

# TDC Turbine



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

www.tdcireland.com

June 2014

## Chairman's Chunterings

This year's James Pringle International Autotest went particularly well. Congratulations to all of those who contributed, in whatever capacity.

The third round of the Beginners' championship is in Woodside on 4th June. As well as providing midweek motoring entertainment, this event provides a convenient opportunity for committed "townies" to absorb some agricultural atmosphere.

Another chance to avail of Lenehan hospitality will present itself on the following Saturday (7th) in the form of a Barbecue / Barn Dance, the proceeds from which will go to help Oisín.

JJ's Charity MVAT will be on Sunday, 29th June.

The Production Car Trial on Wednesday, 16th July is an initiative which should be fun.

The Beginners are at it again on Sunday, 10th August.

Then, our big 60th Anniversary celebration will be on Saturday, 23rd August.

More details of many of these diversions are inside.

Note the dates NOW so you will be free to become involved in whatever capacity you choose.

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## 50 years of motorsport excellence



This year is the 50th anniversary of Paul Phelan's and Frank Fennell's participation in motorsport. Dermot Carnegie started just a few years earlier. To mark this achievement, after the Hewison and James Pringle ITA awards had been distributed, Bernadette Murray (Club Treasurer for many, many years) presented the boys with an engraved vase. JJ Farrell said a "few words" which are reproduced herein.

Paul, Frank and Dermot have certainly done the Club proud for these fifty years.



*Colin Sheridan and Piers MacFheorais are the latest to join the pen pushing roll of honour.*

*Pics from Peter Boyd, Con Brady, Rob Bolton & Brendan McCoy complement.*



Ian



Being a student means I have no time to earn money, but plenty of opportunities to spend it!



Unfortunately for me this affects the amount of motorsport I can do! Fortunately, for my father it made me available to navigate for him.

So, off we set very early on a Saturday morning. I towed the car up and was happily towing at the speed limit (due to my father sitting beside



me) when our very own President (Frank Lenehan) overtook me laughing and signalling for me to go faster. I decided to keep dad happy and continued at the speed limit. By 8.30am we had arrived at the Cohannon Inn just past Dungannon and I only had to ring Olwen (Blair) once, which shows a clear improvement on my navigation abilities and suggested some promise for the day ahead.

I had expected to find Frank already unloaded with a big grin on his face wanting to know what took me so long. To my amazement he was nowhere to be seen. Only a few minutes later did the Landcruiser and red Starlet combination come thundering in. It turned out that Frank had continued at full speed up the road after passing me. He had



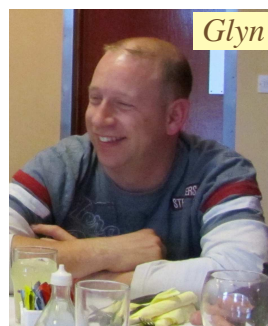
managed to blast past the required exit off the A1 and had continued a long way towards Belfast blissfully unaware of his error. After several calls to Olwen, who has now accepted that her job as Frank's navigator begins once he crosses the border, he finally made it.

*There is a more comprehensive account of this episode courtesy of the lady herself below - Ed.*

Only a select few from the



south made the trip up: Dermot (Carnegie) & Kev (Fagan) were in the Escort, Frank & Olwen in the Starlet, Malcolm (Clark) & Oliver (May) in the Midget, Eoin (Longworth) & Patrick (O'Leary) in the Starlet, Glyn (Gaffney) & David



(Fagan) in the Celica and Dad & myself in another Starlet. It was Oliver's first time out navigating. He seemed to enjoy the day so hopefully we'll see more of him.

We got off to a good start with a delicious Ulster Fry. There were some great tests, my favourite being the one in a forest. It was long and fast. Unfortunately two MX-5s ended up "going off", Robert Woodside being one. Both got out relatively undamaged but it destroyed any chance of a finish near the top.

I enjoyed my day in the passenger seat and resisted all temptation to encourage my father to use the full rev range, which is probably why we didn't win but, then again, we didn't end up in the ditch with the MX-5s. It was a great day out and I would recommend more from the south to make the journey up next year.

Richard





*I was driving along the road towards Nutt's Corner when my phone rang. I looked at the caller ID and saw that it was none other than the President himself!*

*"I missed the turn off at Newry for Armagh – can you tell me how I can get to where I'm supposed to be?" he said.*

*"Where are you now?" I asked.*

*"Too far past Newry to turn back," he answered. "Oh, hold on – I see a sign post for Armagh so I'll take it and then get back on to the directions you sent me."*

*"Okay, see you at the Cohannon Inn then," I answered.*

*Fifteen minutes later the phone goes again:-*

*"That road I took said it was closed but I went on anyway hoping to get through, but it WAS closed so I had to turn around (quite difficult on the narrow road with a trailer!) and now I don't know where to go!"*

*"Do you have any idea where you are?" I asked*

*"Just coming into Banbridge," he replied.*

*"Okay – keep heading through Banbridge and tell me when you see any signposts," I said.*

*"I see one for Craigavon and Castlewellan," he replied. "Or maybe I should go into a filling station and ask for directions?"*

*"No – take the road for Craigavon and when you get there follow the signs for the M1 and then ring me back again," I said.*

*Twenty minutes or so later he rings again:-*

*"I made it through Craigavon and am now just past Junction 12 on the M1 so where to now?" he asked.*

*"Come off at Junction 14 and take the third exit heading for Coalisland. The Cohannon Inn is about 0.5 mile on your right," I told him.*

*"There's a grey MG in front of me," he said, "He's probably going to the rally so I'll just follow him."*

*"Well if you want to but make sure to come off at Junction 14," I replied. A few minutes later the phone goes again:-*

*"Hi Olwen, Richard here – Frank read me out the instructions you sent him, but I missed the turn off I was supposed to take in Moy. Can you tell me where I should go or would I be better turning around?"*

*So I told Richard how to get to the Cohannon Inn from where he was, hung up and the phone rang again:- Frank said, "I'm at Junction 14 but the MG has gone straight on instead of turning off. What should I do?"*

*"He may not be going to the rally after all," I said, "or he may be lost (like a lot of other people!!) You come off at Junction 14 anyway, take the third exit for Coalisland, turn in right to the Cohannon Inn and go around to the back of the hotel where the trailer park is on your right."*

