

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

August 2014

Presidential Platitudes



60th Anniversary

1954 - 2014

This year marks this significant landmark for TDC.

The Club has organised a huge number of events during this time covering many motorsport disciplines. It has tried, and succeeded for the most part, to cater for the members' preferences. Of course, TDC's preferred speciality has been test trials / autotests, in which it has been proud to have among its members the most outstanding exponents of the last few decades.

I would urge as many of you as possible to join in the celebration of this anniversary.

The details are on Page 25.

As you can see the operation is in the capable hands of Philip O'Reilly and Frank Fennell, the mature and the less mature - I leave you to decide which is which.

Please do come along and bring with you anybody you think might enjoy the occasion.

Don't forget the other two Club events this month, the Beginners' autotest in Mondello on 10th and Declan's MVAT out of Blessington on 31st.

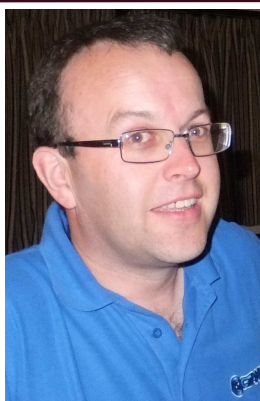
There was another landmark at the end of last month when the first Production Car Trial for many years, and a kosher one to boot, was masterminded by Stephen Briggs. It was a resounding sporting and social success.



Snapper John Delaney who specialises in autocrosses enjoyed his introduction to TDC at the PCT. Alex Lyons who is a recent occupier of Richard Meeke's passenger seat mounts a challenge to Richard's literary skills with his first contribution to the Turbine.



Frank



This is the first ever photo the editor has managed to take of Peter Boyd for which he stood still - Hallelujah!

Paul Bosdet suggested it might be inserted on Page 3.

Given his commitment to the Club, Page 1 is definitely more appropriate.

It was a fantastic sunny day as we headed up the road early for the event. I had a friend from college, Alex Lyons, sitting with me.



We failed one test, which spoiled our chances of featuring in the top ten, but other than that all went well. Alex never breaks the speed limit himself but seemed to enjoy the less sedate pace on the tests. Frank Lenehan avoided any embarrassment by staying with the Blairs the night before the event so we had no drama with him getting lost! Scrutiny was the first challenge of the day. After a few tax issues we all flew through. The event organisers highlighted at the drivers' briefing that in a certain area there was a PR problem and that we were to drive at a maximum of 20 mph on the road section before a test. They said there would be a fine of £5 each mph over the 20. The P in PMC stands for Police so they did have a radar gun to enforce it. The money was to be donated to a deserving charity. We thought no more about this and set off.

Then we came to the test where the PR problem was. I made sure to stick to the 20 mph but we got to the start of the test and there had been no sign of anyone taking note of the speed. As we left the test I got a phone call from Olwen informing me that the speed trap was after the test rather than before which was what we all thought. Thanks to this information I crawled down the road and had no problem with the speed trap. The entertainment started when we stopped for lunch. Stevie

Ferguson and Mark King were proudly telling me how they passed through the speed trap at exactly 29 mph. They thought the limit was 30 mph and were disgusted when I revealed they had messed up and now owed £45. I was feeling smug at the stage, and then I bumped into Frank looking rather bothered. Turns out our good president had taken his typical flat out approach though the speed trap and was likely to be excluded for being so far over the 20 mph limit. I was of course very sympathetic!! Despite this hiccup everyone headed off for the afternoon tests. We really enjoyed it, the highlight being Eamonn Byrne buying ice cream for anyone standing within 20 feet of him at the finish.

The outstanding issue of Frank and others speeding was still being debated. In the end Frank was allowed to be included in the results after making a substantial donation to the charity. Others were not so generous and were excluded.



Richard

One can sympathise with clubs who have to deal with PR issues but it seems that on this occasion the instructions to competitors were not explicit enough. If they had been Olwen would have realised when the speed trap was imminent. - Ed

RESULTS



1 Eamonn Byrne / Joanna Lenehan (Starlet) 16:52,



2 Steven Ferguson / Mark King (Nova) 17:19,



3 Frank Lenehan / Olwen Blair (Starlet) 17:21,



4 Robert Woodside / David Allen (Escort) 17:21,



5 Norman Ferguson / Paul Blair (Peugeot 106) 17:37,



6 Simon Woodside / Stephen Dowds (MX-5) 17:40.



This was ADC's first multi-venue autotest. It started at The Glenavon Hotel in Cookstown where, after signing-on, we were supplied with a good 'Ulster Fry'. At the drivers' briefing we were all welcomed with particular mention being made to those who had travelled from the south to support the event.

There were seven different tests - each run three times. The first two were at old henhouses in Moneymore followed by one in Trevor Ferguson's yard, one in Norman Ferguson's yard (where we were welcomed with tea and biscuits), one in a farmyard, one in the grounds of Loughry college and the last in the car park of Lafarge Tarmac. The variety of venues meant there was a good mix of surfaces.

At the end of most tests they had a blackboard with the FTD on that particular test, (up to that point)



written on it which gave the drivers some indication if they were 'on the pace'! This was particularly interesting in Norman's yard where the competition was fierce between Frank, Eamonn and David (Thompson). Frank was a second quicker than them both on the first two runs so it was with 'bated breath' that we all waited to see if he could do it a third time.

Unfortunately, David had a penalty but it was 'third time lucky' for Eamonn and he was a second quicker than 'the president'! Frank said it was because he couldn't face

going home to tell Emma and Zoe that grandad had beaten daddy!! 😊

All in all it was a very good event and although the entry was low (21 competitors) the organisers felt it was a success for their first attempt at a multi-venue and hoped next year would attract a larger number.

Olwen



RESULTS

1 Eamonn Byrne / Godfrey Crawford (Starlet) 1183.1,



2 David Thompson / Keith Thompson (Starlet) 1223.6,



David (L) & Keith Thompson being shadowed by Eamonn & Godfrey

3 Frank Lenehan / Olwen Blair (Starlet) 1244.1,



4 Paul Mooney / Michael Johnston (Nova) 1267.9,



5. Noel Cochrane / Alister Browne (Midget) 1276.2,



6. Harold Hassard / Melissa Donaldson (Sunny) 1300.8,



I'm not sure what is going on here. Does the marshal have matadorial ambitions with Harold's Sunny playing the role of the bull? Has Harold committed a grievous offence? Is the marshal trying to incite the cattle in the field to attack Harold's precious Sunny?

7. Raymond Wilson / Mike Reid (Starlet) 1307.9,



8. Norman Ferguson / Andy Blair (106) 1321.2.



KING KINGSTON

Wednesday 4th June. The start of the Junior and Leaving Certificate examinations. The occasion of the second round of the Trial Drivers Club Beginners Autotest Championship 2014 at Lenehan's Farm in Sandyford. Sunshine noticeable by its absence. Can anyone remember when we last had weather traditionally appropriate to such important events? Ordinarily autotesters aren't particularly fond of rain but a brief shower after an hour or so was welcome if only to damp down dust in the farmyard.

