

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

February 2014

Chairman's Chunterings

As my second year as Chairman begins, I would to thank all of those who have supported the Club in whatever fashion during 2013. TDC is very lucky to have such competent and committed officers and committee members. Our President, Frank Lenehan, deserves special mention.

2014 is the 60th anniversary of the founding of TDC and there are plans afoot to make it an even more memorable year than usual. Your support is vital in this regard whether competing, helping or just being there.



CONGRATULATIONS AGAIN

Derek Tohill and Niall Murray are on the front page again courtesy of their prestigious 2013 Dunlop MI Awards

*The Manley Memorial Trophy is awarded by a select panel of motorsport media to the driver who has not only proven to be a success on the track but also has acted as a positive role model and ambassador for the sport. Joining such luminaries as Craig Breen and Keith Cronin, **Derek Tohill**, the current FIA European Rallycross Champion in the Touring Car category is this year's recipient.*

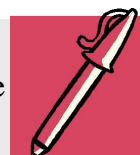
Derek commented, "Becoming the European Rallycross champion for the second time is a fantastic feeling and to have my continued efforts to win and improve recognised today has topped off my year."



The Dunlop Sexton Trophy for the Young Racing Driver of the Year was awarded to **Niall Murray** ahead of runners-up Stephen Daly and Jonny McMullan. The Dublin driver excelled in his début year in Formula Ford, with the highlight being his victory in the internationally recognised Formula Ford Festival at Brands Hatch at the end of the season, when he defeated a top class field from many countries to win the Final.



Richard Meeke joins the list of calligraphic contributors this month. As ever Peter Boyd (Peespeed) is responsible for a considerable number of the "snaps".



Ian



Given that, as well as being Round 7 of the Hewison Championship, the Howard Wilde Memorial Autotest was also the final round of the Beginners' Championship it was fitting that Timmy Faulkner was at the helm. The disadvantage of running the Club's Hewison round is that Paul Phelan is



competitors forewent the Howie Wilde to attend Carol's funeral.

As a result the entry list was missing many of the regulars. Nevertheless, there were 29 starters.

There was a very close battle between Timmy Lynch and Peter Falvey for overall honours. Despite



being fastest on nine of the twelve tests,

Peter had a fail on Test 8. Timmy had been going well enough to capitalise and he ran out the winner by 2.5 seconds. It certainly has been a long time since a sports car won a Hewison event outright.

Mark Geraghty was again the



best of the beginners. Karl Grehan and newcomer, Peter Molloy, in a Peugeot 106, followed him home.

Westfields also featured prominently in the Novice class in the hands of Jason Loughrey, Anthony Freeney and Jeffrey Griffin



(son of Steve).

A notable initiative was the Production Class for which fully trimmed, road legal cars are eligible. The inaugural winner was the worthy John McAssey in his daily



Starlet. Second was Stephen Briggs in his similarly standard MX5. This class could provide some close competition, though to make it more



attractive the tests must be more consistently open. They don't have to be so tight. The star Hewison performers will prevail irrespective of the test design.

For the first time in three years the prizes actually managed to arrive and stay in Mondello until the results were finalized so the winners were able to receive their just desserts.

The Club is once again very grateful to Mondello for allowing us to avail of their facilities. Their major concern is that nobody drives on the grass. Timmy certainly passed on the message very forcefully and I didn't spot any evidence of aspirant autocrossers.

Well done Tim et al.

Editor



RESULTS

- 1 Timmy Lynch (Westfield) 756.8s,
- 2 Peter Falvey (Mini Special) 759.3s,
- 3 Guy Foster (Mini Special) 773.0s,



a competitor and so there is a major deficit on the organisational front. I had to do a bit of checking-in and later on interact with the computer on the results front. This latter task is less intimidating since the adoption of the Mark Doran



program. These responsibilities slowed my gallop a bit on the distracting with unwanted conversational distractions and in-your-face photography.

There was a sad side to the day in that there was no Vincent. It was good to see Kevin and Laura, who dropped in later on. It says a lot for the closeness and mutual respect of those in the motorsport community that so many came down from the north for Vincent's funeral. The northern autotest circle also suffered a loss when Milton McWilliams's wife, Carol, died during the week before the refixed date. It came as no surprise that a large number of the southern

4 Darren Quille (Westfield) 774.3s,



5 Paul Phelan (Mini Special) 797.9s,

6 Gerry Lynch (Westfield) 802.9s,



7 Jonni McDaid (Mini) 804.5s,



8 Liam Cashman (Westfield) 843.4s,

9 Tommi McDaid (Mini) 861.6s,

10 Michael Cashman (Corsa) 878.2s,



Declan, Tommi & James (below)



11 Mark Doran (Locost GM) 894.0s,

12 Declan Hendrick (Starlet) 929.7s.
Class winners: Jonni McDaid, Peter Falvey, Darren Quille, Michael

Cashman, John McAssey (Starlet) 970.5s.

Novice awards: James Mansfield (Mini) 1134.8s, Jason Loughrey (Westfield)

1081.0s, Danny O'Donohoe (Escort) 1234.5s, Stephen Briggs (Mazda MX5) 1112.4s.

Beginners' awards: Mark Geraghty (Starlet) 1113.7s, Karl Grehan (Starlet) 1209.8s, Peter Molloy (Peugeot 106) 1266.1s.



Dave Meeke



Declan Donohoe, Eoin Longworth, Austin Quille

Body damage forced Piers MacFheorais's retirement - he tweaked his back during the first lap



Postscript

Amongst the CoC's expenditure for the event, as well as the usual supplies for lunch and line-marking flour, was a couple of mixed packs of Tesco biros. Upon doling out the blues and blacks for marshals' use, the reds were offered to Felix who is very well known for his perpetually idiosyncratic use of same. To widespread astonishment all round amongst bystanders this magnanimous gesture was rejected with a peremptory, "I've loads, thanks".

They must be paying him too much in MSI: maybe we should be petitioning for a 2014 Licence Fee decrease!

Tim



Owen Murray injected a bit of Christmas spirit, albeit a bit prematurely I would have thought.

Ian White, Michael & Liam Cashman.

Ian arrived to watch/marshal but then the Cashman generosity was demonstrated yet again when Michael offered Ian a double-drive in his Corsa.



TDC Turbine

Daniel Byrne was one of those heading north for Carol McWilliams's funeral. Nonetheless, he appeared before the "off" to make sure that the tests, in which he had a hand, had been set up as intended.



Peter Geraghty checks Mark's tyre pressures - he obviously checked well.



Trevor Foster must be close to setting a record for the number of times he has acted as MI Steward.



I have left Granny Ruth incognito so as not to compromise her defence when she is trying to explain the state of the twins, Alex & Seb



Adam Geraghty, Ben Deithrick, Eoin O'Curry



David White, Kate & Damien Phillips



Todd Falvey



Ronnie Griffin



Bill White & John Boyd

SNIPPET

An email exchange between Felix and Malcolm Clark which came my way led me to the Facebook page of Steve Stringer. Steve was a competent English test-trialer of yore (less of an oxymoron then than now). I copied some bits and pieces from his postings which will mean more to our mature members than others and will drip feed them to you as spaces need to be filled.



This first image has a west of Ashford look about it to me. I would love if somebody could shed some light for the next issue.

MADMC Glenview Trophies Targa Rally

7th December

On a cold, dark winter's morning we set off for the village of Swatragh (just north of Maghera) for the start of the 2013 Magherafelt Targa Rally. There was an entry of 45 cars with Frank (Lenehan) and Daniel (Byrne) with Kevin (Fagan) alongside being the only two cars from 'south of the border'.