*A few minutes later I am standing in the trailer park when I see the grey jeep and trailer go flying past the entrance to the trailer park, jam on the brakes, skid up the car park and then have to reverse back to the turn in!!*

*Does he ever do what he's told?*

Olwen



## RESULTS

- 1 Allan Harryman / Suz Graham (MX-5) 2020s,
- 2 Mark Woodside / Andrew Blair (MX-5) 2025s,
- 3 Dermot Carnegie / Kevin Fagan (Escort) 2064s,
- 4 John Kelly / Mark Faulkner (Midget) 2089s,
- 5 Norman Ferguson / Robert Dickson (Peugeot 106) 2091s,
- 6 Simon Woodside / Stephen Dowds (MX-5) 2102s,
- 7 Gary Woodside / Ian Andrew (Starlet) 2107s
- 8 Tim Woodside / Paul Woodside (MX-5) 2109s,

- 9 Frank Lenehan / Olwen Blair (Starlet) 2112s,
- 10 Andrew Hughes / Neil Anderson (Peugeot 306) 2115s,
- 11 Bryan Mutch / Ken McEntee (MX-5) 2132s,
- 12 David Meeke / Richard Meeke (Starlet) 2142s.



Robert Dickson looks worried - you might be too if you were sitting with Norman Ferguson



Andrew Blair waits for his chauffeur



Frank Lenehan heads for the carwash



Steven Ferguson



Mark King

What a fantastic event! It was entertaining right from the word go. Kevin O'Rourke had asked me to sit with him and I hadn't got a clue as to what I was letting myself in for. That and being a little rusty – it's been quite a few years since I have done any navigating – but with Kevin's assurance that it would be relatively simple stuff, off we went.



Kevin

After learning about code boards for the first time and that the diagrams were not to scale at the drivers' briefing, we set off on the

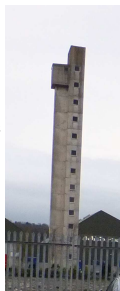


Double-act at drivers' briefing - Tim Faulkner & Frank Fennell

first test – the figure of eight around the two towers was pretty



tight with plenty of tyre squeals and late braking. The Starlet seemed more than up to



the job!

The code board came up fast on the second test, then a tight right after the sleepers to continue the slalom. Missed the pylon immediately after the sleepers the first time round and had to retrace our steps slightly. A big learning curve!

Once we set the tripmeter leaving Holfeld's, things had settled down in the Starlet – the tulips on the road book were easy to follow and we got to the start of Test 3 all

set. As you would expect, Kevin would look over the route just before the start of each section and it was up to me to call the turns on each test in plenty of time.... Some muck, the first code board but I couldn't find the second. A jump and over the line. Nice!

Tests four and five also went well – Kevin likes the slippery stuff and coming out of both tests I knew we had done well. It just felt fast. Copious use of the handbrake and lots of banging from the countless rocks hitting the underside of our '92



Ed Holfeld

Starlet. The code boards came up a little too quick – we just about got turned in for one and had to reverse for the second. We made our way through 6,7 and 8 unscathed. A bite to eat in

Woodenbrige and back to Holfeld's for Round two.

Precision was key the second time round. Tighter, faster, more commitment. The countdown, 5,4,3,2,1.... Yep, faster for sure. Could do with a limo on the hard stuff. Got the code board on 10 with barely a pause and got turned in after the sleeper, as we were supposed to, to make the rest of the slalom.

The recce was long over - we were both looking forward to the second run through the loose stuff... I didn't know that a FWD Starlet could be made go so sideways!

The marshal at the start of 11 confirmed that there was only one code board – less for me to do. Kevin didn't lift for the jump – we came down hard and across the line. 12 was fantastic – a flick to the right, then left and right again between concrete pillars – a dab of the handbrake just for reassurance. I really enjoyed

this one. Helped another competitor at the end of the test – needed a couple of cable ties and a screwdriver to fix his distributor cap that had come loose.

On to the next one. More handbrake, missed the code board going down the hill – it was bumpy and we just didn't slow down enough. The boulders on the corner by the house loomed large. Close! More handbrake. Really enjoyed these sections. Got a puncture and the little Starlet took four attempts to get up the hill between 14 & 15. A quick change of the off-side rear as Kevin was anxious to keep going. More good times followed.

Back to Holfeld's. Could the Starlet go any quicker? Third run through and better again. Not the fastest but our best run yet. More of a flow. Practice makes perfect!

Load up and back to Kilcoole Golf Club. Great to see and chat with so many guys from my earlier days like Philip Armstrong & Rory Dooley. It seems that once bitten with the bug, always bitten. I had a really great day. So did Kevin. Congratulations to all the class winners and to Kevin for his overall win – he has always been quick and I reckon he was quite chuffed to come out on top on the day. The club did a marvellous job – there simply isn't a better day's motorsport around with 18 timed sections and the event deserved lots more entries. Sincere thanks to everybody involved. Fantastic!

Colin



Dave Cormack's advice for Colin Sheridan (right) was obviously "spot-on"



*There were a couple of PSs relating to this event:*

Paul Phelan was decidedly unimpressed when Joe Doran's (seen here with Kevin Fagan) time cards were handed in. Joe had had the temerity to use a red biro to



note the codes - protocol very definitely infringed.



Trish Denning and Joe Downey took an alternative route when they were held up by a traffic jam in Avoca. This didn't prove to be much quicker when they encountered a Toyota Landcruiser



and horsebox trying unsuccessfully to negotiate a tricky entrance. Trish was able to bring her skills in this area to bear and actually brought the "victim" to her destination. Running the risk of disqualification, Joe followed in the Starlet.

## RESULTS

- 1 Kevin O'Rourke / Colin Sheridan (Starlet) 1240s,
- 2 Damien Doran / Anthony O'Neill (Starlet) 1258s,



*Damien & Anthony do their pre-event warm-up routine*

- 3 Dermot Carnegie / Kevin Fagan (Escort) 1277s,



- 4 Frank Lenehan / Olwen Blair (Starlet) 1281s,



- 5 Philip O'Reilly / Emer McNamee (Starlet) 1292s,



- 6 Piers MacFheorais / Ian McCulloch (Mazda MX5) 1296s,
- 7 Matthew Walsh / Helen Caulfield (Fiesta) 1339s,
- 8 Les Coogan / Declan Furlong (BMW) 1350s,



*Les & part of Declan*

- 9 Brian Kingston / Tony O'Keeffe (Starlet) 1360s,
- 10 Paul Nolan / Dave Cormack (Starlet) 1364s.