4.00 p.m. Tests set up, checked and ready for the off. Several TDC stalwarts ready, able and willing to process the entrants. Runners and riders so thin on the ground that they are almost invisible. They seem to have forgotten that the first car is due to start at 5.00 p.m. They must also have forgotten that it takes even very experienced competitors more than a few minutes to learn the tests. Which must be why late arrivals with forty plus

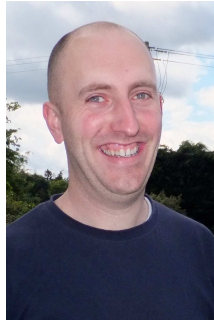


years' experience such as Peter Lynch and Rocket Ron each managed to fail Test number one, Peter repeating the faux pas the second time around. The shame!!



5.00 p.m. Fifteen of an eventual 27 entrants have signed on; three beginners (two more than Round One) most of the novices and a handful of experts.

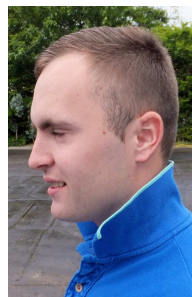
5.45 p.m. They're finally off! Brian Kingston races off into the lead with two fastest times in a row.



But then he stumbles - a pylon on Test three relegates him to second fastest and spoils what would otherwise have been a clean sweep of best in class on

all of the tests to emulate his performance in Round One - albeit with no competition on that occasion. His superiority was such that he finished ahead of most of the novices and even several experts.

Galloping along but losing ground to Brian were Jason Griffin and Fintan Lalor who respectively finish second and third overall. Jason drove steadily with one best in class time and very

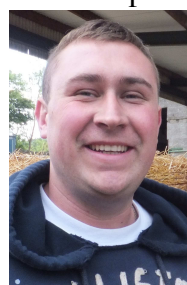


few mistakes. Fintan seemed to be faster but it was a matter of more haste less speed due to clattering several pylons plus one memory lapse.

Among the novices Philip



O'Reilly was the pick of the bunch closely followed by Mark Nugent, less than two seconds separating them after the first lap. Philip then



eased away to a class win by a little over ten seconds from Mark with John Nolan (on the right above with Mick Kehoe) third and the oldest novice in the country - Dave Meeke - fourth. Owen Murray



completed the top five ruing two fails and several pylons without which he would have been right up with Philip and Mark.

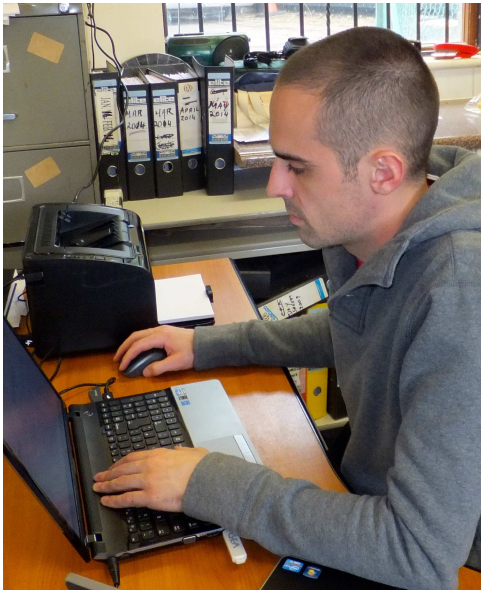
As for the experts, do pace notes and local knowledge count for anything? Once again our esteemed President Frank Lenehan insists that



he never practises in his own back yard so his convincing victory by a relatively comfortable eight seconds is all the more laudable. And to think that he's old enough to be not just the father but the grandfather of class runner-up Richard Meeke! Richard pressed him hard all the way and could in fact have pipped Frank by a short head save for a small



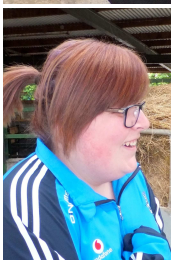
but costly error on Test six which added some ten seconds to his time. After Brian Kingston's performance perhaps the most impressive run was by Mark Doran (seen here setting up



his results package for Felix) in his Mk 1 Escort. He finished third expert a nose hair's breadth ahead of Andrew O'Donohoe in a newly built and impressive looking (and sounding) 1380 Mini.



Some more of tradition – Ruth Lenehan ably assisted by Eve,



Kate and Bonnie Philips once again manned the BBQ and grilled up tasty grub with a delivery service to the hard working marshals – very much

appreciated. Thank you girls. Also once again, many thanks to Frank Lenehan for making his property available for the event and putting up with the disruption it inevitably causes.

As he couldn't very well shake his own hand President Frank delegated the pleasant duty of handing out the awards to Chairman, Ian McCulloch, who performed the ceremony with aplomb and no unnecessary verbiage.

Congratulations again to Brian Kingston who has shown that his uncontested win at Puddenhill in Round One was not a 'once off' and looks like he's going to be difficult to beat in this season's championship.

Arby



RESULTS

- 1 Brian Kingston (Starlet) 600.1,
- 2 Jason Griffin (Starlet) 702.5,
- 3 Fintan Lalor (Westfield) 715.8.

NOVICES

- 1 Philip O'Reilly (Starlet) 552.6
- 2 Mark Nugent (Starlet) 563.0
- 3 John Nolan (Starlet) 579.5

EXPERTS

- 1 Frank Lenehan (Starlet) 517.5
- 2 Richard Meeke (Starlet) 525.9
- 3 Mark Doran (Escort) 539.4



John McAssey, Stephen Briggs



Danny O'Donohoe, son, Daniel & brother, Jamie



Paul Nolan with Dave Cormack lurking in the background



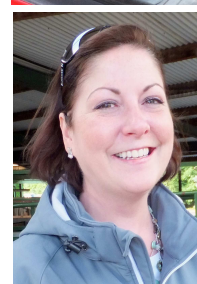
John Kane



Martin Nugent



Joanne & Paddy Lombard, Richard Barnwall



Piers MacFheorais's gearbox misbehaved despite the positive vibes emitted by his brother, Rory, nephew, Oisín and sister, Dara

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C-o-C Rob Bolton found setting up the pylons etc. quite dehydrating and called home for a restorative, duly delivered post haste by Barbara



James Mansfield's Mini was looking a bit sad

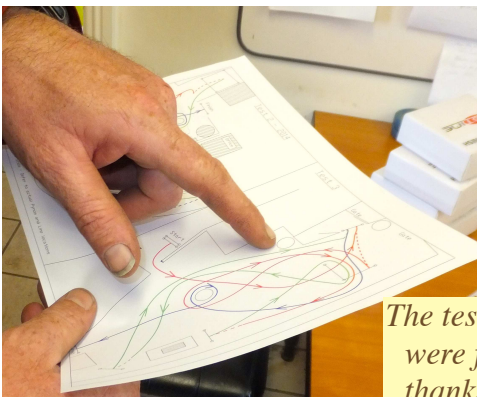


Kevin O'Rourke

There is a school of thought which suggests that Declan Hendrick enjoys juggling the bales with the tractor more than he actually does doing the tests. Has he allowed his moustache to be subsumed into a full beard so as not to intimidate the imminent visitors to Turlough Hill to mark its 40th anniversary?



Brendan McCoy & Mark FitzSimon



The test diagrams were first class thanks to Piers



Brendan Finn came up from Grangecon to keep an eye on Declan

Francis Connell from Granard is one of Frank's right hand men in Woodside. He is the sort of guy who asks for a wider brush so that he can get more quickly to the next job to be done.





