

# TDC Turbine



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

www.tdcireland.com

December 2014

## Presidential Platitudes

***Firstly, I would like to wish everybody, whether TDC members or not, a Merry Christmas and a Happy New Year.***

Mention of members and New Year brings renewal to mind. There is a membership application/renewal form included in this issue. Those of you seeking licences will, of course, be inclined to act promptly. I would encourage non-competitors to join up as well - TDC is a club of which you can be proud to be a member.

*Also associated with this time of year is the AGM which will take place on Friday, 23rd January, 2015. Details of it and attendant diversions are on Page 15.*

More immediately is our Stephen's Day autotest. Marshals are particularly difficult to mobilise at this time so, please help out if at all possible. Details are yet to be finalised. Watch your inbox and the website.



*Next year's committee will be different. It came as a surprise to learn that Malcolm Clark was leaving Ireland for Barbados. His expertise and counsel will be sorely missed at committee meetings as will his input as marshal and competitor. We wish him well.*



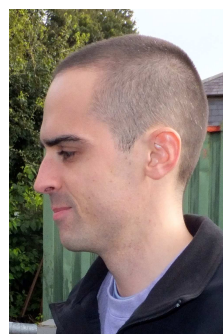
*The disappointment of Malcolm's departure has been softened with the co-option of Kevin Fagan. It is now a year since Vincent died. I am sure that Kevin will perpetuate his legacy as well as bringing his own brand of wisdom to proceedings.*

As you will see inside, the entry list for the Irish Classic Retro next April now numbers more than 40. Thank you to all who canvassed so enthusiastically in this regard. You will notice quite a few TBAs in the navigator slot. To enable the less experienced and to refresh the memories of the more experienced there will be Navigation lesson(s) in February.

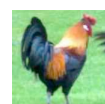


*The Mondello MVAT will take place at the end of January. It will differ little from past events, with the capable hands of Mark Doran remaining at the controls.*

As well as contributing to the club's activities in this role, Mark's (and Paddy Dore's) results package for both traditional and multi-venue autotests is proving to be invaluable. No longer do we have to put upon Felix to ensure efficiency in this regard. Thank you, Mark.



Frank



I had a call from Frank O'Donoghue wondering about my



*Frank is seen here finishing off his steward's report. While he does have a reputation for efficiency he wasn't writing the report in advance - the pic was taken at the end of the day*

availability for the Birr event. Two of his boys, Karl and Graham,



planned to enter but neither's regular navigator was available. Given that I had enjoyed my run with Simon Echlin last year I signed up. I sat with Graham who is more of a racer than a rallyer. He did a lot of karting and "Unos" in his youth. Karl was accompanied by William Kelly. William was hoping for a steadier start than last year when he and Ian Downey came to grief temporarily on the first test. Coincidentally this year's top seeds,



Alan and George

Shinnors, did similarly on the same test. William made an uncharacteristic slip late in the day when they circumnavigated a shed twice instead of the stipulated thrice. In his defence, the scenery on the lap wasn't worth a second look let alone a third - especially given that it was dark. They finished third of



the Endurance cars. Karl and Graham's Rover 200s both have cages so we had to wear helmets. My prehistoric model is a snug fit. I can manage to put in on fairly easily but taking it off is a struggle in which my ears are the main casualty. They were still tender a week later.

The weather this year has been such that the tests were less distressed than in 2013. There was still plenty of slippery stuff to catch out the unwary - including us! We understeered on an innocuous looking right-hander on Test 3 and slid gracefully into a ditch. The car came to rest against a stout fence post. It looked like we should have

been able to drive out but we weren't. When Graham got out to survey the damage, there was a surprise in store. As he shut the door, he got a nice shock, courtesy of the current from the electric fence, which the post was supporting, passing through the car body. Dermot Cleary who owns \*"Little Finland" kindly came to the rescue and we headed on our way



with my door needing some "polishing out" and a new window. This incident was not helpful in our quest for glory.

\*Eoin christened Dermot's farm "Little Finland" because of its 1000 Lakes style terrain. I was impressed with its neatness/tidiness and was not surprised to discover that it is a National Award winning farm.

Frank O'Donoghue's matchmaking was only in the halfpenny place compared to that of



*Iarla & Patrick are pictured here currying favour with the Birr Club President, Michael Parkinson*



Paul & Kevin





Eoghan

Eoin Longworth who paired up Iarla McCarthy with Kevin O'Rourke, his "own" Patrick O'Leary with Paul Nolan and Eoghan McCarthy with Rob Lewis. Given that the first two crews finished first and second, he may have a future in this field. Given Rob's choice of head gear when the awards were being presented I suspect that he suffered car woes.

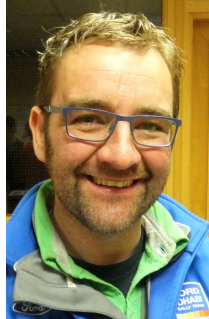
"Lending" one's navigator is one thing, but lending your car quite something else. Eoin's commitment to getting the event up and running is second to none and, sure enough, when Niall Kearney's car gave up the ghost the day before the event, Eoin made the grand gesture of making his trusty Starlet available. Even though



Eoin with his seemingly ever-present smile

Boland and venue owner Ger Pardy a speedy extraction job allow the test to be restarted with little delay.

Drive of the day was probably that of William Cavanagh in a Nissan Almera, most notable for its lack of preparation. While Olivia

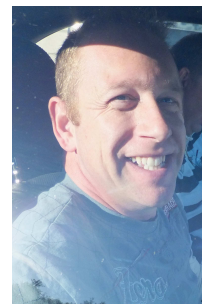


Coen is obviously a very capable co-pilot one would have to



cast doubts on her sanity, given the exuberance of William's driving style. The competition pedigree of the Almera has undoubtedly been enhanced. I'm sure that its value has been doubled - he'd get €100 for it rather than €50. I suspect William is genetically predisposed - he is the late Billy Cavanagh's ('six in a row' National Autocross champion) son!

Another crew, Glyn Gaffney and Stephen Briggs, also together for the first time, really enjoyed their day out in Glyn's trusty Celica - fifth



overall was the icing on the cake.

Eoin did use the dreaded code boards to keep the average speed down, but they were sensibly placed, legible and short. His favoured ticket system was also deployed - the distributors this year were less kamikaze-like in their approach than those in 2013.

The tea-break was alfresco in Cloughjordan - fodder courtesy of Austin's Centra. A more important service was provided by David & Billy Percy (another motorsport family). Quite a few availed of their garage facilities.

All-in-all, a great day with all tests run and all cars home safely to the finish. Congratulations and gratitude are due to all of those involved in the organisation.

If events like these are to continue to run they must be better supported - it's up to you, the competitors, not just to come out yourselves but to persuade others to follow suit.

Ed 

### PS from Glyn Gaffney extracted from the ALMC website

*After recently competing in the TDC Charity Multivenue with new recruit Ciara Gaffney (aka "the wife") to knock the cobwebs off the car and driver, Glyn was set up and ready to go for Eoin Longworth's very well run Endurance Trial in Birr.*

*Unfortunately a difficulty arose in getting a navigator with a licence but, after a quick call to Eoin, Glyn and Stephen Briggs were paired up. It was a great event with lots of tough tests through forests and good farm lanes.*

*There were a few selectives in the dark which suited the pair and the only real moment of the day was a slide on into a field which cost about 20 seconds. Despite this they held it together and managed first in class and fifth overall.*

### RESULTS

- 1 Kevin O'Rourke/Iarla McCarthy (Toyota Starlet) 6m 39s,
- 2 Paul Nolan/Patrick O'Leary (Toyota Starlet) 7m 05s,



it did depart from the recommended route during the day it was returned safe, and relatively sound.