After scrutiny, sign on, a hearty 'Ulster fry' (*Olwen's choice of adjective here is ironic given this meal's coronary connotations - Ed*) and the drivers' briefing we set off for the first test – Henderson's Lane. The road book described the surface as 'slippery concrete'. Thanks to the rain that had fallen the previous week this was an understatement! Frank was 'tail out and going sideways' – and that was on a straight part of the lane before we even attempted the chicanes! From Henderson's we headed into Davagh Forest in the Sperrin Mountains where there were five special tests. These were a mixture of 'flat out' up a forest lane with a few chicanes to slow us down, car parks with manoeuvres between ramps/cones and tests resembling a championship round from the Hewison or ANICC!! (Well that's maybe a slight exaggeration – but it makes a good story and there were a LOT of pylons!!) The problem was

that the pylons weren't labelled and it was quite difficult to decide which pylon in the diagram matched up with which one on the ground! On one particular test so many people had a "fail" that they scrubbed it from the results.

Lunch was in a country pub with a welcoming open fire before we headed back to Davagh and did the five tests all over again. On the test that so many people failed first around Frank and I were determined to get it right this time – famous last words!! As Frank diplomatically described it afterwards, "We had a committee meeting in the middle of the test – I wanted to go one way, Olwen thought it was the other way so I went along with her" Guess what? - we had another fail with no-one to blame but myself.

After the ten tests in Davagh we headed back to do Henderson's Lane in reverse before going back to Swatragh to await the results.

A good day was had by all - thanks to Magherafelt & District Motor club for running the event, all the marshals for giving up their day and Peespeed for providing the pictures. (Frank has even forgiven me for taking him the wrong way)

Olwen



RESULTS

- 1 Robert Woodside (Jnr)/Steven Dowds (MX5) 828
- 2 Daniel Byrne/Kevin Fagan (Starlet) 857
- 3 Steven Ferguson/Mark King (Nova) 858
- 4 John Kelly/Mark Faulkner (Midget) 878
- 13 Frank Lenehan/Olwen Blair (Starlet) 953

Nobber Vintage Show & Ploughing

SNIPPET

The Nobber Vintage Club from Co. Meath recently held their first annual vintage working show and ploughing match, which was very well supported. Competitors came from the four corners of Ireland to take part, and huge thanks go to those who did. The prize winners in the ploughing competition were as follows:

- 1st:** Ollie Smith, Fordson Dexta/Ransomes Robin plough
- 2nd:** JJ Farrell, Trusty tractor and plough
- 3rd:** Bartle Browne, Ferguson TEF20/Ferguson 2-furrow plough.

I spotted this in the December issue of Irish Vintage Scene.

Is there yet another string to JJ's bow of which we are unaware?



Stephen's Day, a day for visiting relatives or eating leftover turkey? Not if you're invited to the TDC invitation autotest it's not!

This year the TDC faithful made their way to the Robbie Allen motorsport park, aka RGA plant hire, on the Blessington road, a venue anyone who took part in Declan's MVAT will remember fondly.

It was a very cold morning, the temp gauge in the Jeep hovering between 2 and 3 degrees. Shay Crawley who was manning the gate



regaled me with horror stories of sheet ice on his journey down via the M3.

Sign-on was in progress in a comfortably warm site office - I'd say Felix could get used to these facilities - and was a very slick affair due in equal measure to the expertise of the the aforementioned PP and the increasing use of online entries and payment by paypal (PP too?) - it

really does speed things up for everyone.

Soon Tim Faulkner's whistle brought us all to briefing by CoC Robert Bolton and then it was on to the three tests.

Test 1, commanded by Christy & Christopher Grimes, was



on a huge concrete slab and was very icy making even walking it difficult though the ice did mostly clear by the time most people started on their second lap.

However, Test 2, also on concrete, remained as a sheet of ice for almost the whole day and really showed who was the smoothest driver. John Kane posted the fastest



James (L) & Damien

time here on the first two laps. This one was overseen by Ron Corry and James Doran.

Test 3, under Tim's control (he was aided and abetted by Caroline Kane & Ian McCulloch/ Graham Crawley), on the other side



Caroline & Graham

of the large shed consisted of a slalom on a gravel track followed by an uphill turn, a reverse over an icy line and back to the finish via the slalom.

While queueing up for Test 2 ex-pat TDC stalwart David Kennedy



David & Frank

appeared and was immediately offered a double-drive by Frank Lenehan! Whether it was the excitement of this offer or the fact that he normally resides in Germany

but David hopped into the passenger side of the Starlet to be greeted by no steering wheel! He soon regained his composure and made his way to the driver's side and made his way up to Felix to sign on! David competes in gymkhana type events in a very rapid Porsche 914 in Germany and showed he had not lost any of his flair for autotesting.

Despite the cold Piers elected to complete the day topless – maybe something to do with the previous



day's turkey? I'm not sure who he's pointing the finger at here!

Jetsetting Damien Doran was making a stopover in Ireland for a few days having been in the "States" before Christmas and heading off to London for a new job afterwards.

The ladies were out in force too, with Trish Denning and Joanne Lombard in Starlets and Zoë Briggs in an MX5.



Joanne (top), Trish (far left) & Zoë

The Mondello racers were represented by double drivers Eoin and Niall Murray in a



Starlet (Niall at the wheel on this test) and Alan Watkins and Conor



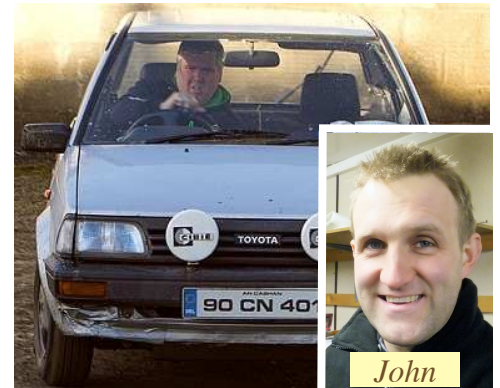
Farrell (or Raj as he's known in Fiesta racing circles) in Alan's BMW.

There was a trio of Peugeots with Robbie Allen in a 205, Jack Quinn in his usual 309 and Mick Keogh in a 306. Mick had spent the previous night in hospital with a sick



daughter but this didn't seem to put him off as he finished a very respectable 5th overall.

Cathal O'Carroll and John Nolan were discussing skiing at



every opportunity as Cathal and family were heading off to Slovenia a couple of days later. John will be missing the Mondello MVAT as he is taking part in the To Hell And Back event in Kilruddery that day - best of luck with that John!

All too soon everyone had finished their three laps, everything was packed away in the TDC trailer and Daniel Byrne had come out on



top, very closely followed (0.3s) by Darren Quille with Richard Meeke in third. Well done to Robert and his team on a great day's sport and thanks to all the marshals for standing out in the cold all day and also to Robbie Allen for a super venue.

Now, where did I put that turkey sandwich?