Damien Mooney with Seán, Niall & Oisín O'Hearcáin

Derek Lenehan with Tom & Jack



Frank Fennell casts a beady eye on proceedings



Damian Phillips

Kevin Fagan



Ciarán & Dylan Nutty



Jenny Lynch



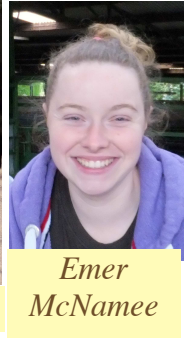
Myles O'Reilly gets some details for his steward's report from Eamonn King



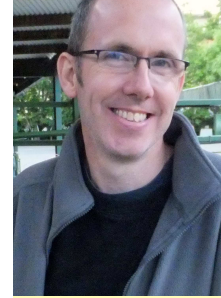
Jay & Heidi Donegan



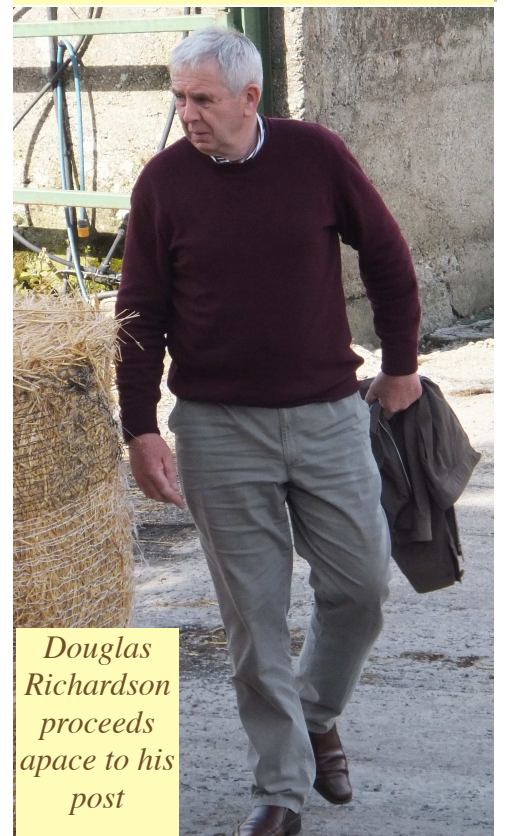
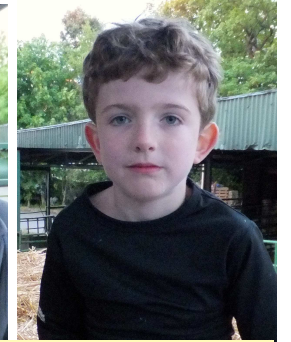
Emma Byrne



Emer McNamee



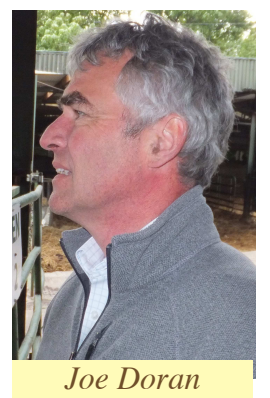
Ciarán & Eoghan Greenan



Douglas Richardson proceeds apace to his post



Ciarán Freeney



Joe Doran

Once again, JJ Farrell and his army of helpers did not disappoint with another excellent Multi-Venue Autotest on one of the warmest days this summer so far. This year saw a new start/finish venue in the form of Puddenhill Activity Centre which meant I hadn't a clue how to get there, leaving me guessing as I blew the cobwebs off the Starlet on the N2



with Peugeot pair, Mick Kehoe and Jack Quinn, following. This of course turned out to be a non-issue as soon as I spotted one of Timmy Faulkner's spectacular overtaking manoeuvres in the rear view mirror. The confused convoy was then able to tuck in behind him and quickly arrive at our destination!

With the usual formalities over and done with we were off with a nice fast test in Puddenhill then onto some of the traditional favourites.

A seriously competitive Mini class was the talk of the day, with regular Mini pilot James Mansfield, who had his Mini looking



Robert gets confused and thinks he is doing an aerotest rather than an autotest



respectable again, being joined by James Wilson, Andrew O'Donohoe, Robert Dickson and Dermot Carnegie. One of the highlights of the day was the 'Vin' test in Tully's Yard to commemorate Vincent Fagan who traditionally was in charge on this test. This year his sons, Kevin & David and daughters,



Laura & Fiona, marshalled the test and a special award was given to the most spectacular driver on this test. Frank Lenehan was the recipient for a particularly impressive fall while watching the test. He was also presented with a walking frame as an added bonus! As the day went on a hard charge in the Starlet class meant Eamonn Byrne kept Liam



Cashman, Damien Doran (who is perfecting his fly/drive situation by

now, having jetted all the way from London to be with us for the day!) and Frank Lenehan on their toes. Unfortunately for Eamonn, his usual spectacular efforts weren't enough to shift James Wilson from top spot who, after many years of near misses, finally got a win at JJ's under his belt.

A super day out was had by all involved, most notably Mark Walsh (and Linda Dempsey) who didn't let a broken throttle cable

Special thanks must of course go to JJ and all involved including landowners, marshals and timekeepers who without which an event like this just wouldn't be possible.

Philip



RESULTS

- 1 James Wilson (Mini) 1017.6s,
- 2 Eamonn Byrne (Starlet) 1031.9s,
- 3 Liam Cashman (Starlet) 1048.3s,
- 4 Damien Doran (Starlet) 1064.5s,
- 5 Frank Lenehan (Starlet) 1067.1s,
- 6 Andrew O'Donohoe (Mini) 1067.4s,
- 7 Robert Dickson (Mini) 1072.3s,
- 8 Dermot Carnegie (Mini) 1083.9s,
- 9 Richard Meeke (Starlet) 1084.0s,



spoil his fun and continued to drive his Escort looking out through the side windows for the rest of the event!



- 10 Declan Hendrick (Starlet) 1087.8s,



- 11 John McAssey (Starlet) 1094.6s,



- 12 Philip O'Reilly (Starlet) 1108.6s.



Danny O'Donohoe



Harold Hassard waits to start while Laura & Kevin Fagan have a discussion. Carol & Grace Farrell and John Nolan look on.



John Maher



Piers MacFheorais got off to a bad start with a couple of fails



Les Coogan



Kevin O'Rourke



Dave Meeke



James & Niall Driver



Paul Nolan & Dave Cormack



Owen Murray

QUBMC Summer Lanes Rally

19th July

Having always had an interest in motorsport, it was a natural progression for me to get involved at some stage. Having known Richard for a good few years, I reckoned he wasn't a bad person to go along with, as we'll see later!

This was only my second event, but I'd obviously done something right when navigating for Richard the first time, as he had invited along again! Such a good job in fact, that I was instructed to drive us up to Baronscourt Estate.