*Class winners: Damien Doran, Matthew Walsh, Dermot Carnegie.*



*Matthew & Mark Walsh*



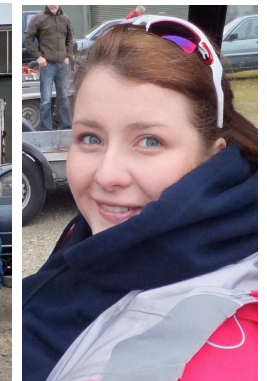
*Helen Caulfield & Linda Dempsey*



*Paul on the 'phone to his gravel note crew*



*Brian & Tony*



*Owen Murray and Judy Lambert had to retire following a mishap in Castle Howard*



## TDC Turbine



*Ron Mullen, Malcolms McQueen & Clark, Oliver May, Francis Rhatigan, Robert Whelan, Zoë Briggs, Noel Broderick*



*Norman*



*This is a pic of Mark FitzSimon before the event which was his first time sitting with Norman Ferguson. I didn't see him to take a photo afterwards but I believe he is recovering well.*



*Davids McLean, Meeke, McAuley & Shirley*



*Lombards - Paddy, John & Joanne and Richard Barnwall*



*Conor Rhatigan, Danny & Jamie O'Donohoe*



*Richard Murphy, JJ Farrell, Tim Canniffe*



*Sibling rivalry? - Mark &*



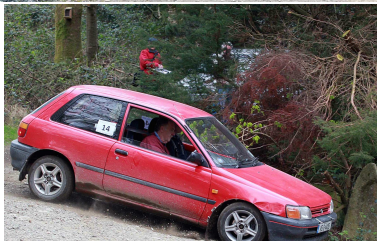
*Matthew Walsh seem to be on a collision course*



*It was suggested that Zoë Briggs's times were compromised by the drag from her "top-knot" which can be seen here (just) protruding above the windscreen*



*Francis Rhatigan and Malcolm Clark were less gladiatorial than the Walsh boys*



*Noel Broderick looking tidy*



*Ciarán Nutty, Philip Armstrong, David & Laura Fagan, John, Niall & Michael Byrne*



Butterly's Yard in Drogheda proved to be one of the best venues we have had for this prestigious event. Pre-eminent quibbler Norman Ferguson, had a smile on his face all day so all must have been well. There were plenty of competent marshals and the whole event ran smoothly. The only downside was a couple of torrential downpours.

It was great to see Paul Fobister and Dave Evans over from England. Thanks also to Peter Falvey and Andrew Blair for agreeing to join their team. Northern Ireland won again but it wasn't quite as easy for them as it had been last year.

Frank Lenehan is to be congratulated on masterminding this event. Gratitude is also due to "Mr Butterly", Mark O'Reilly, for letting us use his premises. Malcolm Clark also deserves a special mention.

## RESULTS

1 Northern Ireland (Steven Ferguson, Robin Lyons, Paul Blair, Paul Mooney) 3428.9s,  
2 Republic of Ireland (Guy Foster, Eamonn Byrne, Timmy Lynch, David Thompson) 3494.1s,  
3 England (Peter Falvey, Paul Fobister, Dave Evans, Andrew Blair) 3764.5s.

### Individuals:

1 Steven Ferguson (Mini Special) 839.5s,  
2 Eamonn Byrne (Mini) 844.1s,  
3 Robin Lyons (Mini) 845.0s,  
4 Guy Foster (Mini Special) 850.9s,  
5 Mark King (Nova) 854.7s,  
6 Peter Falvey (Mini Special) 856.8s,  
7 Paul Blair (Striker) 866.0s,  
8 Paul Mooney (Nova) 878.4s,  
9 David Thompson (Nova) 881.8s,  
10 Chris Grimes (Mini) 890.8s,  
11 Timmy Lynch (Westfield) 917.3s,  
12 Paul Fobister (Haigh Special) 932.6s.

*Class winners:* Guy Foster, Eamonn Byrne, Paul Blair, Mark King.



Steven



Timmy



Robin & Boo McCurry - as well as offering advice at events Boo builds Robin's engines and gearboxes



Pauls Mooney & Blair



Davy Thompson



Guy and Eamonn



Paul Fobister



Peter



Andrew



Dave Evans



## TDC Turbine



*George McMillan*



*Chris Grimes & Tom Devaney*



*Liam Cashman*



*John Farrell & Eamonn King*



*Todd Falvey & Ronnie Griffin*



*Frank Lenehan*



*Mark King, David Jenkins, Norman Ferguson, Stephen Briggs, Paul Phelan, Trevor Foster, Malcolm Clark*



*Milton McWilliams, Ron Corry*

*Chap on left is Frank Collins - FL was concerned his peacocks would disturb the event - he had to be rung to check that the peacocks were motorsport fans - FC confirmed there would not be a problem and thoroughly enjoyed his day watching. Other guy is Pat Healy who came to the rescue when Timmy Lynch's tow car failed to function.*



## TDC Beginners' Autotest

11th May

Our regular "Beginners" test venue at Mondello has to be supplemented by other locations. The latest one to come our way is Puddenhill Activity Centre which hosted Round 1. Joe Doran reports that it was a lovely venue and, even better, that we will be welcome there in future. There were two tests and everything ran very slickly to finish at 2:00 pm. JJ Farrell arrived to have a post-lunch peek but everyone was traiered up at this stage and ready to go home. There was only one beginner, Brian Kingston, who won (surprise surprise!). He was trying however,

as you can see from the comparison of his times with those in the Novice class. The event marked the comeback of Rocket Ronnie Griffin who had to give best to Guy Foster in the Expert class. Unlike the previous day and around the country, they suffered only a light shower. Another reason to use this venue is the opportunity to avail of the karting after the autotest is over.

## RESULTS

1 Brian Kingston (Starlet) 644.1s.

### NOVICES:

- 1 Anthony Freeney (Westfield) 569.7s,
- 2 John Kane (Starlet) 609.7s,
- 3 Jason Loughrey (Westfield) 628.3s,
- 4 Karl Grehan (Starlet) 659.3s,
- 5 James Mansfield (Mini) 708.8s,
- 6 Peter Snodden (Starlet) 742.2s.