Dave McAulay



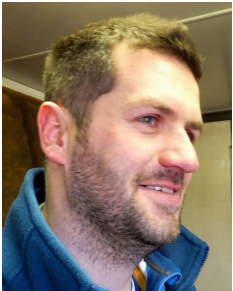
RESULTS

- 1 Daniel Byrne (Starlet) 696.3s,
- 2 Darren Quille (Civic) 696.6s,
- 3 Richard Meeke (Starlet) 699.8s,
- 4 Eamonn Byrne (Starlet) 708.8s,



Eamonn arrived in style

- 5 Mick Kehoe (Peugeot 205) 739.4s,
- 6 Damien Doran (Starlet) 740.4s,
- 7 Owen Murray (Starlet) 742.6s,



Owen



Ian

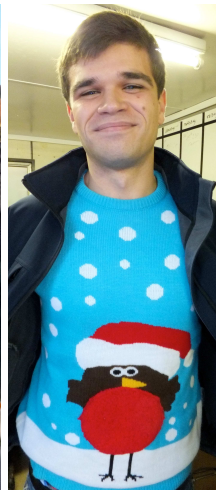
- 8 Niall Murray (Starlet) 743.1s,
 - 9 Ian Downey (Starlet) 748.5s,
 - 10 Frank Lenehan (Starlet) 751.7s,
 - 11 Keith Quille (Civic) 751.7s,
 - 12 John Kane (Starlet) 755.4s.
- Class winners:*
Eamonn Byrne,
Mick Kehoe,
Keith Quille.



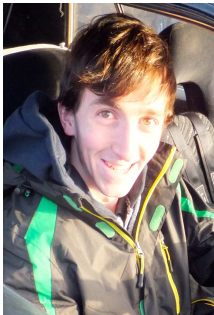
Keith



Anto Preston was a welcome visitor from the UK - he shared with Eamonn



Stephen Briggs and Philip O'Reilly lent a certain "je ne sais quoi" to proceedings - resplendent in their Christmas jumpers



Matthew & Noel Devlin stood out with their attractive colour co-ordination



Mark Nugent on the ice



Paschal & Shane Dunne

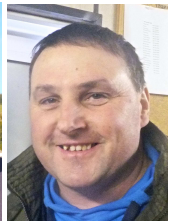
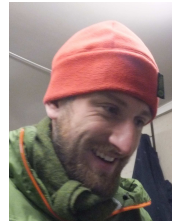


Jason & Shane Griffin

Danny O'Donohoe



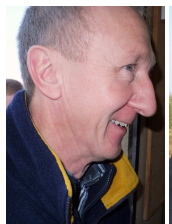
Simon Crawley, Alan McNulty (making a welcome reappearance in the autotest world) & Joe Downey



Richard Barnwall, Dave Meeke (giving his right eye a rest) & Les Coogan



Seán Doyle did incredibly well with his Escort Mk2, which hadn't been built with autotests in mind, before giving up the unequal struggle



Austin Quille, Martin Nugent & James Fisher



Tara & Damien Mooney

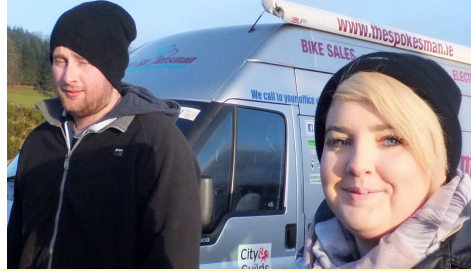
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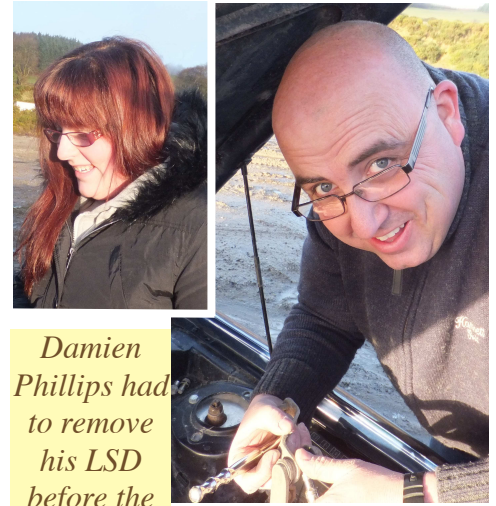
Maurice McMonagle, Dave McAulay, Ronnie Griffin, Declan & Paul Hendrick



Dave O'Brien & John Heavey



Jimmy Waters & Eva Delaney were part of the Simon Crawley fan club



Damien Phillips had to remove his LSD before the

start - with all the Christmas excitement he had forgotten to do it in advance - Kate didn't seem to be too sympathetic



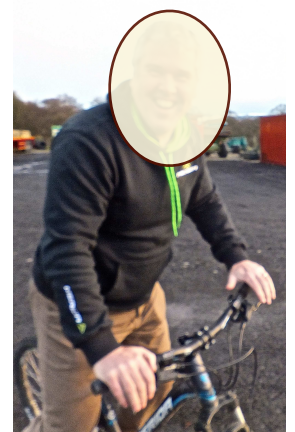
Supplementary Quiz

Answers on Page 13



- 1 The runners on the right with their "chain attachments" were worn by a sensible person at the above autotest.
- 2 The ones on the left were sported by someone a bit more fashion-conscious.
- 3 The out-of focus cyclist was keen to conserve energy by cycling the tests.

Who are these people? A picture of each of them features in the report above.



Larne MC Laharna Lanes Rally PS

26th October

Richard Meeke is a good example of many potential contributors to the Turbine. He feigned illiteracy but, as you can see, I finally wore him down and, despite being a little more historical than most reports, his misgivings are totally unwarranted.

It was an early start with Philip collecting the car at 6 am. I had to drop a Porsche to Belfast, for George McMillan to minister to, on the way up so Philip agreed to tow the Nova. Once Philip left I tried to figure out how much of a head start I should give him to make the challenge of catching him a good one. We both got to Belfast without receiving any penalty points! I then jumped in with Philip and we

headed for Larne. After unintentionally taking the scenic route to the event (my navigation wouldn't be as good as Philip's) we were happy to be greeted by a large breakfast at the Halfway House.

The event commenced with the weather in our favour but this didn't reflect the conditions on the tests which were the slippiest I have ever encountered. We weren't the only ones who found the lanes difficult as there were a few casualties throughout the day. All tests were excellent and well marshalled. After lunch when the heavens opened it somehow created more grip on the tests, meaning we were comfortable driving with a little less caution than earlier in the

day. We had a great time despite me forgetting to close the bonnet and it opening at 60 mph while going down a main road between tests. Philip used his engineering background to fix the problem by jumping up and down on the bent bracket and we finished the event without any more incidents. I was particularly impressed with the marshals who didn't complain or take any longer getting us started despite the awful weather in the afternoon.

I'm already looking forward to the event next year.

Richard



It was a good start to the day because Philip (O'Reilly) didn't have to wake me up at 5am as is the usual scenario. My alarm clock



actually worked and we headed for Lisburn. The Nova had just been painted, Philip and myself hadn't been in Club 92 the previous night and it wasn't raining so we were set for a good day. We arrived at 8am and had managed to get the car through scrutiny, get signed on and had eaten breakfast by 9am, by which time Frank (Lenehan) had arrived.

Frank's arrival was a bit puzzling as he was in the Jeep on his own yet he had two cars on the trailer. It transpired that Eamonn (Byrne), Joanna, and Anto (Preston) were on their way to Woodside, with the intention of all travelling together in the Jeep when Eamonn's infamous memory intervened. He had forgotten to bring Frank's front wheels. Frank went on ahead while Eamonn & co. went back to the workshop to get the wheels before heading north. They made it in time - just!