With my reversing skills tested once or twice en route when I had to execute U-turns after navigational indiscretions, and Richard sleeping most of the way, we followed the signposts to an old quarry to unload, sceptical as to whether we were in the right place as there was only one other



C-o-C Clifford Auld delivers his pep talk

RESULTS

- 1 Eamonn Byrne / Joanna Lenehan (Starlet) 2606s,
- 2 Daniel Byrne / Ian McCulloch (Starlet) 2623s,
- 3 John Kelly / Mark Faulkner (Midget) 2628s,
- 4 David Cochrane / Will Corry (Midget) 2628s,
- 5 Richard Meeke / Alex Lyons (Nova) 2642s,
- 6 Frank Lenehan / Olwen Blair (Starlet) 2665s,
- 7 Andy Hughes / Neil Anderson (306) 2690s,
- 8 Robert Woodside snr / David Allen (Escort) 2694s,
- 9 Neil Campbell / Sandy Horne (Escort) 2701s,
- 10 John O'Kane / Gráinne O'Kane (MX5) 2702s,
- 11 Mark Woodside / Andy Blair (MX5) 2737s.

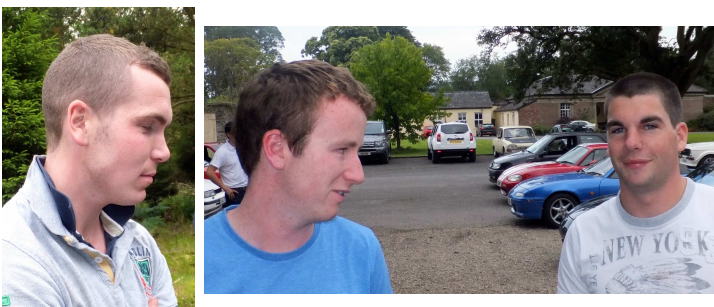
trailer there. It turned out we were just in a different section of the quarry to everyone else. (*Was this the area for the Free Staters? - Ed*)

On we went to find registration and scrutiny, with an unscheduled “warm up” of the car as we toured around the local area... Given the morning’s progress and the fact that Richard had had little involvement in getting us there, my navigating skills were beginning to be doubted!

After breakfast and registration, it was time to get going. While waiting for the start, we stood around chatting, we became aware that there was a huge amount of flies. *contd. on next page*



Daniel, Mark, John, Ian



David



Will



We could tell these were going to become a bit of a nuisance but it didn't dampen our spirits!

Even with it only being my second event, it was immediately obvious that this was going to be a good one. The tests were challenging but the intended route was fairly easy to follow. This was brilliant as it allowed me to continue picking things up as we went along.

There were a few delays throughout the day, through nobody's fault other than maybe a slight miscalculation as to the proximity of one of the many ditches! A few cars went off and in one of the last tests of the day, an MX5 was unable to be moved so we all "proceeded with caution"... We came pretty close to the edge here ourselves! Only car body, not human body, damage resulted from these indiscretions.

Throughout the day it was obvious that everyone's opinions of the event were pretty similar. It was excellently run and had very well planned out tests that were challenging and fun at the same time. From talking to others, apparently it can be difficult to get the balance right with that!

As we progressed, it looked like we were doing pretty OK with our times; this was great news with a rookie on board! Either I had taken to it with a degree of capability and improved my navigating since the morning, or Richard didn't need me, which I'm told is impossible. But we'll reserve judgement on that!

Well done to Eamonn Byrne who won overall with some incredible times. We came 1st in our FWD class which I hadn't expected (*nobody else would have been surprised - Richard is good - Ed*) - incredibly I went home from my second event with some glassware!

I would like to extend a huge thank you to the organisers, marshals and timekeepers for putting on such a great event in beautiful surroundings. To say I have been bitten by the bug would be an understatement! I write this on the morning of the "TDC Production Car Trial" in which I'm competing so we'll see how that goes! (*Apart from a "10" when he failed to negotiate a tight start to Test 2, as did a few others, he did very well - Ed*)

Alex



The two main men, Clifford & son, Conor, at awards time

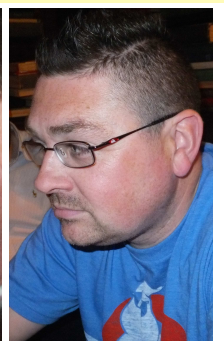
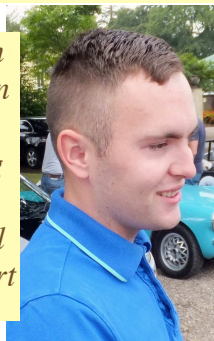


Ronnie Griffin & Kevin Fagan had car troubles and were forced to retire. They also had hotel tribulations when this was the room they were first offered (a few crews travelled the previous night). I thought they should have been pleased to have been the ones selected to be allocated the bridal suite.



Paddy McCollum (RallyScore) was responsible for the results which were generated as quickly and as accurately as the circumstances allowed. There is an added bonus with Paddy in that he actually listens to queries and can be interacted with in a civilised fashion.

Jason Griffin came along for moral support



TDC Turbine



Noel Broderick & Shay Crawley won a class prize



Les Coogan & Declan Furlong had petrol pump trouble in the BMW but retrieved the situation



Malcolm Clark & Eoin O'Curry had to skip the last two tests after the alternator packed up. Malcolm wasn't too distraught as the tests had cut up at this stage and represented a threat to the structural well-being of his Midget



Owen Murray and Mick Melady did deviate from the intended route which resulted in some minor body damage. Ronnie Griffin's attempt to effect a repair resulted in his leaving a lasting impression on the Starlet's front wing



This what looks like a make-up bag to me was in full view on the floor in front of the passenger seat in the Cochrane / Corry Midget. Both claimed it had been left there by Pete Moore.



There was a mini Scottish invasion. Neil Campbell & Sandy Horne were eighth in their Mk 1 Escort. The other invader was the Colin & Craig Wallace Saab

Lynne & Philip McIlvenna kept their distance outside the car



It seems that Conor Auld is a "chip off the old block" - both he and Clifford enjoyed their course car duties

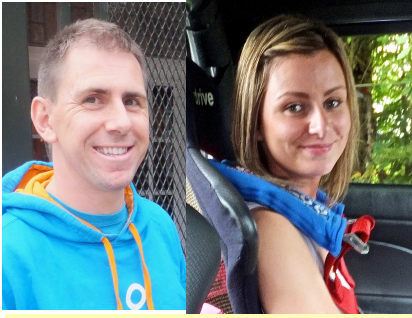


Mark King & Malcolm McQueen

Despite Norman Ferguson's usual mechanically sympathetic driving approach a driveshaft failed and he was forced to retire



TDC Turbine



Robert Woodside & Suz Graham behaved responsibly.

I don't quite know what antics Dean Beckett and Allan Harryman were indulging in.

Both crews suffered woes which resulted in retirement.



Ronnie & Aaron Mitchell were back to their trend-bucking car choice best with their Mazda 626



Neil & Laura Fletcher - Neil now has a pushrod engine in his Escort so as to comply with the latest regs.



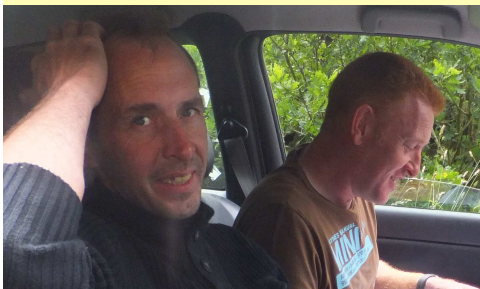
Is there still a "Michelin Man"? Could this be "Bridgestone Blair"?