Graham & I weren't the only ones to go "off-piste". Kevin O'Rourke/Iarla McCarthy knocked a fencing post on Test 4 as the farmer looked on. Unfazed he fixed it up before the next car arrived. Kevin also had minor off on Test 19 and thanks to the deputy C-o-C, Mick



## TDC Turbine

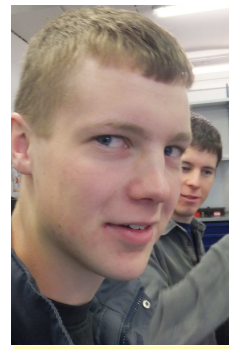
3 Karl O'Donoghue/William Kelly  
(Rover 200) 8m 29s,  
4 Paul Gibbons/Mark Reilly (Toyota



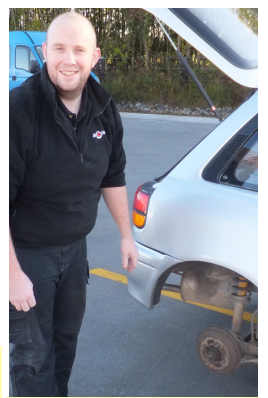
Starlet) 9m 46s,  
5 Alan Shinnors/George Shinnors  
(Toyota Starlet) 10m 51s,  
6 Brian Duggan/Seán Duggan  
(Toyota Starlet) 10m 57s.



*Mark Parsons (President Galway Motor Club) gets his orders from the the C-o-C - doesn't look like he's taking much heed.*



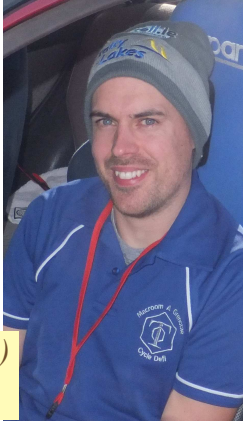
*Ciarán & Stephen (keeping a low profile) Garrihy*



*Karl Grehan seems to be missing a pretty fundamental component*



*Brian (Mr rally.ie) & Seán Duggan*



*Navigation Cars:*

1 William Cavanagh/Olivia Coen  
(Nissan Almera) 8m 10s,  
2 Glyn Gaffney/Stephen Briggs  
(Toyota Celica) 8m 35s,  
3 Ronan Shanahan/William Ryan  
(Toyota Starlet) 9m 37s.



*Ronan Shanahan (Birr Club PRO)*



*Mark Reilly being as diligent as ever with his preparation*



*Eoin reckoned he deserved some reflected glory when his man, Patrick, and Paul received their awards*

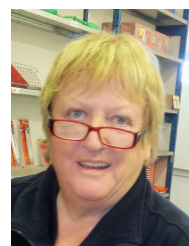
*When waiting for the "off" in Little Finland, I spotted this silo and*



*presumed that Rob Lewis had diversified. I was informed that it ISN't the same Rob*



*Whitby Moynan abusing his Mini again with Pat Gubbins*



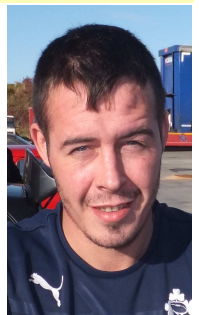
*Lucy Conroy & Pauline Bevans did great work in the office and collecting time cards*



*Peter Molloy & Declan O'Donoghue*



*Aidan Kelly & Niall Kearney receive their awards from Mick Parkinson*



*Ian McLoughlin & Jason Bracken*



## TDC Turbine



*Aiden Duggan &  
Edmund McDonagh*

*Robert Howard &  
Andrew Stewart*



## TDC Beginners' Autotest Round 4

19th October

This is the Club event which has been taken on, this year for the third time, by two of our young bloods (they have brought down the average age of the committee from probably sixty something to perhaps fifty something) Richard Meeke (R)



and Philip O'Reilly. Philip takes on the Frank Lenehan role doing lots of preliminary work and sundry other tasks such that he can take part in the event. Richard does everything else and assumes the C-o-C role.

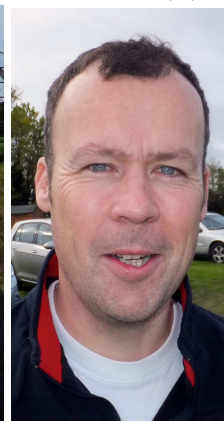
A major change was rung in the use of the space kindly provided by Mondello. (It was great to see Mondello buzzing with our event, a rallycross meeting and the driving school all going on - indeed as has



happened on previous occasions quite a few rallycrossers wandered over during their lunch break to see what we were up to) as the boys had reconfigured the tests in an orientation perpendicular to what has been used up to now. The two basic tests, each run four times, and the "combined one" which differed quite a bit from the original pair were very well received by the competitors.

The pleas for people to enter fell on undeaf ears (for a change) and there was a great turnout - 26.

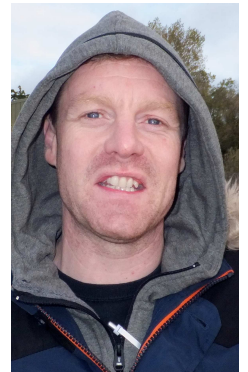
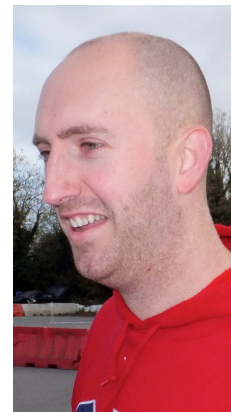
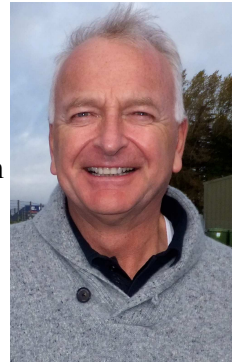
Most of these were familiar faces. However, there were some who don't usually appear. Tom Callanan had his TR4 out for a spin. I presume he was getting his hand in prior to the Rally of the Tests. Most of the rest were in the Beginners class Michael Cotter (L)



was sharing his ex-Doug Richardson / Andrew O'Donohoe Midget with Ed Hollingsworth. The

Midget is looking as immaculate as ever despite the abuse it has suffered up north in occasional Lanes/ Targa events. Also Midget mounted in this class was Francis Rhatigan.

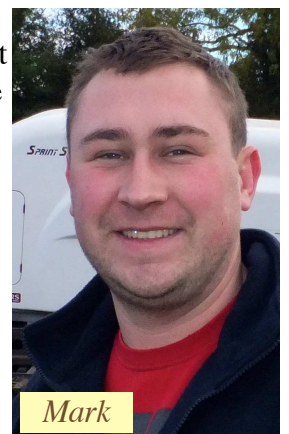
Brian Kingston (L) had brought along Stephen Ross to share his car.