### EXPERTS:

- 1 Guy Foster (Mini Special) 442.9s,
- 2 Ronnie Griffin (Westfield) 466.6s,
- 3 Joe Doran (Locost) 526.5s.



**Hewison and James Pringle ITA Awards**

10th May

**HEWISON AUTOTEST CHAMPIONSHIP 2013/14**

1 Steven Ferguson (Mini Special) 249 points,  
2 Eamonn Byrne (Mini) 236,  
3 Guy Foster (Mini Special) 223,  
4 Peter Falvey (Mini Special) 221,  
5 David Thompson (Nova) 212,  
6 Daniel Byrne (Mini) 210,  
7 Paddy Power (Mini Moke and Mini Special) 188,

8 Timmy Lynch (Westfield) 186,  
9 Mark King (Nova) 175,  
10 Chris Grimes (Mini) 171,  
11 Paul Phelan (Mini Special) 157,  
12 Darren Quille (Westfield) 144.

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

*Novice class (Europa Cup):*  
1 James Mansfield (Mini) 41,

2 Robert Fenlon (Seicento) 30,  
3 Jason Loughrey (Westfield) and Paul Cullen (Micra) 10.

*The Hewison awards were presented by MI President, Joe Corcoran.*

*The James Pringle ITA awards were presented by TDC legend, Dermot Carnegie.*



*NI winning team members Steven Ferguson, Paul Mooney & Paul Blair with Dermot*



*Paul & Andrew Blair, Liam Cashman*



*Steven Ferguson receives the Hewison Trophy from Joe*



*RoI's Davy Thompson, Timmy Lynch, Guy Foster, Eamonn Byrne*



*Davy Thompson, Peter Falvey*



*Mark King*



*Paul Mooney*



*Eamonn Byrne*



*Guy Foster, Timmy Lynch, Chris Grimes*

*When the awards had apparently been "done and dusted" there was a bit of a surprise for three of those present, Paul Phelan, Frank Fennell and Dermot Carnegie. All of these gentlemen have been associated with TDC and motorsport for at least fifty years. The Club decided to mark the*

*achievement with engraved vases for each. JJ Farrell's "few words" follow.*

**50 years of motorsport excellence**

**Paul** who is probably better known to his many friends as Felix (Lyndsey Doran, a recent Honorary

Secretary of ALMC, used to think that the frequency with which Paul/Felix were mentioned in dispatches meant that he was two people.) began his relationship with motorsport in the back of the family Morris Minor. He would persuade his parents to bring him for a spin at

the weekend. He would give the directions and, lo and behold, they would end up at a motorsport event. Larry Mooney, who claims to have known Paul when he couldn't navigate, used also bring a young Paul to events. The most memorable of these outings was when towing Larry's yellow JCB Autocross Beetle with an A-frame. The Beetle somehow became unhitched and passed them on the inside.

His first formal outing was with Leslie Vard in a Cooper S on 6<sup>th</sup> March 1964 on an MEC Night Trial - he was fifteen and a half. He continued to navigate for the best - as he still does. To get a driver's perspective, and also because he relishes the challenge, he has competed in autotests for almost as long.



*A youthful Paul at a petrol halt in Dromore in the 1969 Jack Frost Rally. Navigating for Alec Poole, they finished first overall despite the obvious damage to the passenger side wing.*

In 1975 he was recognized by Ford and rewarded with a "works" drive alongside Billy Coleman in an Escort RS 1600 (Fee, I believe, was £18), as team mates to Roger Clark. At the end of one of the early stages they pulled up at the chase car to change from M&S tyres to race tyres. The team jacked up the car and fitted the first two tyres. Clark then arrived looking for four tyres, so the mechanics left Billy & Paul's car and proceeded to fit four

tyres to Clark's car. Unfortunately, there were only six tyres in the chase car so Billy & Paul had to put two M&S tyres back on the car themselves. At the next supper halt Paul had a huge job getting Coleman back into the car such was his annoyance at the earlier tyre episode. Paul in his own unflappable way persuaded Billy to continue. They, as you will all know, went on to win the event. This was followed by other works drives while the Circuit remained a "blind rally", most notably with Ove Anderson in a Toyota Team Europe entry in 1977.

Paul's motorsport career has seen him achieve some remarkable results including 19 National Navigation Titles and eight Circuit of Ireland Retro wins.

He has also for many years being the Hewison championship coordinator, Irish Autotest team manager, so it was no great surprise that Motorport Ireland approached Paul to work for them a number of years ago, a more suited and qualified person you couldn't ask for. It was reassuring for TDC to have a man on the inside, though Paul being the "straight as a die" man that he is didn't discommode anybody else to facilitate us. It has been particularly useful having his advice on rules and regulations, etc.

It is difficult to source "stories" about "Felix" such has been the quiet, efficient way he has conducted himself over the years.

His contribution to TDC has been immense in his capacity as Honorary Secretary of the Club for so long. Also as Event Secretary, Results Officer and many other roles have been invaluable. In a broader context, he has the respect of everybody for his knowledge and understanding of all things motorsport. Another admirable trait

is his not having a bad word to say about anybody.

He is a great source of motorsport knowledge so not being allowed check all my facts with him ahead of tonight has most likely led to some inaccuracies, which will no doubt give him great pleasure in correcting, thus confirming that "Google"'s recall can't match his.

**Frank** was hooked on motorsport from an early age - he used to cycle, frequently accompanied by neighbour George Tohill, to motorbike trials, scrambles, test trials and autocrosses in the likes of Airfield in Dundrum and the Sunshine Home in Stillorgan

Sometimes, they would follow compact crossroads test trials on foot but their day was made on one occasion by Brian Kehoe when he allowed them to sit in en route from test to test.

Frank was an all-rounder



*Frank borrowed his dad's MG 1300 for his first event. The usual "hanging" number plate was removed in advance for its own protection - hence the rather agricultural looking temporary one*

who did Test Trials, Rallies, Autocrosses - anything and everything. He was a force in Navigation Rallying, then Stage Rallying and historic stage rallying

On the 1968 COI he lost out on winning the Castlereagh Trophy by a mere 1 second to DC.



He won this trophy in 1981 and also won many class titles in the Irish Tarmac championship. At one stage he had a run of 17 class wins out of 18 events, all on International rallies.

He is a multiple winner of the COI Retro and the Rally of the Tests. It was at Retro Rallying that he proved to be most successful, culminating in his winning the European Classic Championship. I don't think he's finished yet.