Wallace & Ben McKee brought along wife/mum Lucinda (left below) to do a bit of marshalling. Similarly coerced was Marie McLaughlin



Best dressed crew were Alistair & Colleen Barker in their Tigra



Arthur Peebles & Scott Leitch enjoyed the third event of their first year competing



Running at the back of the field on their first event, Kyle Gibson & Colin Telford lost their rear bumper early on. They were able to retrieve it and carried it around in the back of the car for the rest of the day.



Was looking forward to Birr & District Motor clubs Multi-venue Autotest given that I had some idea of the locations and test layouts. Also, there was a good weather forecast which proved to be accurate. The entry was split into three groups and we headed to the first tests at the now abandoned Nexans rear car park. These three tests were of a more traditional Autotest layout given the open large open nature of the site and there were lots of marshals to pick up any errors. I was expecting Liam Cashman to open up a good gap to the rest of the runners at this point and I admit to being quite surprised when this was turned on its head when Frank Lenehan set the fastest times on two of the three tests. I also enjoyed these tests more than I thought as there was plenty of space to enjoy a bit of speed, albeit in first gear. I was pleasantly surprised at how well they worked as I had drawn them from a satellite map.

Next was Arthur Allen's yard, another one I had to draw without seeing. Turns out it was really good fun with a lot of discussion about how best to reverse onto the line. Seems John McAssey figured out the best way was to do the throw at the pylon before the line, something others saw and replicated. Frank was again quickest on this test. Off we went to the next test, Aidan's Test track, which consisted mainly of an abandoned narrow tarmac road. Some anxiety formed in the minds of the competitors when they noticed just how tight the two chicanes were. Some laughingly proposed that it was set out by a sadistic marshal looking for a rush, Eoin Longworth reckoned it was to force him to fail in public and others thought it was a good challenge. Most knocked a pylon, some two, but it was a really fun test in the end.

All of these tests were repeated and were followed by a leisurely lunch at HQ.

The afternoon started with a trip to Castlearmstrong which was a really great location. The loose surface and open tests made it a little difficult to gauge how hard to push or how tidy to drive, but the three tests were good challenge. After inhaling a lot of dust we headed to Peter's turf field and yard whilst

RESULTS

- 1 Frank Lenehan (Starlet) 1069.4s,
 - 2 Liam Cashman (Starlet) 1075.4s,
 - 3 Richard Meeke (Starlet) 1076.9s,
 - 4 Declan Hendrick (Starlet) 1091.1s,
 - 5 John McAssey (Starlet) 1096.3s,
 - 6 Philip O'Reilly (Starlet) 1143.6s,
 - 7 Paul Nolan (Starlet) 1166.7s,
 - 8 David Meeke (Starlet) 1167.6s,
 - 9 Piers MacFheorais (MX5) 1177.4s,
 - 10 Dave McAulay (Starlet) 1203.3s.
- Class winners: Liam Cashman, Richard Meeke, Piers MacFheorais.*





Niall Kearney



Jack Quinn



Eoin Longworth who drives Birr MC in addition to his Starlet



Stephen Briggs



Trish Denning

took my place at the start line.

Just as I was set to go a wasp decided it would be fun to play with me inside the car. After jumping out of the car the marshal and we tried in vain to provide an easy exit for the wasp which it duly ignored. So off came the roof which did the job. As the roof was off the car, I decided it might be interesting to leave it off for the test as it's quite a heavy item (35 kgs). So, as I leave the start line, I notice that the car feels quite different to drive with the weight removed. I make some driving adjustments to compensate and throw onto the first line. So engrossed was I by the change in

handling that when I came to a halt at the finish line I was duly met with the words **FAIL**. I forgot to loop the pylon after the throw. Needless to say I wasn't a happy camper and spent the time driving back to Castlearmstrong chastising myself for the errors that I really shouldn't be making.

Another run through the fun tests at Castlearmstrong improved my humour greatly.

A massive thanks to the Birr MC for running this brilliant event and many thanks to all the great humoured marshals who did a splendid job all day. Congrats to Frank Lenehan on winning this competitive event. On the one hand it gives us all hope that we still have time to improve our driving and on the other it depresses us a little when we are that soundly beaten by an elder lemon.

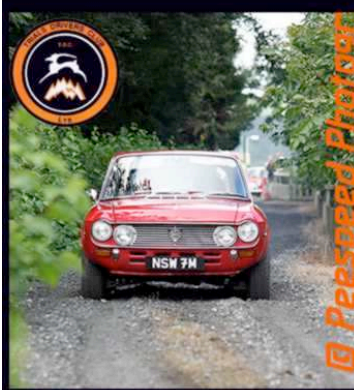
Piers



Don't Forget

Don't Forget

Declans Multi-Venue Autotest



Sunday 31st August, Blessington



Those TDC touches which help to make a good event even more memorable were in evidence. Arrows on the approach roads made the Kiltarnan/Glencullen outfarm easy to find. Crisps and minerals staved off the hunger pangs for those not as prepared as, for example, the Drivers, who had the wherewithal for a full picnic tea. The balmy Wednesday evening contributed to the enjoyment.

I reduced the pressure in my rear tyres to 18 as prescribed in the regs and put 14 pylon bases from the Club trailer into the boot, to minimise the risk of humiliation on the tests. Piers MacFheorais deployed more elegant ballast in the



form of these 56 lb weights. Joe Doran was obviously worried that I might be a threat and commissioned



Ciaran Freeney to do a bit of sabotage.

Instigator and head bottle washer Stephen Briggs had everything under control. Having briefed his observers, he then addressed the drivers and we were off. Apparently I had been first to enter so was rewarded with No. 1.

This was a decidedly inaccurate indicator of what my finishing position might be. My ineptitude more than offset the advantage that my LSD should have afforded. I took some pre-event advice, not to go at it like a bull at a gate, too literally and became beached on the first section - nobody else got stuck here! I learned my lesson and managed a "1" second time around. I managed to clean sections 2, 3 and



4 but came to grief again on 5 - both times - when I failed to negotiate the last couple of gates.

Stephen managed to get the balance right with the difficulty of the sections. Of the 34 entrants only four managed perfect scores and nobody suffered embarrassing totals.

There were lots of "if onlys". The most notable of these was Trish Wojnar (seen

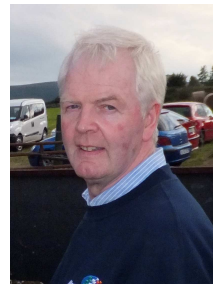


here with Frank being told where to

go by Ron Corry) who cleaned everything bar Test 4 where she didn't see the sixth gate. It necessitated a slight detour. Contrary to Frank Lenehan's advice, she hadn't walked this one and she paid the penalty!

I completed my two laps without any undue delays but it took a little while before all the double-drivers finished up.

One positive feature of the evening was the number of spectators who appeared which added to the ambience. They, and most of the competitors, were then treated to a tie-decider to split the four clean sheets. Eamonn Byrne was



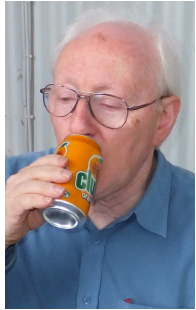
first to go and he bogged down early when he was too cautious - not a characteristic he usually displays (in a car, anyway). Daniel Byrne was next and he sailed up only to veer off course near the top - the tyre tracks didn't "match" the gate. Liam Cashman clipped a pylon half way up, so it was left to Frank Lenehan in his Mini. The consensus was that the car wouldn't be up to the task





but Frank proved the cognoscenti wrong and made it to the top without mishap.