They were all eclipsed by Brian who scored another runaway win which saw him well up the time sheet overall.

There was a tight Starlet battle in the Novice class which saw Owen Murray see off (just) Philip O'Reilly and Mark Nugent (it was good to see his TDC liveried version again).

The top three experts were similarly equipped with their Lotus 7 lookalikes. A



*Mark*



“fail” cost Andrew O’Donohoe (seen



here about to attempt CPR on the Westfield) dearly and he finished second in the class behind Mark



Doran (also indulging in some first aid). Simon Echlin (above right setting up his giant umbrella in anticipation of the forecasted precipitation) was third just 0.8 s behind Andrew.

The aforementioned rain held off until everybody had finished but it did trigger prompt departures for most. These decimated the attendance for the awards presentation even though the results were generated in jig time. Contrary to the usual practice in this location paper results were available thanks



to the deployment of the Club inverter which allowed the printer to be used after it was realised that the host vehicle had to have its engine ticking over to maintain 12 V. The inverter won’t tolerate anything, even marginally, less.

A good turnout of marshals helped everything to run smoothly and a good time seemed to be had by all. I suspect that Richard / Philip will be organisationally involved for the foreseeable future.

Ed



## RESULTS

- 1 Brian Kingston (Starlet) 465.5s,
- 2 Stephen Ross (Starlet) 582.5s,
- 3 Francis Rhatigan (Midget) 602.9s,
- 4 Edward Hollingsworth (Midget) 637.8s,
- 5 Mick Cotter (MG Midget) 660.9s.

## NOVICES:

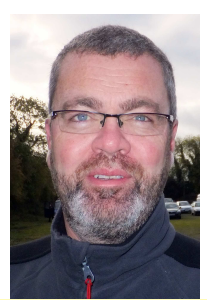
- 1 Owen Murray (Starlet) 456.3s,
- 2 Philip O’Reilly (Starlet) 458.1s,
- 3 Mark Nugent (Starlet) 464.9s,
- 4 Anthony Freeney (Westfield) 474.7s,
- 5 John Kane (Starlet) 486.6s,
- 6 James Mansfield (Mini) 487.5s.

## EXPERTS:

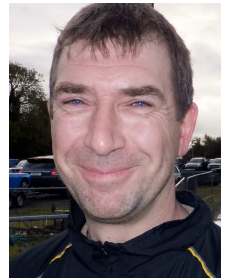
- 1 Mark Doran (Locost) 406.0s,
- 2 Andrew O’Donohoe (Westfield) 414.0s,
- 3 Simon Echlin (Caterham) 414.8s.



*Danny O’Donohoe, Joe Doran*



*Adam Geraghty, Declan Hendrick*



*Piers MacFheorais (as attention seeking as ever), Anthony Freeney*



*Austin Quille, Karl Grehan*



*Peter Lynch, Alan Auerbach*



Mark & Matthew Walsh



Ciaran Freeney, Oliver Devlin, Tim Faulkner, Paul Hendrick, Jess Jordan



Dave Meeke, Philomena & Bernadette Kehoe



Chris & Christopher Grimes



Seb & Jason Loughrey

## Ken Wharton Memorial Trophy International Autotest

18th October

*Proceedings as perceived  
by Paul Phelan*

Motorsport Ireland's Autotest team were narrowly beaten into second place by old rivals Northern Ireland in the Ken Wharton Memorial International event at Arrow Mill in Alcester, Warwickshire yesterday, with less than four seconds separating them in a total time of more than two thousand seconds.

The Ulster quartet, the pre-event favourites, led for the first three tests but fell behind their southern opposition thanks to a series of line and pylon penalties, giving the Irish team the upper hand for the next two tests. However, Northern Ireland edged ahead again in the closing stages and won by just 3.9 seconds in an exciting finish.

Navan driver Guy Foster was the hero of the Irish team, winning the individual competition on his first visit to the event. He kept pace with multiple champion Steven Ferguson on the opening tests and when the Tyrone man made a slip, Foster went ahead and kept the lead to the finish despite all Ferguson's

efforts to close the gap, winning by 4.6 seconds.



### *Observations from Olwen Blair*

When the alarm goes off at 4.30am on a Friday morning it can only mean one thing – time for the annual trip to the Arrow Mill Hotel, Warwickshire for the Ken Wharton Autotest.

We drove to Dublin to meet up with the rest of the NI team and catch the ferry to Holyhead. Peter and John Boyd were also on the boat – the rest of the Republic's team had travelled the previous night.

After dinner on the Friday night the draw takes place to determine the running order for the next day. This year it was ROI, England, NI and Guests.

Saturday morning is memorable for the early (very





early!!) start. The drivers have to get the car park cleared so the stewards can set the tests up. Those of us who aren't drivers are usually awakened by the sound of screeching tyres while we try to enjoy a 'lie-in' before subjecting ourselves to the demands of a heavy shopping day in Stratford upon Avon. 😊

This year was the 58th running of the International event and it was generally agreed by all that NI were the favourites to win. However it was not the 'walk over' that everyone had anticipated. NI were ahead after the first three runs but when they notched up three penalties on test 4, ROI took the lead. Another penalty in test 5 meant ROI kept the lead until test 6 where ROI's first penalty of the day meant NI regained the lead and held on to it until the finish. The winning margin was just 3.9 seconds giving NI their 33rd win. Guy Foster who was at the event for the first time took FTD.

After the cars are packed away everyone retires to the bar to 'let the party begin' and talk over the 'what ifs' of the day!!! Then there are the formalities of the dinner and prize giving before the party gets going again and continues into the 'wee small hours'! Things seemed more subdued this year – don't know if it was because they didn't have the usual disco and the President didn't get a 'boogie' but whatever the reason Kevin (Fagan) went home from his first time at the Wharton feeling cheated as he had heard about all the 'shenanigans' that usually take place on the Saturday night!



Sunday morning sees another early start to drive back to Holyhead for the return crossing. Another Wharton over, another long journey but all being well we'll be back next year to do it all over again. 😊



## RESULTS

1 Northern Ireland (Steven Ferguson, Robin Lyons, Paul Blair, Mark King) 2134.0s,  
 2 Republic of Ireland (Guy Foster, Eamonn Byrne, Timmy Lynch, David Thompson) 2137.9s,  
 3 England (Paul Fobister, Dave Mosey, Richard Pinkney, Roger Holder) 2220.1s,  
 4 Guest Team (Steven Haigh/Dave Evans, Anthony Preston, Ian Chapman, Willie Keaning) 2439.6s.  
*Individuals:* 1 Guy Foster (Mini Special) 520.7s,  
 2 Steven Ferguson (Mini Special) 525.3s,  
 3 Robin Lyons (Mini) 525.8s,  
 4 David Thompson (Nova) 526.4s,  
 5 Eamonn Byrne (Mini) 529.5s,  
 6 Richard Pinkney (Caterham) 531.4s,  
 7 Mark King (Nova) 540.9s,  
 8 Paul Blair (Striker) 542.0s,  
 9 Paul Fobister (Haigh Special) 547.5s,  
 10 Dave Mosey (Mini) 554.3s,  
 11 Timmy Lynch (Westfield) 561.3s,  
 12 Roger Holder (Nova) 586.9s.  
*Class winners:* Robin Lyons, Richard Pinkney, Guy Foster, David Thompson.  
*Reserves:* 1 Dave Evans (Blitz Special) 552.1s,  
 2 Chris Grimes (Mini) 555.2s,  
 3 Chris Chapman (Striker) 556.4s,  
 4 Norman Ferguson (Mini) 556.7s,  
 5 Paul Mooney (Nova) 562.9s,  
 6 Paul Phelan (Mini Special) 564.6s.  
*Class winners:* Chris Grimes, Chris Chapman, Dave Evans, Paul Mooney.