His episode in the Alps a few years ago left his body even more bockety than nature was already dictating when a head-on collision left him in a coma for 13 days in a Grenoble hospital. With a broken ankle, two broken femurs, a broken arm, and a ski pole having pierced his neck, he was fighting for his life. Needless to say, his gallop was not slowed and he continues to croak/rasp away to his heart's content. He won the Monte Carlo Winter Trial in 2012 to add to his win in 2000.

It is probably fair to say that Frank's successes are due to driving ability. The rate at which he disposed of navigators implies that none of them was of much use. It has been suggested that Frank has had more people sit with him than any other driver. I believe the current figure is 65! (I note that Tom Callanan survived for 18 years so the other 64 got about 6 months each !!!!)

Frank O'Donoghue provided me with a couple of anecdotes: on a blind stage rally, back in the day, (this must have been a really long time ago, before the use of illegal pace notes) Frank came over a crest carrying a bit too much speed for the almost immediate square right. Fortunately, as he used to recount, there was a hole in the wall. He would then hesitate and somebody would always ask, "did the car fit?" His response was that "most of it got

through!" - it was actually a write-off.

On a Circuit with Frank O'D in an NSU TT they lost a grille from the rear flank in a brush with a ditch up behind the Blue Gardenia. He took the other one off to save it from the same fate. Unfortunately, their absence was noted by the stewards which saw them promoted from Group 1 to Group 5. They weren't the only ones to suffer similar fussiness (typical UAC). There were lots of discussions, which ended up with their being allowed back into Group 1 if the grilles were still in the car. Needless to say they weren't but a donor car was located and a sympathetic guard was persuaded to infiltrate parc fermé for the price of a pint.

At least one thing Frank has in common with Felix is their knowledge of cars and their registration numbers and provenance generally. If I were to say HIO 333 now each would be able to respond instantly - Cooper S white with black roof etc

Frank has been a stalwart of TDC for many, many years, for most of which he has been on the committee. His input into the Irish Classic Retro, Treasure Hunts and various social functions have been his most obvious contribution during this time. He also has always been happy to help with more mundane duties as you saw from his being on marshalling duty today.

50 year milestones. In **Dermot's** case the acknowledgment of this anniversary is about three years too late but, as they say, better late than never!

According to my sources, Dermot's first official motorsport outing was at the age of 17 in a DU Test Trial driving a Morgan.

Dermot's supremacy in Test Trials (was he still supreme when they started calling them autotests?) and Rallycross has been well documented over the years. He has, of course, also been a force in rallying of all types. Early in his career this would have been with Cork man, Noel Davin, in the navigation road races popular at that time. Latterly he embraced Retro events with his usual laid-back enthusiasm.

He also made his mark in stage rallies. Here he is at the 1978



Donegal Rally with Sam Meyer.

To go back to the sixties again, George Tohill rooted through some old programmes and found one for the MGCC Hillclimb up New Long Hill on 22<sup>nd</sup> May, 1965. The programme was one shilling (1/-)! In "notes on competitors" Dermot was described as being better known as a test trialler (runner-up in the Hewison Championship the previous season) but that his recent appearances in speed events indicate that he is a serious competitor in the class. George also found Dermot's name in a programme for the MEC Tostal based in Dun Laoghaire on 8<sup>th</sup> June, 1963, in an 848 Mini - programme a mere six pence (6d) for this one.

He won the Castlereagh trophy in 1968 on the COI.

While he has trophies to mark the majority of his achievements,

- 10 Hewison titles
- 5 British Rallycross championships



- 9 Irish Rallycross titles
- and most recently Rally of the Tests and COI Retro victories,

there is a less heralded attainment worth mentioning. There was no award and it will never be surpassed - this is, of course, his lap record for St. Stephen's Green which was set in the late 60s in a Cooper S - it wasn't an RIAC sanctioned event!

Ever approachable, he was, and is, always willing to offer advice and encouragement in his unique dry-witted fashion. Also, his bringing people for exhilarating spins in nice cars over the years has been much appreciated.

TDC has valued his allegiance to the Club during his successful career in cars.

## PS

I believe the closest Frank and Dermot got to each other in competition was when Dermot and Noel Davin visited the scenery in LZI 176 on Church Mountain and the two Franks arrived on the scene and stopped to pull them out.

Another juxtaposition courtesy of George Tohill's programmes: IMRC Enniskerry Hillclimb, 4<sup>th</sup> May 1963, DC in an 848 Mini had times of 56.24 and 55.82 seconds. Two years later FF in an 848 Mini had times of 60.37 and 62.72 seconds - hmmm! (FF's tyre "choice" of Weathermasters may have slowed him down a bit!) By 1965 Dermot had progressed from his 848 Mini via a 997 Cooper to a 1071 Cooper S.

*Thanks to Frank Lenehan for the 48 hour notice (and master-minding the whole shebang), Ian McCulloch for his research, and Peter Boyd, Fergus McAllen & Trevor Foster for the photos which gave you something to look at when you got fed up listening to me.*



JJ 



Some images of our heroes in action







As always the Birr Autotest in Kilcotton, Borris-in-Ossory in May is one event I always look forward to. Open yards, lots of space and the possibility of getting into second gear for a throw explains just some of the attraction. The cheery Birr MC atmosphere experienced in previous years was also a big factor in the decision to take part.

On Saturday the sun was beaming down, the tests were dry and the marshals were dashing for the sun cream and the inevitable expectation of inhaling of lots of concrete & rubber dust.

My benchmark of choice was John McAssey, who, in previous



years has always managed to get the better of me over the 12 tests - well, just about. Would this year be any different?

A late afternoon start was planned to help swell the local club entries and we eventually got going at 5pm, or thereabouts. Declan Hendrick surprised us by turning up in his smartly turned out Starlet, with limo, consequently lowering John & my expectations for overall honours. We figured we would be fighting over 2nd & 3rd place.

All went well for John & me, until Declan beat us on the third test by 2 seconds, a surprisingly large margin. Luckily for us and

unluckily for Declan, he managed to break his handbrake handle in two shortly afterwards thus giving us renewed hope for a top two result. Declan had other ideas and following a very quickly repaired handbrake using some ESB surplus pipe he got going again, the only problem being that the horizontal handbrake had now become a vertical one, necessitating the reclining of the passenger seat to allow full motion of his elbow. Declan's new 'handbrake' still gave John & me some hope.