An amazing 97 cars started the event with the first 50ish in Group A and the remainder in Group B. We were in Group B which meant

we started our day at Test 8. The first few tests were going well until



Daniel's (Byrne) diff started making a lot of noise. This unfortunately meant he was out of the event for the second year in a row. His highly modified works Starlet had obviously suffered too much abuse the previous day when Daniel drove it to victory in the TDC Christmas autotest.

Danny O'Donohoe and Timmy Faulkner looked like



becoming the next southern casualty when we passed the Escort on the side of the road with the bonnet up and the alternator hanging off. Thankfully, they got going again and managed to complete the event.

Philip and I headed for the next test which involved driving



around some very understanding person's house. I had warned Philip that as the Nova had been freshly painted it was highly likely that we

would go off and, sure enough, I didn't disappoint. After circling a rockery we headed between two buildings - well that was the idea. We got round the rockery OK but the next bit didn't go quite so smoothly and we made contact with one of the buildings! Thankfully only the back quarter panel and my pride were damaged.

By 3.30 we were finished and had the car loaded. Everyone was finished by 4.30 which was amazing considering the entry. It was a great event and extremely well organised.

Richard 

RESULTS

1 Eric Patterson/Raymond Donaldson (MX5) 1534,



2 Robert Woodside (Jnr)/Dean Beckett (MX5) 1540,



3 Eamonn Byrne/Anthony Preston (Starlet) 1548,

4 David Cochrane/Alex Lytle (Midget) 1574,



5 Robert Woodside/David Allen (Escort) 1588,

6 Andy Johnson/George Johnson (Chevette) 1595.

TDC Turbine



Robert & David (5th)



Andy & George (6th)



Davy & Keith Thompson - Davy must have decided to concentrate on his driving as he is not doing his customary "wave to the camera."



Paul & Olwen Blair



Ron Mullen & Malcolm McQueen tried to take the edge off the gloom



Richard & Andrew Earney



Ted & Karen Gaffney



Clifford & Conor Auld



Steven Ferguson & Mark King investigate every angle



Gavin & Kathryn Millington



Owen Murray & Dave Sheehan



Harold Hassard gets a decisive direction from Alan Watson

SNIPPET

Another cutting from the Brendan McCoy archive has some familiar names.

Felix was obviously not responsible for the report as our very own F. Lenahan is down as T. Lenahan. The W. Richardson is correct, it being William, not Douglas.

VARD BROTHERS CLEAN UP

Dublin's "Dynamic Duo" of the driving test and autocross world were "at it" again last Saturday. We refer, of course to the Vard brothers Cecil and Leslie, who "cleaned up" at the Trials Drivers Club's Test trial at Kill Quarry outside Dublin.

Five tests were laid out, each one to be attempted three times, and after all eighteen competitors had completed the course it was found that Leslie Vard,

driving his familiar Mini Cooper S, had taken the premier award from brother Cecil, who was using his Beach Buggy, a rather more suitable car, but who made several mistakes which cost him the event. 37 marks separated these two, who finished well ahead of the rest of the runners.

Results — Premier Award — L. Vard (Mini Cooper S) 594.9 mks. Front wheel drive saloons — 1, W. Richardson (Mini) 651.7 mks.; 2, T. Lenahan (Mini Cooper S) 638.2 mks. Rear Wheel drive saloons — 1, F. Fennell (NSU TT) 670.5 mks.; 2, Mrs. E Guthrie (Volkswagen) 762.6 mks. Open Cars — C. Vard (Beach Buggy) 631.1 mks. Ladies Award-Miss B. Mullet (Fiat) 869.4 mks.

The AGM, etc. followed the same format as last year. If you wish to discover the “official” business which was conducted, you will have to come along next year to hear the minutes of this year’s meeting! I will relent on releasing some of the information which they will contain. Most importantly, the existing, effective and efficient club hierarchy (he would say that, wouldn’t he?) will continue as before. Secondly, an attempt to revive the “Retro” will be made for April 2015. Thirdly, this being TDC’s sixtieth anniversary, your support will be sought for an event to mark the occasion in, probably, September.

The etc. began with the prizegiving for the beginners and novices. There was a disappointing turnout of award winners. Frank Lenehan only had to shake hands twice, with Karl Grehan and Mark



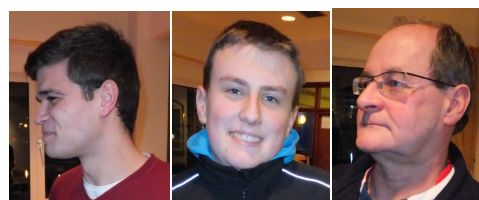
Geraghty. Mark did add to the occasion with his well thought-out and well delivered “few words” after he had been presented with his “best beginner” Cup.

It was then time for Frank Fennell to blow his horn and bring



everybody to heel for the Quiz. Rather than allowing the quizees to choose who they teamed up with, Frank had done a draw for the six tables of four. This worked out well for all apart from the Dermot Carnegie, Joe Doran, Kevin Fagan and Daniel Byrne team which lagged behind from the “off”. They obviously made a strategic decision to go for the booby prize early on and duly achieved their objective.

There were two teams in contention in the final stages. Philip O’Reilly, Adam Geraghty, Timmy Faulkner & Karl Grehan had led



Philip, Adam & Timmy

from the start but only just hung on in the end to win by one point from the John Byrne, Richard Meeke, Paul Phelan, David Ronaldson outfit.

Larry Mooney, Joe Doran, Ian McCulloch and Frank Fennell deserve thanks for their Quiz input. Others such as Felix, Timmy

Faulkner, Richard Meeke and Frank Lenehan also helped to ensure that the evening ran smoothly.

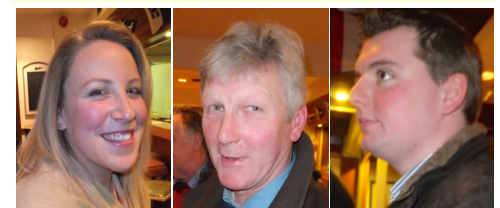
Editor



Eoin O’Curry, David Ronaldson, Noel Broderick



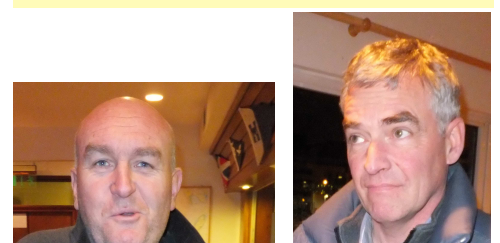
Larry Mooney, Michael Byrne, Richard Meeke



Jane Grehan/Connolly, John McAssey, Daniel Byrne



Owen Murray, Stephen Briggs, Emer McNamee



Joe Doran looks sceptical



Peter Geraghty grimaces as he puts his hand into his wallet

TDC Turbine



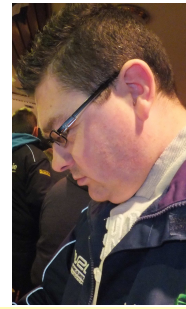
John & Maria Kane



Jay & Glenda Donegan



Trish Wojnar, Kevin Fagan & John Byrne do some preparatory work for the quiz



Supplementary Quiz Answers



Dave O'Brien



James Doran



Cathal O'Carroll (R)



24 HOUR
CAMERA
SURVEILLANCE

DLMYC has a
comprehensive
CCTV system



SNIPPETS



These are the plot elements of a minor drama from the 60s.
All will be revealed in the April Turbine but
in the meantime you can speculate.