This was Frank's second win in four days. There are now rumours that he will be making a serious assault on the Hewison Championship next season!



After Paul Phelan/Tim Faulkner/Stephen had manipulated the numbers the awards were presented. There was a little post-event precipitation but the adjacent shed meant that proceedings were not discommoded.



Frank, in his valedictory oration, thanked everyone who needed to be thanked bar the landowner which was, of course, himself. Thank you Frank for providing us with another venue for us to "play" in.

Editor 

RESULTS

1 Frank Lenehan (Mini)	0
2 Daniel Byrne (Starlet)	0
3 Liam Cashman (Starlet)	0
4 Eamonn Byrne (Starlet)	0
5 Joe Doran (Starlet)	1
6 John McAssey (MGB GT)	2
7 Dave O'Neill (Starlet)	3
8 Philip O'Reilly (Mini)	3
9 Dave Meeke (Starlet)	4
10 Ciaran Timmons (Peugeot 205)	4



Dave O'Neill with Ken Fleming bouncing



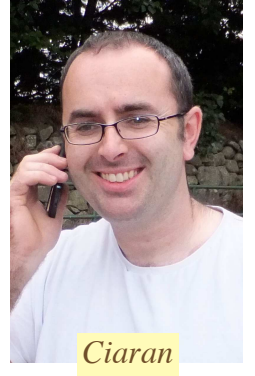
John



Philip



Dave Meeke



Ciaran

Declan Hendrick, Piers MacFheorais & Brian Kingston contemplate the contours



Peter & Jack Quinn



Dave McAulay & Sue Cobban

TDC Turbine



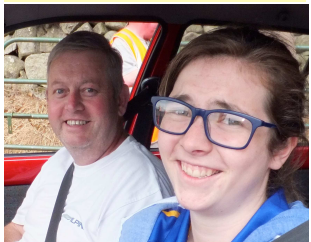
Ralph Casey & "New" snapper, John Delaney



Patrick O'Leary, Mick Kehoe



Aisling Driver with mum, Cindy & dad, Niall



The McLachlan clan - Eoin, Niamh, Mark, Shane & Ben



Nikki & Joanna Doran in reflective mood



Eoghan Greenan



Mya, Aidan & Rhys Freeney



Derek Lenehan, Owen Murray, Robert Ganly

Mudplugger Pat Fox, who was MI Steward, gave the event a vote of confidence - his choice of reading material is perspicacious



Katie, Eve & Damien Phillips



Alex Lyons (L) & Richard Meeke



Damien Mooney & Niall Ó Hearnáin



Dave, Kevin & Laura Fagan

TDC Turbine



*Ger Lee, James Driver & Mikey McCormack
(Hairy Biker)*



*An underexposed Ronnie Griffin, Shane,
Bronagh McConnell & Jason (inset)*



Sarah, Jack & Joanna Lenehan



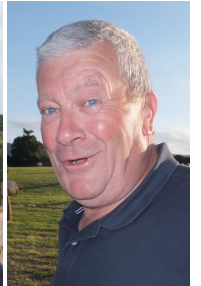
*Christopher Evans & JJ
Farrell*



Rory Dooley



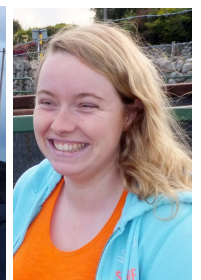
John Jordan



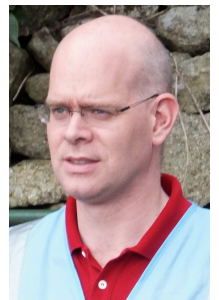
Paddy Torpey



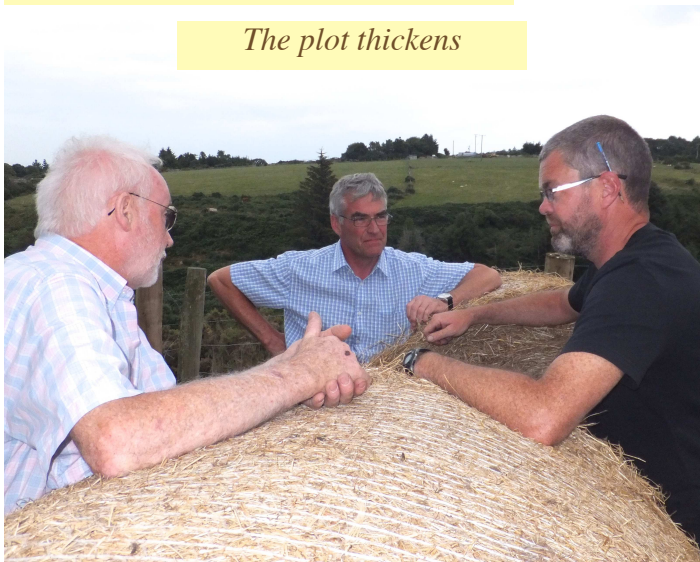
Paul Nolan, Mark FitzSimon, Emer McNamee



*Dave
Cormack*



William Kelly



The plot thickens



*Ciarán Freeney puts the
kettle on*

*Kevin
O'Rourke*



RESULTS

500 MRCI KIRKISTOWN RACE MEETING: 31st May

FORMULA FORD 1600 RACE 1 (16 laps):

1 Noel Dunne (Van Diemen RF01) 16m 36.75s, 87.37 mph,

2 Niall Murray (Van Diemen LA10) 16m 37.10s.

Fastest lap: Murray 1m 01.51s, 88.50 mph.

FORMULA FORD 1600 RACE 2 (16 laps):

1 Noel Dunne (Van Diemen RF01) 16m 41.44s, 86.96 mph,

2 Niall Murray (Van Diemen LA10) 16m 41.55s.

MOTOR ENTHUSIASTS' CLUB RACE MEETING AT MONDELLO PARK:

SATURDAY RACES (NATIONAL CIRCUIT): 7th June

FORMULA FORD 1600 CHAMPION OF MONDELLO RACE 1 (12 laps):

1 Stephen Daly (Ray GR11) 11m 59.92s, 68.98 mph,

2 Niall Murray (Van Diemen LA10) 11m 59.94s.

FORMULA FORD 1600 CHAMPION OF MONDELLO RACE 2 (16 laps):

1 Stephen Daly (Ray GR11) 15m 52.91s, 69.49 mph,

2 Robert Barrable (Van Diemen RF00) 15m 53.05s,

3 Neville Smyth (Ray GRS09) 15m 57.71s,

4 Niall Murray (Van Diemen LA10) 15m 58.29s.

SUNDAY RACES (INTERNATIONAL CIRCUIT): 8th June

FORMULA FORD 1600 HEAT 1 (7 laps):

1 Robert Barrable (Van Diemen RF00) 14m 56.35s, 61.20 mph,

2 Andy O'Brien (Swift SC92) 15m 03.14s,

3 Kevin O'Hara (Mondiale M89S) 15m 03.60s,

4 Niall Murray (Van Diemen LA10) 15m 04.18s.

FORMULA FORD 1600 HEAT 2 (9 laps):

1 Kevin O'Hara (Mondiale M89S) 16m 53.19s, 69.61 mph,

2 Robert Barrable (Van Diemen RF00) 16m 54.14s,

3 Sean Doyle (Van Diemen RF00) 16m 58.47s,

4 Niall Murray (Van Diemen LA10) 16m 59.14s.

Fastest lap: Murray 1m 48.852s, 71.99 mph.