In the end, John, being his usual tidy self, finished first overall with 11 seconds to spare and myself and Declan settled for second and third respectively. Best of the Birr MC members were Anthony Culleton (Best Beginner), Michael Raleigh and William Ryan a very close 4th, 5th and 6th. Given how close they were to our times we expected more of a challenge from them on Sunday.

It had been a fabulous day out, with things finishing up at 8pm. Given that I had been tearing around Mondello the previous day for 7 hours I cut the night short in Borris' and elected for an early night, much to Eoin's chagrin, not to mention some ribbing about my frailty.

Sunday started as if in a different season, wet windy and cold, in stark contrast to Saturday. We decided to run the same tests as Saturday as the rougher parts from last year were a little too cut up. It was still going to be a close one with John McAssey in attendance and I looked forward to the battle. We had to keep looking over our shoulders at the ever quicker Birr MC drivers of Anthony Culleton, Michael Raleigh and William Ryan.

Again, John came out on top with 8 seconds of a cushion over my second place, closely followed by an improving William Ryan (Best Beginner).

Even with the cold and rain, it was another really fun day and, overall, a thoroughly enjoyable way to spend a weekend.

Other highlights came from a great drive by Jane Grehan, on Sunday, who picked up the Ladies' Award and Anthony Culleton's/ Michael Raleigh's nip-and-tuck tussle for 4th/5th.

Many thanks to Birr MC for running such a superb event. I'm already looking forward to next year's one.

*Piers*



## PS

Day 2 was Round 2 of the Beginners' Championship. William Ryan and Anthony Culleton came out on top. Brian Kingston's Starlet, which car had been running perfectly during the week, refused to fire up as he was about to set off. Much fiddling ensued to no avail. He will be back.

## RESULTS (DAY 1)

- 1 John McAssey (Starlet) 877.1s,
- 2 Piers MacFheorais (MX5) 888.3s,
- 3 Declan Hendrick (Starlet) 907.3s,
- 4 Anthony Culleton (Starlet) 923.5s,
- 5 Michael Raleigh (Starlet) 943.5s,
- 6 William Ryan (Starlet) 944.1s.

*Class winners:* Patrick O'Leary (Starlet) 990.7s, Ciaran Garahy (Starlet) 974.1s.

## RESULTS (DAY 2)

- 1 John McAssey (Starlet) 721.9s,
- 2 Piers MacFheorais (MX5) 729.5s,
- 3 William Ryan (Starlet) 759.4s,
- 4 Anthony Culleton (Starlet) 770.9s,
- 5 Michael Raleigh (Starlet) 776.8s,
- 6 Karl Grehan (Starlet) 779.5s.

*Class winners:* Patrick O'Leary (Starlet) 809.1s, Ciaran Garahy (Starlet) 835.4s.  
*Ladies' Award:* Jane Grehan (Starlet) 905.5s.



Patrick O'Leary, Eoin Longworth, John McAssey, Karl & Jane Grehan

Piers wasn't happy with his handbrake deployment during the Birr weekend - he has effected a "cure" which feels more comfortable



Oliver May navigates but Can he?

## RESULTS

### GARDA SIOCHANA M C WEEKEND SPORTING TRIAL AT GARRYHUNDEN, CARLOW: 12th April

- 1 Tony Farrell (Erskine-S&S) 7 marks,
- 2 Paul Needham (Erskine-Honda) 8m,
- 3 Christopher Evans (ETE-Yamaha) 8m,
- 4 Philip Erskine (Erskine-Yamaha) 9m,
- 5 Jonathan Ralph (Suzuki) 9m,
- 6 Ian MacWilliam (Erskine-Yamaha) 11m,
- 7 Percy Pennefather (Erskine-Suzuki) 13m,
- 8 Alan Kilkenny (Kilkenny-Yamaha) 17m,
- 9 Conor Peden (Peden-VW) 18m,
- 10 Craig MacWilliam (Erskine-Yamaha) 20m,

### IRISH MOTOR RACING CLUB RACE MEETING AT MONDELLO PARK: 13th April

#### STRYKER RACE 1 (12 laps):

- 1 Alan Watkins 12m 36.63s, 65.63 mph,
  - 2 Alan Auerbach 12m 37.47s,
  - 3 Des Bruton 12m 46.92s.
- Fastest lap: Watkins 1m 02.093s, 66.65 mph.

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

- 1 Alan Watkins 15m 42.04s, 65.89 mph,
  - 2 Alan Auerbach 15m 50.15s,
  - 3 Dave Griffin 16m 01.01s,
  - 4 Des Bruton 16m 01.32s.
- Fastest lap: Auerbach 1m 01.724s, 67.05 mph.

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

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

- 1 Niall Murray (Van Diemen LA10) 16m 35.73s, 87.48 mph
- Fastest lap: Murray 1m 01.26s, 88.85 mph.

#### FORMULA FORD 1600 RACE 2 (11 laps):

- 1 Niall Murray (Van Diemen LA10) 11m 27.55s, 87.08 mph
- Fastest lap: Murray 1m 01.62s, 88.33 mph.

### MOTOR ENTHUSIASTS' CLUB JENKINS CUP SPORTING TRIAL AT CORBALLIS, RATHDRUM, CO WICKLOW: 26th April

- 1 Alan Kilkenny (Kilkenny-Yamaha) 27 marks,
- 2 Ian MacWilliam (Erskine-Yamaha) 30m,
- 3 Craig MacWilliam (Erskine-Yamaha) 31m,
- 4 Paul Needham (Erskine-Honda) 31m,
- 5 John O'Reilly (Erskine-Kawasaki) 36m,
- 6 Fergil Gregory (Erskine-Yamaha) 38m,
- 7 Christopher Evans (ETE-Yamaha) 38m.

### LEINSTER M C/BARC RACE MEETING AT BISHOPSCOURT, CO DOWN (ROUNDS OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIPS): 10th May

#### FORMULA FORD 1600 RACE 1 (7 laps):

- 1 Stephen Daly (Ray GR13),
- 2 Niall Murray (Van Diemen LA10).

#### FORMULA FORD 1600 RACE 2 (10 mins):

- 1 Niall Murray (Van Diemen LA10).

#### FIESTA RACE 1 (10 laps):

- 1 Andrew Blair,
- 2 Liam Denning,
- 3 Richard Livingston,
- 4 John Denning,
- 5 John Morris.