As a follow-up to FF's regalia in the December Turbine,
Brendan McCoy emailed as follows:

Lest any of the members are concerned that the adoption of
curious headgear is a sign of advancing senility in Mr Fennell,
I enclose proof that this is far from a recent phenomenon. The
attached press cutting is from Easter 1967 and shows a
youthful Frank and David Yeates who appear to be planning a
mission to Mars.

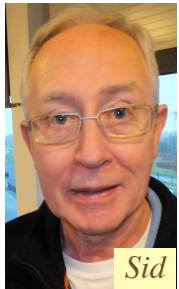


Watch this space for news of a "blast from the past"
event in Summer 2014.



This car might have been seen in the space
alongside in days of yore.

I had been asked to help Felix with sign-on so I headed off early for Mondello. One of the attractions of travelling at this time of day is the lack of traffic. I stopped only once at the “lights” at Templeogue Bridge. On arrival there was lots happening (parts of the circuit had been in use on the Saturday so there was still some setting up to be done). Darren &



Sid



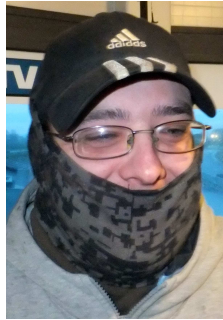
Darren

Keith Quille were unloading car number one before heading home for another two. As it happened, either dad, Austin, or his Colt were indisposed and the Quille presence was reduced. Uncle Sid did make it and proved to be one of the most enthusiastic grass marshals we have ever had (Mondello are very protective of their grass/mindful of those returning from the grass dragging mud onto the track that then has to be washed off) - he “did” Darren amongst others! There were actually as many grass penalties as lines/pylons ones. Given the windy forecast many of what had originally been planned to be pylons were replaced by straw bales. This did keep the number of penalties down.

“Walking the tests” was permitted, but given the inclement start to the day Joe Doran (C-o-C) did allow a slow (it was disappointing that some competitors’ interpretation of slow wasn’t what Joe had envisaged) drive-through before what ended up being a 10:00 am start.

To return to sign-on, I ended up being sidetracked by issuing clocks, radios and other paraphernalia to the marshals. This included check sheets which had been printed on waterproof paper - Joe has been to Mondello before! This was great for investigating anomalies later on when those recording the times had used waterproof pens. Unfortunately, John McAssey’s ink was water soluble and his sheets were a very fetching sea of blue until a visiting dignitary provided him with a replacement pen.

All of the marshals bar David White (extra points to be allocated by Tim Faulkner in his end-of-season marshal prizes standings) were able to operate from their cars.

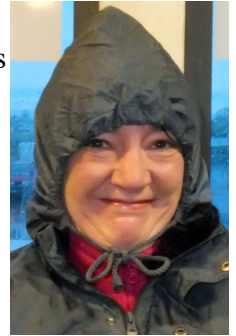


In fact, the weather wasn’t as challenging as it might have been. Joe had organised marshalling relief to arrive at lunchtime. Andrew O’Donohoe, Derek Brannigan, Pat Lordan and a few guys from Garda MC eased the burden.

Ron Corry helped Felix, seen here sporting his entire winter wardrobe, with the preliminaries. Given Trish Denning’s amazing endeavours before the event this process was more streamlined than usual.

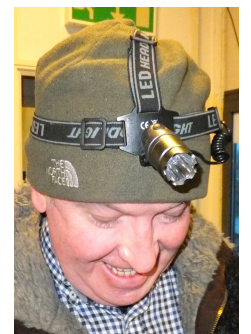
Despite her best efforts there was still some money to be collected. The €10 discount for Club members had to be extracted from a few “chancers” who seemed to think they

were honorary members. Trish has a worthy accomplice in membership secretary Philip O’Reilly in exposing these master criminals!



Philip & Richard Meeke

An encouraging 57 cars, split into five groups, started - further testament to Trish’s preparatory work. Delays were kept to a minimum and the double drivers seemed to cope OK. There was a mishap halfway through the second lap when Ian Downey suffered a



Ian & Joe

knock which necessitated an ambulance. Fortunately it seems that nothing is obviously broken. He was allowed home later on and is recovering at home in the tender care of his sister, Karen and dad, Joe. Joe Doran had immediately called a halt to proceedings. This more or less coincided with the scheduled lunch break. After some discussion we got going again at about a quarter to two. Most were finished by 3:30 pm and results produced shortly after 4:30 pm, followed by “awards”.

An innovation was the burger tent. Joe Brady and his assistant, Emma Carton, had come from Lough Owel Organic Farm in Mullingar to feed us. Frank Lenehan (inset) approved of their fare which, given his beef tendencies, was a really worthwhile endorsement. Joe sold all the burgers he had brought (www.owelorganic.wordpress.com for details should you be tempted to avail of his services).

The Top 12 didn't include any major surprises. Eamonn Byrne dominated with a string of fastest times. His Starlet's water temperature was on the high side for much of the time, suggesting imminent head-gasket failure. It survived. Eamonn's occasional

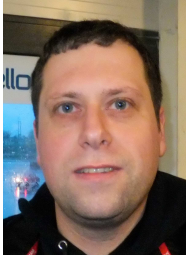


- 4 Daniel Byrne (Starlet) 1690s,
- 5 Christopher Evans (Escort) 1697s,
- 6 J J Farrell (Corsa) 1705s,
- 7 Liam Cashman (Starlet) 1745s,
- 8 Richard Meeke (Starlet) 1750s,
- 9 Kevin O'Rourke (Starlet) 1750s,
- 10 Piers MacFheorais (MX5) 1764s,
- 11 Dermot Carnegie (Escort) 1778s,
- 12 Frank Lenehan (Starlet) 1782s.

Class winners: Liam Cashman, Eddie Peterson, Piers MacFheorais, Christopher Evans.



Eamonn



Alan



nemesis, Eddie Peterson, was in second followed by Alan Auerbach.

All who competed seemed to enjoy the tests and were complimentary about the organisation. It ought to be recorded that although Joe was C-o-C this was effectively a proxy position, given that the mastermind was his son, Mark, whose job currently has him in the USA.

Editor



RESULTS

- 1 Eamonn Byrne (Starlet) 1648s,
- 2 Eddie Peterson (Starlet) 1671s,
- 3 Alan Auerbach (Starlet) 1680s,



Daniel



Liam



JJ,

Kevin,

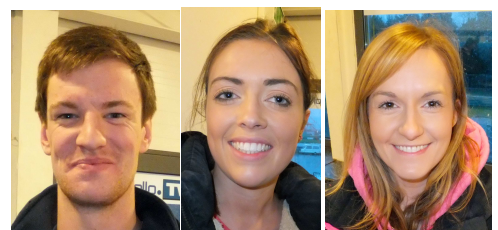
Dermot



Christopher



Piers



Matthew Walsh & Helen Caulfield,
Linda Dempsey



Simon & Jack Brien

TDC Turbine



It was good to see Conor McCormack and Garry Keogh attacking the pylons again after a considerable lull



David Keane & Ian McLoughlin



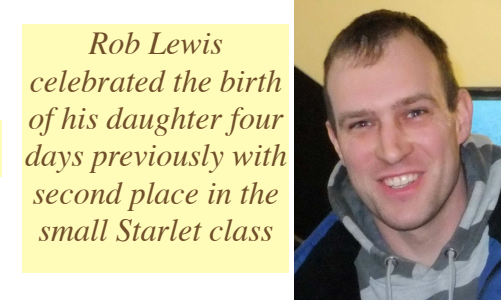
Francis & Conor Rhatigan



John and Robert Whelan shared a Micra which sounded nice.