## TDC Turbine



*Winners: Mark King, Steven Ferguson, Paul Blair, Robin Lyons*



*Runners-up: Eamonn Byrne, Davy Thompson, Guy Foster, Timmy Lynch*



*Paul Phelan*



*Paul & Liam compare vernaculars*



*Darren Quille*



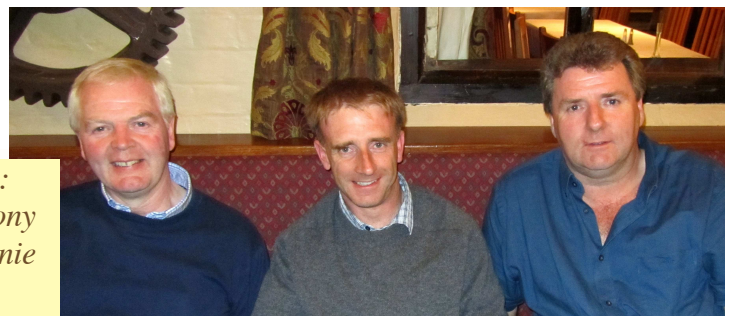
*C'mon Munster - Timmy & Gerry Lynch, Liam & Michael Cashman*



*Frank Lenehan amuses Michael & Liam*

*The RoI contingent by driver - Liam Croston, Paul Phelan, Guy Foster, Eamonn Byrne, Timmy Lynch, Davy Thompson, Darren Quille, Chris Grimes*

*A sober trio: Eamonn, Anthony Preston & Ronnie Griffin*





Rally of the Tests

30th October - 2nd November



Thank you to  
Tony Large  
[www.tonylarge.net](http://www.tonylarge.net)  
for the pics

This event which was based in Wales this year was even more demanding than usual. Fortunes varied greatly throughout the field and the placings overall and in most of the classes remained in doubt until the very end. Worthy winners were Ryan Pickering & Andy Ballantyne in their TR4 .



Below is how the the Republican Brigade fared.

*Tom Callanan/Chris Towers:* With a newly built motor courtesy of Steve Griffin they were all fired up for



attack. Tom arrived in from Spain on the Wednesday to join up with regular co-driver Chris Towers. Their run was disrupted with ignition problems and they had to skip parts of the Friday night leg. They finished 28th.

*Dermot Carnegie/Paul Bosdet:* The familiar pairing in the beautiful Volvo PV were hoping to improve on last year when the new car had teething problems. A fine drive by Dermot, marred by some navigational errors by Paul, cost them the top slot. (*You'd never guess that this had been written by a driver - Ed.*) I think they were in



the lead on three occasions but this arduous event was very challenging for the navigators in particular and all had problems - it was very much "luck of the draw" as to how many penalties these errors resulted in. The current phrase for a navigator wrong-slotting is "shopping" so, given Paul's record he was supplied with LIDL and ALDI stickers which were prominently displayed on the roof of the PV. Their runner-up spot was a fine result.

*Frank Fennell/Kevin Savage:* Back in the Merc for the first time in six years, they were to have an interesting



weekend. Fuel problems had been a problem in three previous events and these were to haunt them again - so from Saturday on they had a difficult task in holding their seventh overall. Then, on Sunday, when the back axle started to "float", Kevin wanted to cry "enough" at lunchtime at Chepstow Racecourse. But FF, determined to carry on with a four minute lead in the class, asked Kevin what time they were out at - three minutes ago! Frank filled his cap with chips, studied the penalty system, and three hours later they finished up sixth overall and won the class by a comfortable margin.

*Ted Gaffney/Brian Goff:* Ted had a new map man in the shape of the very experienced Brian Goff. Trouble with alternators in the green Mini before and during the event proved to be a bit of a handicap. Battling on saw them





achieve a 10th overall and a fine class win. Ted was delighted with another polished performance. On the way home on the ferry, his generosity manifested itself in the manner with which he shared blow-by-blow accounts of his success with anybody foolish enough to show even a hint of interest in his exploits.

*Robert Ganly/Michael Jackson:* Another team keen to put their mechanical troubles from last year behind



them. Alas, it turned out not to be the case and they were once again unlucky when a split ball joint forced them out. After a steady run on the Friday Prologue they had to retire on the Friday am test. A job by Peter Banham was only temporary. The car had received dedicated preparation, Robert going missing from the Auction Room on several occasions prior to the event.

*Frank Lenehan/Paddy McCollum:* One of the most successful Rally of the Tests cars, AZD 444, was not a



pretty sight after a head-on with Paul Crosby who was coming against rally traffic just after the start of a night test on Epynt. Luckily nobody was hurt - but this was not a sensible decision. Frank was gelling well with Paddy McCollum. They were having a steady run and lying sixth overall at this point.

*Richard & Jo McAllister:* Their trusty Amazon is now 20 years on the go and still looks new. Their event was



reasonably uneventful, but I don't think Jo was enjoying things and unusually they were not to feature on the awards list. Two punctures cost them a lot of time and they finished 15th which did not please the Malahide pair. Richard feels that everybody seems to be going much quicker than him these days!

*Comment:* The event was very tough with difficult conditions and especially slippery night forest sections. The tests themselves were well received though the practice of disqualification from "Best on Tests" with just one pylon/line fault from 27 tests seems a bit severe. With all the elements which combine to make this event so testing, allied this year to the "interesting" driving conditions, I thought some of the more convoluted route instructions were unnecessary - surely a straightforward format will still get a fair result? In spite of the aforementioned, this is still the BEST classic rally.

FF



*David Morgan & Martyn Taylor were third overall*



I don't know whether it is a trend or just my good fortune, but it seems to me that Mondello is becoming more benign as it gets older. The temperatures both real and imagined seem to be consistently higher than heretofore. I would have assumed that ageing human perceptions would have it vice versa, so maybe the micro-climate is becoming even more clement than has been my perception. More specifically, for this, Round 8 of the Hewison Trophy Championship, the weather was great for the whole day although as dusk approached it did become a bit chillier. *(OK, enough of the weather - why not just say the day was fine??? - Typist)*

Based in the driving school section of Mondello the layout of four tests worked well. Frank Lenehan (with Tim Faulkner below)

three times. This proved to be a good decision as 36 drivers turned up to take on the challenge. (Three tests done four times is not as efficient for bigger numbers). Quite a few of the drivers were occasional and the cars road going. For these groupings there were sections in the tests which proved to be very demanding - not as daunting as has been the case in the past, but sufficiently so to make the experience less enjoyable than it might have been. With Hewison rounds there is always the dilemma of keeping both the "specialists" and "the rest" happy. I feel that the scales could still be tipped further towards the latter without compromising the competition among the former.