PATCH TYRE EQUIPMENT FIESTA FINAL (7 laps):

1 Sean Lillis 16m 11.11s, 56.48 mph,

2 Shane McFadden 16m 11.48s,

3 Barry Hallion 16m 32.89s,

4 Keith Dawson 16m 32.93s,

5 John Denning 16m 33.07s.

BAKER AUTOMOTIVE STRYKER RACE 1 (8 laps):

1 Dave Griffin 15m 39.18s, 66.75 mph,

2 Mark Baker 15m 50.93s,

3 Alan Watkins 15m 54.76s,

4 Greg Kelly 16m 04.04s,

5 Daniel McCarthy 16m 16.87s,

6 Des Bruton 16m 42.11s.

Fastest lap: Griffin 1m 55.669s, 67.75 mph.

BAKER AUTOMOTIVE STRYKER RACE 2 (8 laps):

1 Alan Auerbach 15m 33.36s, 67.16 mph,

2 Alan Watkins 15m 48.35s,

3 Mark Baker 15m 51.89s,

4 Dave Griffin 16m 02.54s.

Fastest lap: Watkins 1m 55.687s, 67.73 mph.

CLARE M C AUTOTEST AT CLARE MARTS, ENNIS, CO CLARE (ROUND 5 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 1): 7th June

1 Timmy Lynch (Westfield) 489.0s,

2 Paddy Power (Mini Moke) 493.3s,

3 Mike Mulcahy (Mini Special) 531.1s,

4 Don Giles (Westfield) 532.6s,

5 Liam Croston (Nova) 547.3s,

6 Martin Walsh (Starlet Special) 562.9s.

Class winners: Rory Power (Mini) 632.5s, Paddy Power, Martin Walsh, Don Giles, Stefan Walsh (Starlet) 625.9s, Liam Croston, James Mansfield (Mini) 716.8s, Brian O'Connell (Micra) 647.6s, Eddie Cogan 718.1s.

CLARE M C AUTOTEST AT CLARE MARTS, ENNIS, CO CLARE (ROUND 6 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 2): 8th June

1 Timmy Lynch (Westfield) 536.8s,

2 Paddy Power (Mini Moke) 546.0s,

3 Martin Walsh (Starlet Special) 579.6s,

4 Liam Croston (Nova) 585.0s,

5 Mike Mulcahy (Mini Special) 596.0s,

6 Rory Power (Mini) 605.6s.

Class winners: Rory Power, Paddy Power, Martin Walsh, Don Giles, Liam Croston, Robert Fenlon (Seicento) 689.1s, Brian O'Connell (Micra) 686.5s, Shane McMahon 800.9s.

500 MRCI KIRKISTOWN RACE MEETING (ROUNDS OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIPS): 21st June

FORMULA FORD 1600 RACE 1 (16 laps):

1 Niall Murray (Van Diemen LA10) 16m 30.94s, 87.88 mph.

FORMULA FORD 1600 RACE 2 (16 laps):

1 Niall Murray (Van Diemen LA10) 16m 34.90s, 87.53 mph.

Fastest lap: Murray 1m 01.31s, 88.78 mph.

CORK M C AUTOTEST AT CORRIN MART, FERMOY, CO CORK (ROUND 7 OF PREMIER AUTOPARTS MUNSTER CHAMPIONSHIP): 5th July

1 Ian White (Mini) 563.3s,
2 Timmy Lynch (Westfield) 573.1s,
3 Peter Falvey (Mini Special) 578.3s,
4 Liam Croston (Nova) 588.7s,
5 Don Giles (Westfield) 608.5s,
6 Martin Walsh (Starlet Special) 619.2s,
7 Michael Cashman (Corsa) 628.5s,
8 Connie Lynch (Starlet Special) 631.6s,
9 Mike Mulcahy (Mini Special) 641.7s,
10 Robert Fenlon (Seicento) 686.9s.
Class winners: Peter Falvey, Martin Walsh, Timmy Lynch, Alan Clarke
(Starlet) 694.7s, Liam Croston, Robert Fenlon, Sharon Clarke (Starlet)
754.3s.

CO KILDARE M C RACE MEETING AT MONDELLO PARK: 12th/13th July SATURDAY

PATCH TYRE EQUIPMENT FIESTA QUALIFYING RACE (10 laps):

1 John Boland 12m 12.16s, 56.52 mph,
2 John Denning 12m 14.46s.

SUNDAY

PATCH TYRE EQUIPMENT FIESTA QUALIFYING RACE (10 laps):

1 Keith Dawson 12m 18.73s, 56.02 mph,
2 Keith Rabbitt 12m 19.41s,
3 Pat Boland 12m 19.58s,
4 Brendan Fitzgerald 12m 19.69s,
5 Barry Barrable 12m 20.24s,
6 John Denning 12m 20.27s.

500 MRCI KIRKISTOWN RACE MEETING (ROUNDS OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIPS): 26th July

FORMULA FORD 1600 RACE 1 (15 laps):

1 Noel Dunne (Van Diemen RF01) 17m 09.37s,
2 Jake Byrne (Ray GR13) 17m 09.84s,
3 Alan Davidson (Mondiale M89S),
4 Niall Murray (Van Diemen LA10),
5 Eoin Murray (Van Diemen RF99).

Fastest Lap Niall Murray 1m 06.95s, 81.30 mph.

FORMULA FORD 1600 RACE 2 (10 laps):

1 Niall Murray 11m 28.92s, 79.01 mph,
2 Alan Davidson (Mondiale M89S) 11m 33.72s,
3 Adrian Pollock (Van Diemen DP08),
4 Jake Byrne (Ray GR13),
5 Noel Dunne (Van Diemen RF01).

Fastest Lap Niall Murray 1m 07.26s, 80.93 mph.

BAKER AUTOMOTIVE STRYKER RACE 1 (12 laps):

1 Mark Baker,
2 Des Bruton.

BAKER AUTOMOTIVE STRYKER RACE 2 (8 laps):