Alan Shinnors, Paschal & Shane Dunne



Rob Lewis celebrated the birth of his daughter four days previously with second place in the small Starlet class



Owen Murray & Judy Lambert, Brian Duggan



Jack Quinn, Kevin Fitzgerald, Dave McAulay



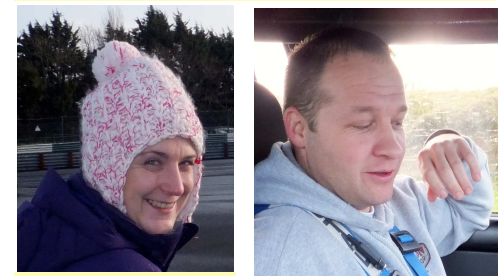
Peter Lynch had his first competitive run in an MX5



Patrick O'Leary, Dave Shirley, Damien Phillips



Niall, James & Aisling Driver

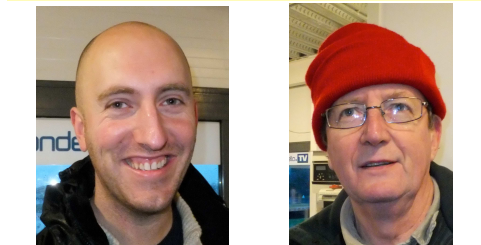


Jess Jordan got a fetching new hat for Christmas

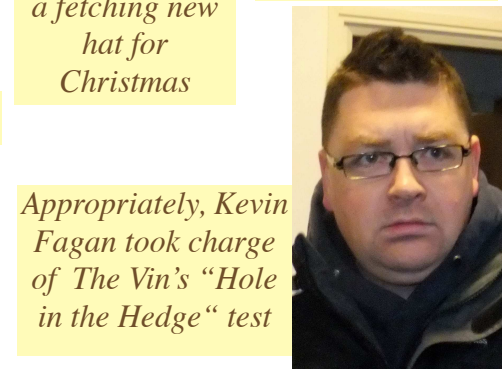
Scott McGarry



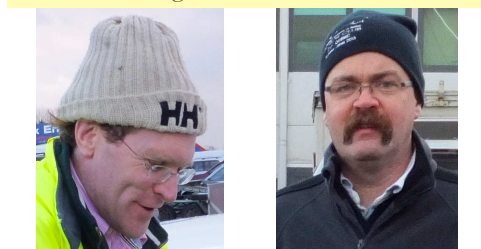
The manoeuvres were just too intricate for Leo Doyle's lovely Escort. Philip Walsh is along for the ride



Brian Kingston, Malcolm Clark



Appropriately, Kevin Fagan took charge of The Vin's "Hole in the Hedge" test



Danny O'Donohoe, Declan Hendrick



Les Coogan enjoyed himself

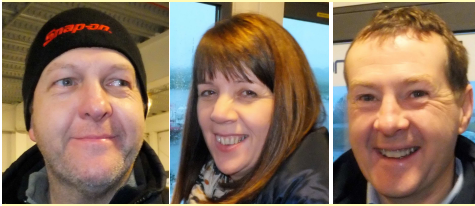
TDC Turbine



Martin Nugent made a bit of a splash



Stephen Briggs, Adam Fisher, Noel Broderick



Richie Tallon, Olwen Blair (a late caller), Mark FitzSimon



Mick Kehoe, Mick Fisher, Dylan Nutty



*Who used one of the prizes to pump his Corsa's tyres?
Hint: there was only one Corsa*



John Kelly was the only one to take his top off



Eoin O'Curry, Michael Mills, Geoff Long



THANK YOU

MEMBERSHIP FORM on Page 23

Renew / Join NOW if you haven't already done so.

Entry Fee discounts on TDC events

60th Anniversary Year

SNIPPET

I had occasion recently to try to contact Limerick's James O'Mahony of Retro/Historic renown.

During my Google travels, I came across a YouTube clip from the 2013 Killarney Historic Rally.

It is worth seeking out if only for the pacenote "extras" delivered by his co-driver Kerrie Barry.

Just to whet your appetite -

"Don't go ape on me here" and "You're not right in the head, you know"



RESULTS

**MOTOR ENTHUSIASTS' CLUB KILKENNY CUP
SPORTING TRIAL AT RUSSELLSTOWN,
BLESSINGTON, CO WICKLOW: 30th November**

- 1 Jonathan Ralph (Suzuki) 3 marks,
- 2 Alan Kilkenny (Kilkenny-Yamaha) 8m,
- 3 Percy Pennefather (Erskine-Suzuki) 10m,
- 4 Morgan Evans (Honda) 11m,
- 5 Christopher Evans (ETE-Yamaha) 12m,
- 6 Philip Erskine (Erskine-Yamaha) 13m,
- 7 Fergil Gregory (Erskine-Yamaha) 14m,
- 8 Craig MacWilliam (Erskine-Yamaha) 14m.

**KILLARNEY & DISTRICT M C INITIAL
RENTOKIL HISTORIC CAR STAGES RALLY AT
KILLARNEY: 7th December**

FIA APPENDIX K CARS:

- 1 Mark Falvey/Diarmuid Lynch (Escort) 70m 04s,
- 2 Denis Moynihan/Shane Buckley (Escort) 71m 40s,
- 3 Drew Wylie/Dean Beckett (Escort) 74m 48s,
- 4 Todd Falvey/Peter Falvey (Escort) 75m 42s.

HISTORICS:

- 1 Ray Cunningham/Adrian Cusack (Cooper S) 74m 48s,
- 2 James O'Mahony/Kerrie Barry (Volvo 144S) 75m 04s.

**GARDA SIOCHANA M C O'GORMAN TROPHY
SPORTING TRIAL AT AUGHFARRELL,
BRITTAS, CO DUBLIN: 14th December**

- 1 Alan Kilkenny (Kilkenny-Yamaha) 16 marks,
- 2 Fergil Gregory (Erskine-Yamaha) 19m,
- 3 Brendan Gregory (Sheane VW) 34m,
- 4 Jonathan Ralph (Suzuki) 35m,
- 5 Richard Fox (Sheane VW) 36m,
- 6 Ian Sweeney (Suzuki) 42m,
- 7 David Meeke (BD-Opel) 44m.

Grade winners: Fergil Gregory, David Meeke, Richard Fox, Mark Walsh (VW) 62m.

**LEINSTER MOTOR CLUB LE FANU AND
BRABAZON CUPS SPORTING TRIAL AT
BELMONT, DELGANY, CO WICKLOW: 28th
December**

- 1 Brendan Gregory (Sheane VW) 0 marks,
- 2 John O'Reilly (Erskine-Kawasaki) 0m,
- 3 Craig MacWilliam (Erskine-Yamaha) 0m,
- 4 Paul Needham (Erskine-Honda) 3m,
- 5 Christopher Evans (ETE-Yamaha) 4m,
- 6 Dara Fay (Erskine-Kawasaki) 7m,
- 7 Alan Kilkenny (Kilkenny-Yamaha) 10m,
- 8 Richard Meeke (BD-Opel) 12m,
- 9 John Pennefather (Erskine-Suzuki) 13m,
- 10 Philip Erskine (Erskine-Yamaha) 15m,

- 11 Richard Pain (Kilkenny VW) 16m,
- 12 Bernard Bradley (Opel) 18m.

Brabazon Cup: Richard Meeke.

Grade winners: Craig MacWilliam, John O'Reilly, Bernard Bradley, Ben Deithrick (Peden-VW) 22m.