A combination of officials arriving early and competitors appearing in dribs and drabs (the more regular the later, it might be noted) meant that signing-on was a relaxed affair with little queueing. Highlight of check-in was the Lyons transaction which involved copious quantities of coin. Robin remains an avid numismatist. (Did you know that the cost of producing a 1c coin is more than 1c?)

On the day Steven Ferguson ended up back on top, just five seconds ahead of the in-form Guy



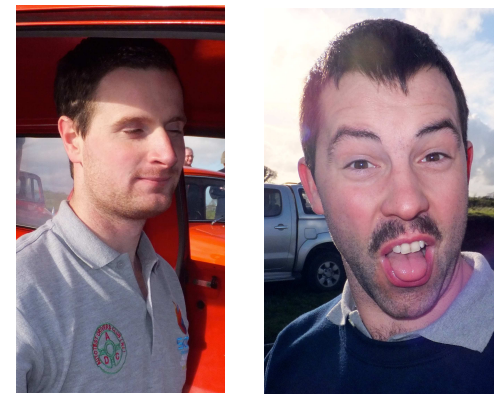
Foster. Paul Blair, whose driving is as unflustered as the man himself, was third.

Daniel Byrne beat Eamonn with the help of another fail from the



"grandmaster". (How long is it now since Dermot Carnegie was the "grandmaster"? Could he still be thus described?) This time it was a mechanical malfunction, unlike the human one on the Westmeath MC event the previous weekend.

Paul Mooney got the better



of Davy Thompson, seen here sporting a Movember growth to complement his customary gurn.

Mark King, whose Nova was sporting a temporary TDC livery



(keeping up with the Byrne's/Mark Nugent?) suffered gearbox maladies. Some sort of a shaft (one with quite an important function which wouldn't normally break) split longitudinally. To give those of you with "ordinary" cars some idea of the lengths these guys go to, Mark has synchromesh on reverse (maybe that should be "had", after his failure).



and Daniel Byrne were the "main men" and the track schedule was such that they were able to do the setting-up on the Friday. In anticipation of a good entry Frank decided on four tests to be tackled



Allowing for my cursory familiarity with this motorsport genre it seems that the placings were fairly predictable, though I was surprised by the overt display of joy that Paul Phelan derived from having



finished ahead of Simon Echlin.

Another deviation from the usual list was the early departure of Robin Lyons who hadn't been having a good day.

A competent cohort of marshals, co-ordinated by Tim Faulkner (that included supplying them with a packed lunch - supplied very efficiently and tastily by the Centra in Caragh) oversaw the tests immaculately. Those coerced in advance were supplemented by others who had just come along to watch and "volunteered" to help.

The generation of results



proved similarly stress-free due in no small part to the Mark Doran software which processed painlessly as you go along. This enabled proceedings to be wound up as uneventfully as they had begun.



## RESULTS

- 1 Steven Ferguson (Mini Special) 733.4s,
- 2 Guy Foster (Mini Special) 738.4s,
- 3 Paul Blair (Striker) 741.3s,
- 4 Daniel Byrne (Mini) 746.4s,
- 5 Eamonn Byrne (Mini) 760.2s,
- 6 Timmy Lynch (Westfield) 763.3s,
- 7 Paul Mooney (Nova) 765.7s,
- 8 David Thompson (Nova) 770.5s,
- 9 Paddy Power (Mini Moke) 787.0s,
- 10 Chris Grimes (Mini) 794.5s,
- 11 Darren Quille (Westfield) 799.1s,
- 12 Paul Phelan (Mini Special) 820.3s.

*Class winners:* Daniel Byrne, Guy Foster, Paul Blair, Paul Mooney.

*Novice award:* Andrew Blair (Striker) 1016.1s.

*Best Beginner:* Francis Rhatigan (MG Midget) 1216.1s.



Chris

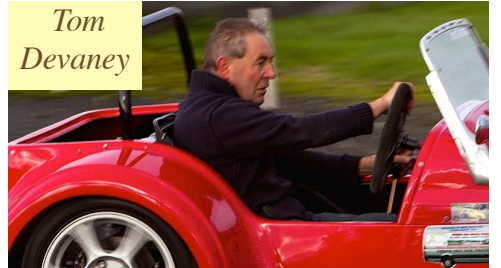
Darren

Andrew

Francis



David Jenkins



Tom Devaney



John Kane



Timmy Lynch



George McMillan, Austin Quille, Jason Loughrey



Joe Doran



## TDC Turbine



*Richard Meeke, Richard Allen, Danny O'Donohoe, Anthony Freeney, Piers MacFheorais, Stephen Briggs, Norman Ferguson*



*Dylan McLoughlin & Orla Scanlon*



*Liam Cashman*



*Ciaran Nutty, Peter Auerbach, Geoff Long*



*Living legends, Ken Irwin & Steve Griffin*



*Kate Phillips & Mark FitzSimon kept Test 1 running smoothly*



*Rob Bolton*

*Jasette Fitzsimons, who is walking out with Matthew Meehan, who works with Steve Griffin, may have misinterpreted the sort of function she was attending!*



*Steven Ferguson in control*



*Damien Phillips asked for a task which would allow him to blend into the background - Hmmmmmm!*





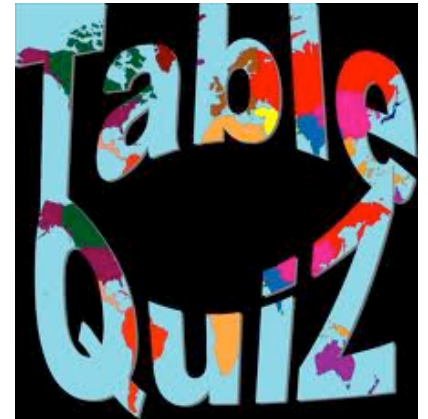
# AGM

**Friday**  
**23rd January 2015**  
**8:00 pm**

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

The ritual of the business necessities of the AGM will be followed by the Beginners' & Novices' 2014 Championship Prizegiving. A Table Quiz will conclude the evening's entertainment.

*Finger Food will be served.*



## SNIPPETS

Those of you with your ear to the airwaves may have perceived a familiar voice recently. **Owen Murray**'s dulcet tones are to be heard doing the voice-over on an ad for GPnow



*The Revolution in GP Care*



**Ciaran Nutty** has enjoyed a couple of notable milestones since the October Turbine. He has married Sarah and has been awarded a "first" in his DCU Masters degree in Health & Safety. Well done.



The Club wishes **Stephen Briggs** "all the best" in his new role as Principal of the Joe Duffy Motor Group's North Road Mazda dealership. Does this mean that we can look forward to even more MX5s around the place?



**BADMC Autumn Lanes Rally**

8th November



On what was a miserable day, rear-wheel drive cars filled the top six. Only two and a half crews travelled from the south. Dermot Carnegie



was one of the abovementioned RWD exponents. He and Kevin Fagan were fourth behind Robert



Woodside (Jnr) / Suz Graham, Eric Patterson / Malcolm McQueen &



David Crothers / Barbara Kane, all



in MX5s. "Our" Starlet protagonists, Frank Lenehan / Olwen Blair and Richard Meeke /

Philip O'Reilly suffered "fails" which saw them finish sixteenth and eighteenth respectively.