#### FIESTA RACE 2 (6 laps):

- 1 Andrew Blair,
- 2 Liam Denning,
- 3 Ian McCallister
- 4 Ryan Campbell,
- 5 Richard Livingston,
- 6 John Morris.

#### STRYKER RACE 1 (6 laps):

- 1 Alan Watkins,
- 2 Dave Griffin,
- 3 Mark Baker,
- 4 Alan Auerbach.

Fastest Lap: Watkins 1m 26.6s, 75.76 mph



**STRYKER RACE 2 (10 mins):**

- 1 Alan Watkins,
- 2 Dave Griffin,
- 3 Mark Baker,
- 4 Alan Auerbach.

**SKIBBEREEN & DISTRICT C C NORMAN  
GILES MEMORIAL AUTOTEST AT  
KILBROGAN, BANDON, CO CORK (ROUND 3  
OF PREMIER AUTO PARTS MUNSTER  
CHAMPIONSHIP) (DAY 1): 24th May**

- 1 Peter Falvey (Mini Special) 458.3s,
  - 2 Timmy Lynch (Westfield) 463.2s,
  - 3 Liam Croston (Nova) 494.3s,
  - 4 Paddy Power (Mini Special) 495.2s,
  - 5 Liam Cashman (Westfield) 507.1s,
  - 6 Peter Desmond (Westfield) 511.3s.
- Class winners:* Damien Doran (Mini) 521.5s, Paddy Power, Martin Walsh (Starlet Special) 531.1s, Timmy

Lynch, Michael Lynch (Starlet) 541.0s, Liam Croston, Robert Fenlon (Seicento) 603.3s.

**SKIBBEREEN & DISTRICT C C NORMAN  
GILES MEMORIAL AUTOTEST AT  
KILBROGAN, BANDON, CO CORK (ROUND 4  
OF PREMIER AUTO PARTS MUNSTER  
CHAMPIONSHIP) (DAY 2): 25th May**

- 1 Peter Falvey (Mini Special) 481.9s,
  - 2 Timmy Lynch (Westfield) 489.0s,
  - 3 Liam Croston (Nova) 523.6s,
  - 4 Don Giles (Westfield) 535.1s,
  - 5 Mike Mulcahy (Mini Special) 537.2s,
  - 6 Paddy Power (Mini Special) 543.4s,
- Class winners:* Rory Power (Mini) 571.4s, Mike Mulcahy, Mark Coghlan (Starlet Special) 600.1s, Timmy Lynch, Michael Lynch (Starlet) 601.5s, Liam Croston, Robert Fenlon (Seicento) 638.2s.

**SNIPPETS**

Puddenhill Activity Centre, Moorepark, Garristown on the border of Meath and Dublin is being run by Finbarr Murray. Finbarr is the son of former TDC committee member Declan, nephew of legendary TDC Treasurer, Bernadette and, for those of you genealogically inclined, the first cousin, once removed, of renowned autotester, Alan. Finbarr is a very welcoming host, so much so that there is already "talk" of a Karting Night in September.



Run by British RallycrossRX star Liam Doran, LD Motorsports will have two separate teams in 2014, the LD Motorsports World RX team and the Monster Energy World RX team, for which



Doran himself will drive, alongside a yet to be announced team-mate. Derek Tohill, the reigning RallycrossRX TouringCar champion, will partner former Super1600 event winner Krzysztof Skorupski in the World Rallycross Championship this season. They will drive Citroen DS3 Supercars for the "other" team. Derek secured eighth position in the finals of the opening round of the FIA World Rallycross Championship, hosted in Portugal on 3rd/4th May. Turbo problems blighted his chances at the second round in Lydden Hill on 24th/25th May and he failed to make the semi-finals.

Subsequent rounds in Finland, Sweden, Belgium, Canada, France, Germany, Italy and Turkey, with the championship also rostered for the 28/29 November in Argentina, will surely see his fortunes improve.



*A less publicised addition to the LD Motorsports ranks is Daniel Byrne. Daniel, who has done in the past some moonlighting for Tony Bardy, received a 'phone call to join LD Motorsports for an event in late February. Three days later he was asked to stay for three weeks and after another three days was asked to stay on for the Championship! It didn't take long for his ability to manifest itself. He has been busy with them ever since and has only been back for four days in the meantime (this meant that Eamonn was faced with more work than he had expected when he and the family returned from their holiday). Daniel works on all the LD Motorsports cars but at events he is assigned to Derek's machine. The Scandinavian leg of the Championship is imminent and he is due home for a day or two before he heads off again.*

## SNIPPET

LARRY JONES

### Reporters:

1. J. Ewing	R. O'Sullivan	WV
2. F. Kennell	L. Meyer	<del>Cooper 3</del>
3. A. Rooney	J. French	ALA
4. A. Pinketer	R. Britton	Imp
5. B. Bruce		Cooper 3
6. J. Farrell	C. Farrell	Mexico
7. S. Griffin	N. Daly	Cooper 3
8. G. Palmer	E. O'Sullivan	Dateau
9. J. Farrell	E. Ingalls	Hunter GHS
10. A. Giffney	L. Greene	Wiget

## Novelty:

11. J. Reynolds	G. Worde	Escort 43
12. A. Adams	A. Brown	Escort
13. S. Flanagan	Miss S. Digby	Imp
14. J. McCreesh	A. Poole	Escort RSP200
15. P. O'Keefe	U. O'Keefe	Lotus Cortina
16. L. Potts	J. Coyne	Volvo
17. L. Roe	J. O'Reilly	VW
18. P. Lenehan ✓	J. McCarthy	Mini
19. E. Richardson	E. Rinwood	Corve
20. C. Evans	R. Millard	Mercedes 190s
21. G. Kehoe ✓	Miss M. Adams	Club n GT
22. A. McGrath	Mrs. E. Fox	Clubman
23. A. Cronin	Miss H. Gough	Escort GT
24. E. Francis	E. Egan	Imp
25. B. O'Shea	E. McQuinn	Fiat 126
26. P. Davanagh	B. Fegan	Fiat 127
27. F. Bouley	J. O'Dowling	Fiat 126
28. I. Sheane	V. Sheane	VW
29. C. Buckley	K. Waldron	Stiletto
30. E. Kane	S. Richards	Imp
31. J. Donny	G. Conway	Imp
32. A. Wheatley	J. Doyle	Imp
33. L. Sutton	A. King	Imp
34. D. Ferrisvov	V. O'Meara	Anglia
35. T. Fitzpatrick	T. Webb	Imp
36. D. Lee	K. Molloy	Imp 4
37. J. McDonald	L. Murphy	Mini 1
38. C. Byrne	D. Brock	LG 1100
39. D. Gaffney	E. Gaffney	Escort
40. E. O'Sullivan	P. Ward	Escort
41. A. Fyenne	C. Spring	Fiat 124
42. R. Broderick	A. Fitzpatrick	Escort
43. P. O'Reilly	A. Furelly	VW
44. P. Fitchney	V. Delaney	Alfaud
45. L. Jordan		Peugot 404