**MOTOR ENTHUSIASTS' CLUB FREEMAN CUP
SPORTING TRIAL AT GREENAN, CO
WICKLOW: 4th January**

- 1 Gordon Erskine (Erskine-Yamaha) 7 marks,
- 2 Alan Kilkenny (Kilkenny-Yamaha) 8m,
- 3 John O'Reilly (Erskine-Kawasaki) 9m,
- 4 Ian Sweeney (Suzuki) 11m,
- 5 Christopher Evans (ETE-Yamaha) 14m,
- 6 Craig MacWilliam (Erskine-Yamaha) 14m,
- 7 Tony Farrell (Erskine-S&S) 15m,
- 8 Fergil Gregory (Erskine-Yamaha) 16m,
- 9 Gordon Watkins (Watkins-Yamaha) 18m,
- 10 Percy Pennefather (Erskine-Suzuki) 18m,
- 11 David Meeke (BD-Opel) 21m.

**MIDLAND M C AUTOTEST AT LONGFORD
(ROUND 8 OF HEWISON TROPHY
CHAMPIONSHIP): 12th January**

- 1 Steven Ferguson (Mini Special) 590.2s,
- 2 Peter Falvey (Mini Special) 605.4s,
- 3 Guy Foster (Mini Special) 608.5s,
- 4 Eamonn Byrne (Mini) 613.7s,
- 5 Daniel Byrne (Mini) 622.5s,
- 6 David Thompson (Nova) 627.5s,
- 7 Chris Grimes (Mini) 637.8s,
- 8 Timmy Lynch (Westfield) 638.0s,
- 9 Paddy Power (Mini Moke) 644.0s,
- 10 Darren Quille (Westfield) 665.4s,
- 11 Norman Ferguson (Mini) 674.0s,
- 12 Jonni McDaid (Mini) 678.1s.

Class winners: Eamonn Byrne, Peter Falvey, Timmy Lynch, David Thompson.

Club members: 1 Colin Duffy (Starlet) 513.9s, 2 Nigel McLoughrey (Starlet) 515.4s, 3 Andrew Stewart 533.0s.

**CARRICK-ON-SUIR M C AUTOTEST AT
WATERFORD (ROUND 9 OF HEWISON TROPHY
CHAMPIONSHIP) (DAY 1): 18th January**

- 1 Steven Ferguson (Mini Special) 615.2s,
- 2 Peter Falvey (Mini Special) 615.9s,
- 3 Eamonn Byrne (Mini) 616.6s,
- 4 Guy Foster (Mini Special) 625.3s,
- 5 Daniel Byrne (Mini) 630.4s,
- 6 David Thompson (Nova) 638.4s,
- 7 Paddy Power (Mini Moke) 649.0s,

8 Timmy Lynch (Westfield) 659.6s,
9 Darren Quille (Westfield) 667.7s,
10 Paul Phelan (Mini Special) 674.0s,
11 Mark King (Nova) 685.9s,
12 Ian White (Mini) 687.5s.

Class winners: Eamonn Byrne, Peter Falvey, Timmy Lynch, David Thompson.

CARRICK-ON-SUIR M C AUTOTEST AT WATERFORD (ROUND 10 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 2): 19th January

1 Steven Ferguson (Mini Special) 594.2s,
2 Eamonn Byrne (Mini) 596.7s,
3 Peter Falvey (Mini Special) 610.4s,
4 David Thompson (Nova) 614.3s,
5 Guy Foster (Mini Special) 614.4s,
6 Daniel Byrne (Mini) 620.7s,
7 Paddy Power (Mini Moke) 627.4s,
8 Timmy Lynch (Westfield) 635.0s,
9 Chris Grimes (Mini) 636.8s,
10 Darren Quille (Westfield) 641.3s,
11 Mark King (Nova) 651.7s,

12 Ian White (Mini) 661.2s.

Class winners: Eamonn Byrne, Peter Falvey, Timmy Lynch, David Thompson.

CORK M C 1000 SHAKES NAVIGATION TRIAL AT DROMTARIFFE, CO CORK (ROUND 4 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 3 OF MUNSTER CHAMPIONSHIP): 18th/19th January

1 Colin Duffy/Sam Johnston (Impreza) 20 marks,
2 Johnny Kenneally/Ken Carmody (Impreza) 40m,
3 Ger O'Connell/Denis O'Donovan (Impreza) 40m,
4 Richard Cassidy/Paul Phelan (Impreza) 44m,
5 Joe Shinnors Jnr/Greg Shinnors (Impreza) 45m,
6 Brian Duggan/Eoghan McCarthy (Starlet) 93m.

GARDA SIOCHANA M C KEHOE CUP SPORTING TRIAL AT BOHERNABREENA, CO DUBLIN: 18th January

1 Craig MacWilliam (Erskine-Yamaha) 19 marks,
2 Robin Taylor (VW) 28m,
3 Ian Sweeney (Suzuki) 28m.

A conversation between Malcolm Clark and Paul Phelan at the committee dinner in the Step Inn at the beginning of December resulted in the following email exchange.

Re: Steve Stringer Facebook article Paul

Article as discussed is attached - as I said the image he provided is only part of the full article.

Malcolm

Robert Woodside staged a triumphant return to autotests when his Beach Buggy demolished the opposition to win the opening round of the Ulster Autotest Championship at the UK Optical factory in Lurgan. Last year's champion, Ken Irwin (Mini), finished 10 seconds behind him, even with the help of some suspect times. Alan Murray's Mini beat Robert Dickson's Mini comfortably to take third place and Harold Hagan kept his Midget ahead of Ian Woodside's Midget to claim fifth position.

SNIPPET

Ken Irwin turned the tables on Richard Woodside to win the second round of the Ulster Autotest Championship at Meghaberry at the weekend. Alan Murray was the man of the day, though, as he took best times on six of the last seven tests to pull back 19 of the 49 seconds he lost to Irwin when he failed the opening test. The Minis of Robert Dickson and Ron Mullen finished third and fourth, separated by just one-fifth of a second at the finish. Full report in next week's issue.

The third round of the Hewison Autotest series fell to championship leader Alan Murray whose Mini beat Dale Carnegie's Mini by 10 seconds after the 10 tests at Carrick-on-Suir. Ken Irwin's Mini took third spot finishing ahead of the 1-litre Mini of Paul Phelan. Leading sportscar was the Midget of Steve Griffin which came in fifth overall. Larry Mooney's VW beat Frank Lenehan to win the large saloon class.

Wow.

That's some collection of names from the past. It must be somewhere about 1974/75/76 - I changed from 998 to 1275 in early '77 and would have been 1275 before the first NI round that year, so this must be 1976 at latest. So, almost 40 years later, four of the seven names mentioned in the Hewison piece were in the Step last night - "Dale", Larry, Frank and PP!!! That's some going. And two of the others, Ken and Steve, are still very much involved.

Of those featuring in the NI reports, Robert Woodside is still doing some multi-venues (aged 75 last January), also Ron Mullen (69) and Robert Dickson (60) still doing the NI c'ship.

Obviously, autotesting keeps you active into old age - thank goodness. Sadly, Alan Murray, Harold Hagan and Ian Woodside no longer with us. PP

Throwaway lines

They say you don't have to look at the road signs to see if you've reached Castlederg – the tyre marks all over the road will tell you.