**MADMC Glenview Targa Rally**

22nd November



Just two cars travelled north for this one which, like the Autumn Lanes earlier in the month, had almost 60 starters. Richard Meeke



was in the passenger seat this time, providing guidance for his dad, Dave. (*I was at school with Dave and my memories of him are such that he certainly needed plenty of guidance - Ed*) Richard directed Dave the wrong way around a pylon which put paid to their chances (*I'm sure it made Philip feel*

*better though after his faux-pas on the Autumn Lanes - Ed*) and they finished twenty-eighth. (*For those of you unfamiliar with these events, the penalty structure is such that a "fail" is heavily penalised - Ed*)  
Frank Lenehan & Olwen



Blair fared better with their seventh place and first in class.

The event was run entirely on forestry tracks and suited those cars with grunt. I'm not sure how



much of this Steven Ferguson's 106 has but he, Steven, can drive a bit, and he and Milton McWilliams ran out the winners.



**RESULTS**

**500 MRCI KIRKISTOWN RACE MEETING: 4th October**

**MARTIN DONNELLY TROPHY FORMULA FORD 1600 FINAL (18 laps):**

- 1 Alan Davidson (Mondiale M89S) 18m 47.54s, 86.89 mph,
- 2 Noel Dunne (Van Diemen RF00) 18m 51.48s,
- 3 Niall Murray (Van Diemen LA10).

**CO MONAGHAN M C NAVIGATION TRIAL AT CORDUFF, CARRICKMACROSS, CO MONAGHAN: 4th/5th October**

- 1 Eoghan Corr/Ruaidhri Nash (Impreza) 0 marks,
- 2 Ashley McAdoo/Laurence Keenan (Impreza) 0m,
- 3 (tie) Martin Tynan/Stephen Thornton (Impreza) and Colin Duffy/Sam Johnston (Impreza) 0m,
- 5 Trevor Farrell/Noel Hall (Subaru Impreza) 1m,
- 6 Mickey Carbin/Darragh Kelly (Subaru Impreza) 2m,
- 7 Mickey Tynan/Ciaran Tynan (Subaru Impreza) 2m,
- 8 Jonathan Treanor/Martin Swinburne (Impreza) 3m,
- 9 Richard Cassidy/Paul Phelan (Subaru Impreza) 3m.

**LEINSTER MOTOR CLUB GVB CUP SPORTING TRIAL AT RATHBAWN, KILTEEL, CO KILDARE: 4th October**

- 1 Fergil Gregory (Erskine-Yamaha) 17m,
- 2 Christopher Evans (ETE-Yamaha) 19m,
- 3 Jonathan Ralph (Wilson-Suzuki) 25m,
- 4 Robin Taylor (VW) 26m,
- 5 Morgan Evans (Mog-Honda) 27m,
- 6 Richard Pain (Kilkenny VW) 27m.

**MONDELLO PARK SPORTS CLUB RACE MEETING AT MONDELLO PARK: 12th October**

**STRYKER RACE 1 (15 laps):**

- 1 Alan Auerbach 15m 42.02s, 65.90 mph,
  - 2 Dave Griffin 15m 45.45s.
- Fastest lap: Auerbach 1m 02.101s, 66.64 mph.

**STRYKER RACE 2 (15 laps):**

- 1 Alan Auerbach 15m 47.06s, 65.55 mph,
  - 2 Dave Griffin 16m 03.79s.
- Fastest lap: Auerbach 1m 02.179s, 66.56 mph.

**MEC NOONAN CUP SPORTING TRIAL AT HOGG'S FARM, GREENAN, CO WICKLOW: 18th October**

- 1 Paul Needham (Erskine-Honda) 8 marks,
- 2 Jonathan Ralph (Wilson-Suzuki) 11m,
- 3 Christopher Evans (ETE-Yamaha) 13m,
- 4 David Meeke (BD-Opel) 13m.

**CO KILDARE M C RALLYCROSS AT MONDELLO PARK (ROUND 4 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 19th October**

**MODIFIED A FINAL:**

- 1 Pearse Browne (BMW Compact) 3m 24.11s.

**MODIFIED B FINAL:**

- 1 Pat Ryan (Vauxhall Nova) 3m 27.92s,
- 2 Philip Kelly (Toyota MR2) 3m 33.18s,
- 3 John Leonard (Honda CRX) 3m 36.49s,
- 4 Chris Grimes (Vauxhall Nova) 3m 40.49s.

**STOCK HATCH 16 VALVE A FINAL:**

- 1 Eoin Murray (Peugeot 106) 3m 31.86s,
- 2 John Ward (Peugeot 106) 3m 34.69s,
- 3 Declan Nolan (Peugeot 106) 3m 40.14s,
- 4 Andrew Twomey (Citroen Saxo) 3m 41.62s,
- 5 Eugene Ward (Peugeot 106) 3m 45.27s,
- 6 Derek Lenehan (Peugeot 106) 3m 46.22s.

**CONNAUGHT M C AUTOTEST AT HAZELWOOD, SLIGO (ROUND 5 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 1): 25th October**

- 1 Steven Ferguson (Mini Special) 812.8s,
  - 2 Eamonn Byrne (Mini) 821.4s,
  - 3 Robin Lyons (Mini) 837.7s,
  - 4 Mark King (Nova) 837.7s,
  - 5 Daniel Byrne (Mini) 843.3s,
  - 6 Guy Foster (Mini Special) 846.2s,
  - 7 David Thompson (Nova) 860.0s,
  - 8 Paul Mooney (Nova) 870.9s,
  - 9 Timmy Lynch (Westfield) 881.7s,
  - 10 Chris Grimes (Mini) 882.3s,
  - 11 Paddy Power (Mini Moke) 893.7s,
  - 12 Alan Coyle (Mini Special) 896.7s.
- Class winners:* Eamonn Byrne, Guy Foster, Timmy Lynch, Mark King.  
*Best semi-expert:* Rory Power (Mini) 1046.5s.  
*Novice award:* Richard Allen (Nova) 971.6s.

**CONNAUGHT M C AUTOTEST AT HAZELWOOD, SLIGO (ROUND 6 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 2): 26th October**

- 1 Steven Ferguson (Mini Special) 693.8s,
- 2 Eamonn Byrne (Mini) 708.7s,
- 3 Paul Mooney (Nova) 710.8s,
- 4 Guy Foster (Mini Special) 727.7s,
- 5 Daniel Byrne (Mini) 727.9s,
- 6 David Thompson (Nova) 731.5s,
- 7 Mark King (Nova) 734.6s,



8 Chris Grimes (Mini) 749.5s,  
 9 Timmy Lynch (Westfield) 755.6s,  
 10 Paddy Power (Mini Moke) 758.1s,  
 11 Alan Coyle (Mini Special) 758.9s,  
 12 Darren Quille (Westfield) 771.4s.  
*Class winners:* Eamonn Byrne, Guy Foster, Timmy Lynch, Paul Mooney.  
*Novice award:* Richard Allen (Nova) 823.8s.

**CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 5 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 2nd November**  
*MODIFIED B FINAL:*

1 Chris Grimes (Vauxhall Nova) 3m 46.43s,  
 2 John Leonard (Honda CRX) 3m 47.15s,  
 3 Lloyd Spendlove (Lotus Exige) 3m 50.32s,  
 4 David Hobbs 3m 52.14s.

