK VI Bentley had the performance to match many in the over 1600 Group I class as well as the luxury to offer a more relaxing weekend away than the cramped confines of a Mini. Roped in as navigator was Rob Millard, whose father Jimmy had partnered Cecil Vard in a works Mk VII Jaguar of similar size on the 1956 Monte Carlo rally. Thus the intrepid team entered the 1973 STP Galway International Rally, which then comprised 24 stages, including a 22 miler which covered both the Corkscrew and Ballyalban hillclimbs and with over 120 stage miles after dark. Though not troubling the Renault Alpines and BMW Alpina's in the results the Bentley made it back to Eyre Square unmarked and

entirely untroubled by the experience. While feeling that the drum brakes weren't quite up to the task, Norman pronounced that torque from the 4 1/2 litre engine was excellent and the chassis very well balanced allowing the two tonne car to be drifted with confidence around the lanes.

While competitors at the time may have looked on with amusement, Norman was quite probably the progenitor of historic and retrospective rallying in Ireland...