As the International gets underway you have a chance to look at some of the cars. The first thing that strikes you is the range of vehicles used – where else could you see a twin cam Lotus Seven in direct competition with a VW Beach Buggy? And the strangest thing of all is that there's no reason why the Beach Buggy shouldn't win.

Unique to autotesting are the Mini Specials – normal Mini saloons which have had the roof and varying amounts of rear bodywork removed. Minis have always been popular tools for autotesting, but it was Ken Irwin who first built a special – not only is Ken a leading driver, he is also a leading tuner and constructor of autotest cars. The idea is quite simple – the light weight and superb visibility afforded by a Special means that it's ideal for the event. To be really competitive in autotesting you have to have one.

Other cars abound – Minis obviously, but also MG Midgets (ranging from near standard to Ford-engined derivatives) and various small saloons, such as a VW Polo, a Fiat 127 and even a Datsun Cherry. To cater for all these different cars, three simple classes are used in internationals – Minis and specials in one, sports cars in another and so-called Large Saloons in the remaining one. This last is a real misnomer – the class includes Metros, VW Polos, Datsun Cherrys and so on. There are moves afoot to rationalize the situation; putting Metros into the Mini class and introducing a real 'large saloon' category for Cortina-sized vehicles. It's not something many Irish drivers favour because of their crossroad tests, but more of that in a moment.

Each team is made up of three cars, with one from each class. England, Ireland and Northern Ireland had A and B teams plus a team of reserves. Wales, something of a poor relation in autotesting terms, could only field one team. Hot favourite to win the Trophy was, of course, the Ireland A team, who had won the last three events, closely followed by Northern Ireland A who had won the preceding five years. This year Northern Ireland had to do without the services of Ken or Charlie Irwin, neither of whom had driven the specified events to qualify, but even so they had a strong line-up – Roberty Dixon in his very interesting Metro Special, Ken Shields in his Metro and Lee Lucas in a VW Beach Buggy. The Ireland A team looked equally

strong, fielding the same individuals who had won last year – Dermot Carnegie (Mini Special) Frank Lenehan (Datsun Cherry) and Doug Richardson (MG Midget).

Disaster soon struck Northern Ireland when Ken Shield's Metro had to withdraw with brake problems. Then Dixon's handsome Metro Special dropped a plug lead and had to fail on an early stage, taking the mandatory 30 second penalty. The day was neatly destroyed for the team when Lee Lucas's Beach Buggy withdrew with a persistent misfire. Ireland A also had its problems – Doug Richardson's MG Midget failed the loose surface stage when the ignition failed.

All of which gave England the perfect opportunity. Russ Swift in his very clean Mini Moke put in the expected fine drive, backed up by a good performance from Jonathan Livingstone in his Metro and the big, bearded Steve Stringer in a Lotus Seven. This last car deserves a special mention, because it is by far and away the most powerful vehicle in the competition. The Lotus is a typically idiosyncratic choice – it's thought far too large by the Irish drivers, and Steve admits that he uses it simply because it is different. The sight of the Lotus (with its specially converted righthand handbrake) unleashing its power on the open car park course was something to remember.

... a win like this is the equivalent of an English football team going to Brazil and winning the World Cup. . .

By the lunch break, eagerly awaited times saw England already in a commanding lead. With Northern Ireland out of the reckoning (other cars had been drafted in but they were well down on time) it was up to Ireland A to stop the English carrying off their first title since 1976. But as the afternoon wore on, it became clear that despite some outstanding driving by Dermot Carnegie, there was little to be done – England A would win the International Trophy Autotest even though Dermot was the fastest individual.

For England to go Dublin and win like this is the equivalent of an English football team going to Brazil and winning the world cup – it's an indication of the lowly standing of autotests in this country that the June issue of CCC might be the only place you ever read about it.

England's victory proved another point about Irish autotesting – there was no one in Dublin more pleased about the result than the Irish themselves. Although the latter are ultra competitive in autotesting, they enjoy the

sport above all else, and their opinion was that the English had driven well where others failed and that they deserved to win. Of course, there was some considerable celebrating to be done. Talking to the drivers involved there was a constant theme – 'If you thought today was good, wait until tomorrow'.

Tomorrow arrived all too early. Sunday's event was to be a little out of the ordinary for English drivers – a crossroads autotest. In mainland Britain it's impossible to hold a motor race of any type on public roads, but in the Irish Republic it's a different matter. You can obtain a Road Closing Order which allows you to drive what would be quite illegal cars over normal roads under certain conditions.

The interesting thing about an autotest is that it isn't classified as a speed event. Thus, under Irish law, you can hold it on a public road without closing it. The fact that very few of the cars involved are taxed, insured or comply with Type Approval Regulations doesn't seem to bother either competitors or the local police – the Garda.

The idea of holding autotests goes back a long way in Ireland. Until 1959 the Circuit of Ireland Rally consisted of long navigational stages interspersed with Driving Tests held on quiet country crossroads. As the name suggests, these tests were designed to show how well you could control a car while manoeuvring over a tight course, but after 1959 the rally moved onto tarmac special stages. Meanwhile local clubs decided that the driving test would comprise a good event on their own, and so they continued to hold these tests on crossroads. The quiet Irish roads are ideal for this event – a maze of narrow lanes joining and rejoining each other means that a competitor can complete a test at one site and then drive half a mile down the road to the next one.

And because Irish roads are relatively quiet, very few other cars are held up by all this, and in any case, as each stage takes under a minute, this is the longest time that anyone tends to be held up. In theory, marshals stop people becoming accidentally involved with autotesting on their way to the shops, but this being Ireland, it doesn't always work. A local Justice of the Peace is alleged to have strayed onto a crossroads while an event was underway. Legend doesn't record his reaction as halfway round a corner he met a local policeman driving a Mini Special – flat-out in reverse, on the wrong side of the road. . . .

. . . in autotesting there's no such thing as a three point turn.

The greatest challenges of a crossroads event are natural hazards and variable surfaces. Autotest drivers argue over which surface is the more difficult on which to record a quick time – it's hard to skid a car accurately

Left: Steve Powell's very tidy Frogeye Sprite, running for Wales. Bottom left: Alan Murray's Armo Mini on the crossroads event. Bottom: Russ Swift's Moke negotiates a right hander. Below: An unusual contender is the Datsun Cherry of Frank Lenehan. Last year he won the large saloon class by a wide margin.



Steve Stringer Snippet

"Throwaway Lines" was a column in CCC magazine

QUIZ

February Questions



Answers to valianmcculloch@gmail.com



Who are using their spoiler as a coffee table and what is the car?

December Answer

Bill White and George McMillan responded - Hallelujah! - and not only that, they answered correctly -

Des Bruton & Padraig Farrell
Hillman Avenger Tiger

1. Who is walking through the gloom towards the camera at the Ken Wharton?

2. Who is trying to get out of his car mid-test at the Clwyd Rally?

3. Who is being camera shy?

February Crossword

1		2			3
4	5		6		
7					

Across

1 2013 MI Young Racing Driver of the Year (6)

4 2013 MI Driver of the Year (6)

7 Trophy won by 1 across (6)

Down

1 Not a finish car painters would strive for (4)

2 - - 80 (A revolutionary NSU model introduced in the late sixties) (2)

3 What co-drivers have to do a lot of if the intercom breaks down (7)

5 This company made a lot of rekords (4)

6 The first four characters in the registration no. of a two year-old car from Nenagh (4)

December Solution

F	I	E	S	T	A
I		T			N
A					A
T	O	H	I	L	L
	T		N		Y
S	T	A	C	K	S
	O		H		E



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