*STOCK HATCH 16 VALVE A FINAL:*

1 Declan Nolan (Peugeot 106) 3m 52.39s,  
 2 John Ward (Peugeot 106) 3m 55.87s,  
 3 Eugene Ward (Peugeot 106) 3m 56.49s,  
 4 Derek Lenehan (Peugeot 106) 4m 05.93s.

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

1 Alan Shinnors/George Shinnors (Impreza) 12 marks,  
 2 Joe Shinnors/Greg Shinnors (Impreza) 16m,  
 3 Des Cooney/Roy White (Forester) 20m,  
 4 Owen Murphy/Daire Hayes (Forester) 20m,  
 5 Ger O'Connell/Denis O'Donovan (Impreza) 21m,  
 6 Pakie Duffy/Evin Hughes (Impreza) 21m,  
 7 Johnny Kenneally/Ken Carmody (Impreza) 22m,  
 8 David Beamish/Muireann Hayes (Impreza) 35m,  
 9 Richard Cassidy/Paul Phelan (Impreza) 38m,  
 10 Trevor McConnell/Eoghan McCarthy (Impreza) 64m,  
 11 Johnny Casey/Patrick O'Sullivan (Peugeot 306) 65m,  
 12 Trevor O'Callaghan/Patrick O'Leary (Impreza) 71m.

**GARDA SIOCHANA M C HAND TROPHY SPORTING TRIAL AT BOHERNABREENA, CO DUBLIN: 1st November**

1 Jonathan Ralph (Wilson-Suzuki) 15 marks,  
 2 Paul Needham (Erskine-Honda) 15m,  
 3 Christopher Evans (ETE-Yamaha) 21m,  
 4 Dara Fay (Wilson-Suzuki) 21m,  
 5 Morgan Evans (Mog-Honda) 21m,  
 6 Richard Pain (Kilkenny VW) 21m.

**CO MONAGHAN M C DRUMLIN NAVIGATION TRIAL AT NEWBLISS, CO MONAGHAN (ROUND 2 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 1 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 8th/9th November**

1 Mickey Tynan/Ciaran Tynan (Impreza) 8m,  
 2 Pakie Duffy/Evin Hughes (Impreza) 8m,  
 3 Colin Duffy/Sam Johnston (Impreza) 18m,  
 4 Ashley McAdoo/Laurence Keenan (Impreza) 18m,  
 5 Richard Cassidy/Paul Phelan (Impreza) 24m,  
 6 Fintan McGorman/Damien Connolly (Impreza) 29m,  
 7 Martin Tynan/Stephen Thornton (Impreza) 33m,  
 8 Gregory McQuillan/Conor Maguire (Impreza) 47m,  
 9 Joe Shinnors/Greg Shinnors (Impreza) 48m,  
 10 Joe Friel/Aidan Friel (Impreza) 53m,  
 11 Trevor McConnell/Eoghan McCarthy (Impreza) 57m.

**WESTMEATH & DISTRICT MC AUTOTEST AT TULLAMORE, CO OFFALY (ROUND 7 OF HEWISON**

**TROPHY CHAMPIONSHIP): 9th November**

1 Guy Foster (Mini Special) 411.6s,  
 2 Steven Ferguson (Mini Special) 416.7s,  
 3 Daniel Byrne (Mini) 424.7s,  
 4 Robin Lyons (Mini) 424.7s,  
 5 David Thompson (Nova) 425.7s,  
 6 Timmy Lynch (Westfield) 429.3s,  
 7 Eamonn Byrne (Mini) 429.6s,  
 8 Paddy Power (Mini Moke) 431.6s,  
 9 Paul Mooney (Nova) 438.1s,  
 10 Mark Doran (Locost) 443.7s,  
 11 Chris Grimes (Mini) 445.7s,  
 12 Darren Quille (Westfield) 447.4s.

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

*Best semi-expert:* Alan Auerbach (Starlet) 513.8s.

*Novice award:* Adam Geraghty (Starlet) 576.0s.

*Touring Class:* 1 James Mansfield (Mini) 322.0s,

2 Stephen Briggs (Mazda MX5) 362.8s,

3 Lee Deane (Starlet) 365.0s.

**CO KILDARE M C RALLYCROSS AT MONDELLO PARK (FINAL ROUND OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 23rd November**  
*SUPER FINAL:*

1 Declan Kelly (Ford Fiesta) 4m 09.62s,  
 2 Tommy Graham (Ford Escort) 4m 10.56s,



3 Pearse Browne (BMW Compact) 4m 14.49s,  
4 Mark Francis (Ford Escort Cosworth) 4m 14.73s,  
5 Davy Aiken (Vauxhall Astra) 4m 16.96s,  
6 Niall Murray (Peugeot 106) 4m 19.53s.

**MODIFIED B FINAL:**

1 Davy Aiken (Vauxhall Astra) 3m 38.90s,  
2 Philip Kelly (Toyota MR2) 3m 45.62s,  
3 Chris Grimes (Vauxhall Nova) 3m 48.41s.

**STOCK HATCH 16 VALVE A FINAL:**

1 Niall Murray (Peugeot 106) 3m 38.75s,  
2 Eoin Murray (Peugeot 106) 3m 39.63s,  
3 Derek Lenehan (Peugeot 106) 3m 41.53s.

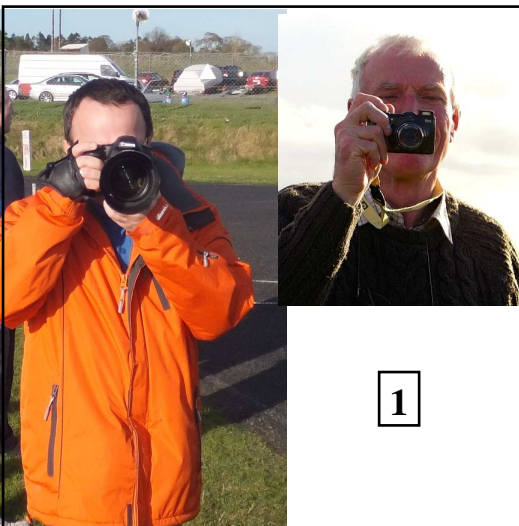
**KILLARNEY & DISTRICT M C RENTOKIL  
INITIAL HISTORIC CAR STAGES RALLY AT  
KILLARNEY: 28th/29th November  
HISTORICS:**

1 James O'Mahony/Kerrie Barry (Volvo 144S) 73m  
52s.

**LEINSTER MC RACE MEETING AT  
MONDELLO PARK FIESTA 6 HOUR  
ENDURANCE RACE: 30th November**

1 Murray Motorsport T10 (Eoin Murray/Niall Murray/  
Barry English/Michael Cullen) 284 laps,  
2 Blackchurch Ford 1 (Barry Rabbitt/Sean Lillis/  
Richard Kearney) 283 laps,  
3 Murray Motorsport T1 (John Denning/Liam Denning/  
Michael Devaney/Rod McGovern) 283 laps.

*Don't forget to complete and return the  
Membership Application Form on Page 23*



**CAPTION COMPETITION**

Serendipity has been particularly bountiful recently in generating a number of snaps worthy of a pithy caption.

Get your creative juices flowing. Every submission (libel laws permitting) will be included in the February Turbine.

The "prizes" for this competition are the usual virtual ones.