1 Dave Griffin.

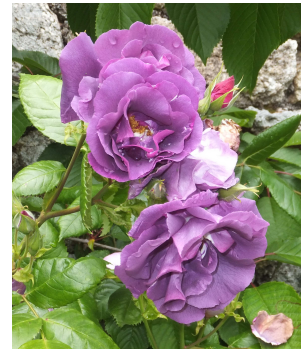
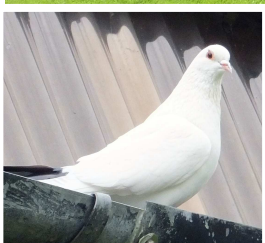
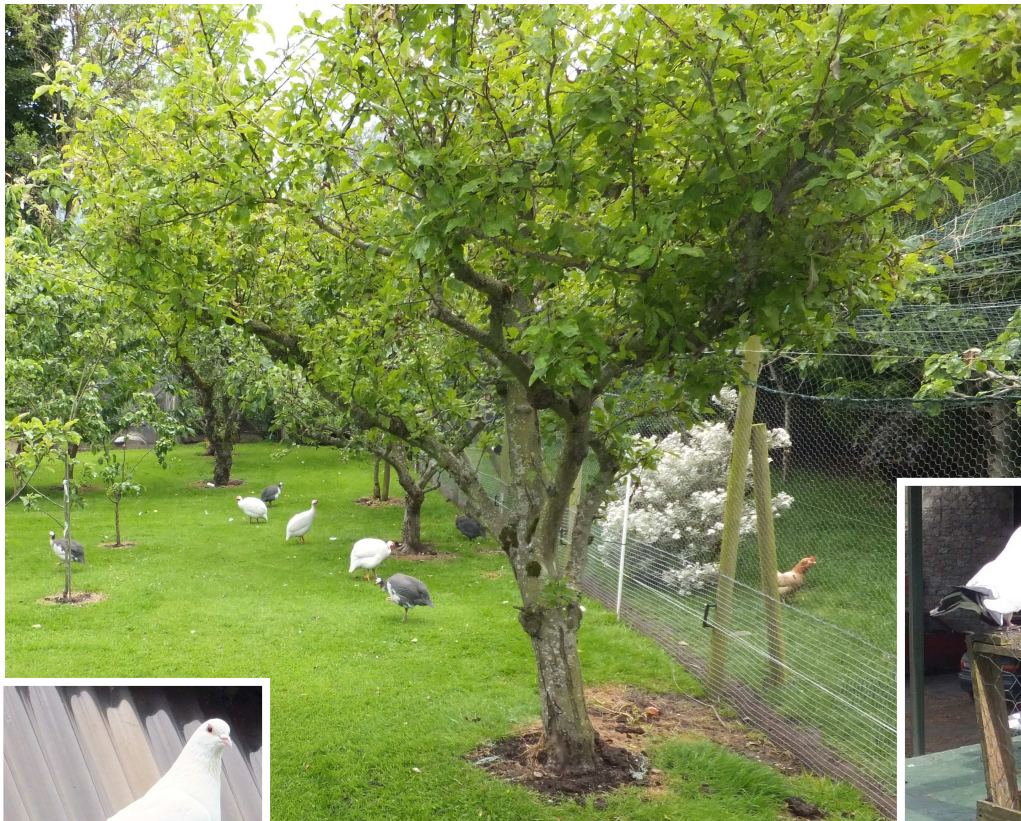
SNIPPET



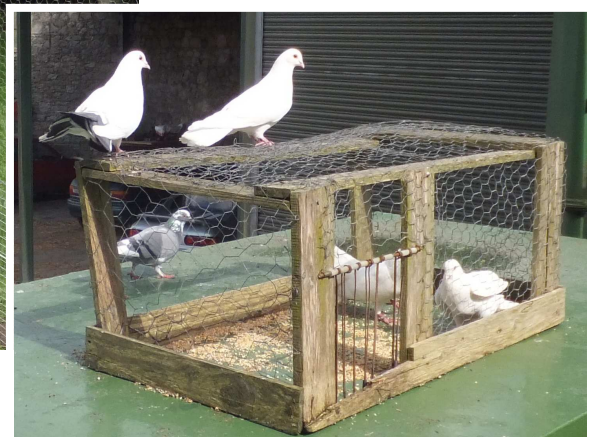
Frank Fennell points the finger at someone who is disregarding the advice on the sign



Dermot Carnegie



*Woodside isn't all
cattle and cars*



QUIZ / CAPTION

April Questions



1. Who is this? He hails from north of the border. Because it is difficult, the usual reward may be presented to whomever comes up with an appropriate caption.



2. Name the driver

Responses to valianmcculloch@gmail.com

June Answer



Who does this T-shirt belong to?

Kevin Fagan

SNIPPET



I had a reaction to this snippet from Rob Millard. These were apparently A30s and Jimmy Millard & Dudley Reynolds did the Monte Carlo Rally the same year. Jimmy had done the Monte in a Lagonda the previous year and in the next two used a Jaguar with aluminium body bits and an A35. The last had a 1300 engine, courtesy of Mick Ivis. This was sufficiently pokey to make the handling somewhat unpredictable!

August Crossword

1		2			3
4	5		6		
7					

Across

1 A variety of hen found in Frank Lenahan's aviary (6)

4 A Ford "bird of prey" model (6)

7 A hillclimb on the flat (6)

Down

1 Frank's favourite meat (4)

2 Chemical symbol for the metal associated with Cd in batteries (2)

3 An early device for generating high voltages in cars (7)

5 Five of these would "flow" if a 60 W was connected to a 12 V battery (4)

6 A more modern version of 3 down(4)

June Solution

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

IVVCC Gordon Bennett Rally

7th June

There was some TDC involvement - direct and indirect - on this year's GB Rally. The format was two giant regularities - one in the morning, the other in the afternoon. Despite sporadic distance information in the Roadbook and a lack of odometer on Tom Callanan's Vauxhall 30/98, Frank Hussey deployed his intuition to such good effect that he and Tom won. They also had to put up with the editor and Denis Howard in the back distracting them with inane conversation. Tom even turned and went back to rescue Denis's valuable (Aus\$100) hat which blew off crossing The Curragh. The GB Trophy is a sought after prize so well done Tom & Frank.



Mickey Gabbett, Tom Callanan & Richard Pain smile for the camera



Richard & Michael Jackson plot



JJ Farrell sat with Andrew O'D



Myles O'Reilly takes the biscuit. A disinterested



Denis Howard gives Andrew O'Donohoe a hand with his hood



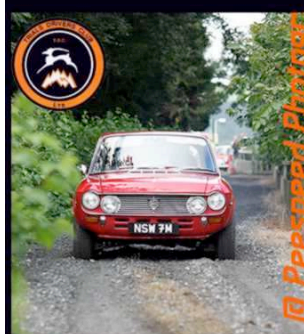
I wonder is Jo McAllister looking up adoringly at husband Richard?



Mondello Park, Newbridge, 10th Aug 2014

Don't Forget

Declans Multi-Venue Autotest



Sunday 31st August, Blessington





60th Anniversary



1954 - 2014



2:00 pm

AFTERNOON

Start:
"THE STEP INN"
€10 per car



Saturday 23rd August 2014



7:30 pm

EVENING



Live Music

ST. HELEN'S HOTEL, BOOTERSTOWN €30

Contact Philip O'Reilly 0872686333
Frank Fennell 0862566880



TDC IRELAND TRIALS DRIVERS CLUB



Membership Application Form

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

Full Name: _____

Address: _____

Town: _____

County: _____

Tel: (H) _____ (W) _____

(M) _____ (Fax) _____

Email: _____ @ _____

Date of birth: ____/____/____

Membership Number if renewal: _____

For official use only

Web

Fee received € _____

Method & Date Rcvd _____

Membership No _____

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

Classic Retrospective Trials ☐

Multi-Venue Autotesting ☐

Autotesting ☐

Marshalling ☐

Other ☐

Important Notice:

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

List of Vehicles:

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

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

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

Signed:-

Date: ____/____/____

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

Membership Fee: €20

Philip O'Reilly
23 Stepside Park
Enniskerry Road
Dublin 18