*Responses to*

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







## UPDATE

*Slots still available for the standard entry fee of €575.*

**Lots of details on the website**

*If you fancy marshalling, please let us know.*

Plans are well underway for the Irish Classic Rally 2015. Fred Bent, Michael Jackson, Mickey Gabbett and Noel Broderick have been busy putting together some very exciting and demanding tests and regularities. Given that their planning is at such an advanced stage it is great to see the Entry List growing all the time. We're particularly delighted to welcome numerous crews from across the water and we're sure that they will enjoy the challenges that lie in store for them in picturesque Kilkenny and its surrounding counties.

As you can see from the list below there is an eclectic mix of machinery ranging in size from Minis to Volvos, not to mention FF's Merc. Roy Perkins and Peter Ward have enjoyed successful outings in Ireland before and will be keen for another good run in their Porsche 911S. Adding a bit of Italian glamour in their Alfa Giulia Sprint will be Robert and Graham Dance who are making a welcome return to Kilkenny. Ernie Campbell will be at the wheel of his unusual Peugeot 104ZS - he has his usual Davy Johnston for company. Rosemary Smith won the 1965 Tulip rally in a Hillman Imp and Nick Pullan and Ian Canavan will be keen to emulate her result in their example. The effervescent\* Dermot Carnegie partnered by Paul Bosdet will be a combination to watch in the immaculately prepared Escort.

*\*(Are you suggesting that both Dermot and Bozzie are effervescent or just one of them - if the latter, which one?- Ed)*

They will be challenged by John Bertram, Paul Blair, Mark Doran, Martin Nugent, Bernard Bradley and Simon Echlin all aboard Escorts. The Gaffneys are mounting a double assault. Ted has opted for the nimble Mini and Karen will be driving the more comfortable Golf GTI. Des Bruton will be hard to miss as he growls around the Kilkenny countryside in his yellow Avenger Tiger.

Rich Harrison Peter Boyce MGBGT  
Robert Ganly Leigh Powley Volvo 1962  
James O Mahony Kerrie Barry Volvo 122 S 1964  
Michael Reid John Lindsay MG Midget  
Roy Perkins Peter Ward Porsche 911 S 1972  
Nick Pullan Ian Canavan Imp  
Ken Jones Richard Bestwick MGB  
Dermot Carnegie Paul Bosdet Escort Mk1 1971  
Robert Dance Graham Dance Alfa Giulia Sprint 1965  
Paul Blair Olwen Blair Escort Mk1 1971  
TBA Ian McCulloch MG Midget 1969  
Martin Nugent Timmy Faulkner Escort Mk1  
Andrew O'Donohoe TBA Mini 1979  
Frank Lenehan TBA Datsun Cherry  
Ernie Campbell David Johnston Peugeot 104 ZS 1976  
Karen Gaffney TBA VW Golf GTI 1983  
Ted Gaffney TBA Morris Mini 1963  
Philip Armstrong Frank Hussey Volvo PV544 1964  
Bernard Bradley William Kelly Escort Mk1 1972  
Tom Callanan TBA Triumph TR4  
Danny O'Donohue TBA Escort Mk1 1974  
Francis Rhatigan TBA MG Midget  
Richard McAllister Jo McAllister Volvo 122  
John Bertram Andrew Fish Escort 1972  
Mark Doran Mark O'Neill Escort Mk1  
Joe Doran Nikki Doran Opel Manta  
Geoff Hall Martin Taylor Mini  
Peter Lynch Rory Dooley Cortina GT  
Declan Hendrick TBA Starlet  
Myles O'Donoghue Frank O'Donoghue BMW 2002  
Frank Fennell TBA Mercedes 300 SE  
Shane Houlihan Richard Pain TBA  
Jim Hendry Graham Couser Triumph TR3  
Jack Curran David Bardwell Lancia Fulvia  
Colin Forster Henry Carr Mini  
Simon Echlin TBA Escort Mk2  
Paul Nolan TBA Starlet  
Eamonn Byrne TBA Mini  
Des Bruton TBA Hillman Avenger Tiger  
Eddie Peterson TBA Mini  
Steve Griffin TBA Opel Kadett  
Craig MacWilliam Nicky Sparks Escort MK1 1970  
Conn Williamson Maurice Eakin BMW 2002 1971



QUIZ

Questions 1 - 3 relate to the Beginners' event in October

1 Who is trying to avoid me?



2 Whose car is beflagged?



3 Who are the members of the glowing trio?

8 Who is muffled at the Howie Wilde?

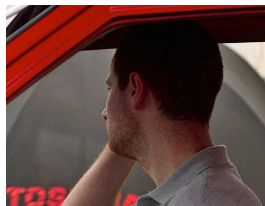


December Questions

4 Who is the 'Easy Rider'?



5 Who is in contemplative mood?



6 Who is Quaffer 1?



7 Who is Quaffer 2?

Questions 4 - 7 relate to the Ken Wharton Trophy?

October Answers

1. This a Bond Bug



2. 10 WW 1 is the star performer in Dermot Carnegie's fuel efficient fleet



3. Dave McAulay is "Mr Fastidious"



4. Rocket Ron is flaunting the fancy footwear?



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

December Crossword

1		2			3
4	5		6		
7					

Across

1 Shorthand for where you find big-ends (6)

4 This would be a fender in America (6)

7 A Honda bike between a 50 and a 125 (6)

Down

1 More shorthand - this time a petrol delivery control device (4)

2 Manufacturer of the Ace (2)

3 Light four-wheeled horse-drawn carriages (7)

5 This might be a kg, s, m, amongst others (4)

6 The TDC AGM is held on the west one of these in Dun Laoghaire (4)

October Solution

T	U	N	N	E	L
E		A			E
R					N
A	B	R	A	D	E
	E		X		H
A	N	G	L	I	A
	T		E		N



## St. Stephen's Day Autotest

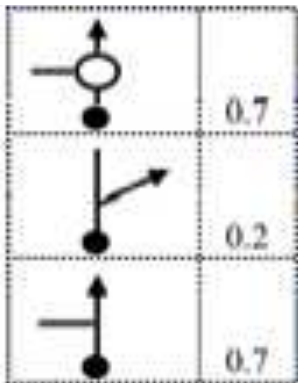


Details to be finalised

## TDC Multi-Venue Autotest



Mondello, Sunday 25th January 2015



Worried about losing your way  
on the Classic Retro?

*Help will be available in February. Watch the website for details.*

Drivers could benefit from this exercise as well as navigators!

Watch the website for details  
of a karting outing on a mid-  
week evening early next year







# 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 1<sup>st</sup> 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 1<sup>st</sup> January to 31<sup>st</sup> 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**



## St. Stephen's Day Autotest

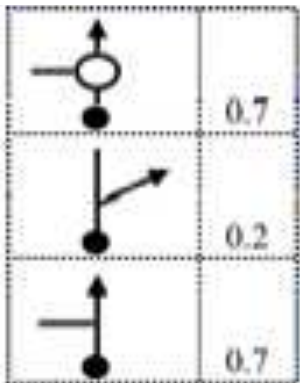


Details to be finalised

## TDC Multi-Venue Autotest



Mondello, Sunday 25th January 2015



Lesson



Worried about losing your way  
on the Classic Retro?

*Help will be available in February. Watch the website for details.*

Drivers could benefit from this exercise as well as navigators!

Watch the website for details  
of a karting outing on a mid-  
week evening early next year