From the Fennell archive this poor copy is notable for two main reasons:

The event took place on the day of the Dublin /Monaghan bombings - 17th May 1974

The name at the bottom of the list -  
 “O, how the lowly have risen” -  
 Eddie Jordan in a Peugeot 404.  
 Frank is currently searching for the  
 results of this event to see where he  
 finished.

Other names will, of course, be familiar to the more mature among you, as will those on the other Fennell “find” below.

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

CIBI E NITE LITE RAL

20th/21st NOVEMBER, 1971

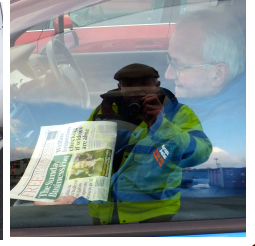
NAME	No.	CAR	CONI	VIA2	VIA3	VIA4	VIA5	VIA6	T.P7	VIA8	VIA9	VIA10	VIA11	VIA12	T.P13	VIA14
RIDGES/B.DOYLE	1	COOPER														
PODGHAN/L.WHYTE	2	ESCORT											25			
PODGHAN/R.MURPHY	3	COOPER											25			
PODGHAN/P.PHELAN	4	TRIUMPH											25			
PODGHAN/B.McCONVILLE	5	ESCORT														
PODGHAN/T.M.INGLIS	6	ESCORT										25			10	
PODGHAN/D.JOHNSTON	7	COOPER														
PODGHAN/D.FLANAGAN	8	COOPER														
PODGHAN/F.O'DONOGHUE	9	COOPER														
PODGHAN/C.McNALLY	10	COOPER														
PODGHAN/P. KAVANAGH	11	ESCORT														
PODGHAN/J.LYON	12	ELF													40	
PODGHAN/R.BRUTON	13	ANGLIA														
PODGHAN/MRS.M.McILROY	14	IMP														
PODGHAN/E.COTTER	15	ESCORT														
PODGHAN/R.McALISTER	16	CLUBMAN													130	
PODGHAN/P.SCOTT	17	ESCORT														
PODGHAN/SCHNITTGER/L.MURPHY	18	ESCORT											100	100	20	
PODGHAN/MISS K.PIERCE	19	COOPER													60	
PODGHAN/J.HARRIS	20	ESCORT											25	100	200	
PODGHAN/P.ARMSTRONG	21	MINI						20					125	100	200	
PODGHAN/M.DOLAN	22	ANGLIA														
PODGHAN/K.FORDE	23	ESCORT														
PODGHAN/P.O'SULLIVAN	24	ESCORT		25												
PODGHAN/D.GARRAHAN	25	VOLKSWAG.											25		110	
PODGHAN/J.DOWLING	26	IMP		100		100		100					100	100	200	
PODGHAN/HASSETT/M.GREENE	27	ESCORT		100		100			200				100	25	50	
PODGHAN/R.DRACHEN	28	IMP							10				100	100	200	
PODGHAN/S.NICHOLS	29	MINI 850											25	25		
PODGHAN/E.GREENE	30	MINI 1000											100	100	200	
PODGHAN/A.LYNCH	31	MINI 1000							20							
PODGHAN/MISS J.NEWMAN	32	AVenger											100	100	10	
PODGHAN/B.McCONNELL	33	AVenger											100	100		



QUIZ

April Answers

- 1 Who is in silhouette? **Paul Blair**
- 2 Whose car is plugged in? **Stephen Briggs**
- 3 Who are the fuzzy men? **John Boyd & the Editor**



June Question

Who does this T-shirt belong to?

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



SNIPPETS

Longtime motorsport luminary, Dudley Reynolds died in April. He is pictured here wearing glasses with Jimmy Millard (without a cigarette), one-time TDC Vice-President and long-time committee member, beside the car on the right.

This was the Lincoln & Nolan five car team of Austin A35s for the 1954 1000 mile Circuit of Ireland Trial.



Spotted at the Flying Scotsman at the beginning of April was a red trousered trio who are known to TDC - Clifford Auld, Richard Pain & Michael Jackson

June Crossword

1		2			3
4	5		6		
7					

Across

- 1 ? Plus 4 (6)
- 4 ? S (6)
- 7 Opened out a hole (6)

Down

- 1 MB abbreviation (4)
- 2 ? 1600, 1800, 2000 (2)
- 3 This hexagonal boron compound is a useful high temperature lubricant akin to molybdenum disulphide (7)
- 5 Which manufacturer's current city car is the "Adam"? (4)
- 6 A Ford "cat" model (4)

April Solution

D	A	N	I	E	L
E		A			E
A					O
R	O	M	A	I	N
	W		N		A
F	E	N	D	E	R
	N		Y		D

*In order to give a bit more exposure to the loyal supporters who take space in the programme for the James Pringle ITA, the ads are reproduced here, albeit on a smaller scale.*

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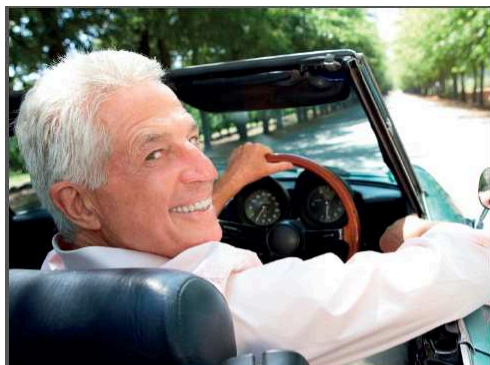
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As the photos appearing in the last few Turbines suggested, there will be a

# PRODUCTION CAR TRIAL

on the evening of

**Wednesday 16th July**

at a venue not far from

**Glencullen**



**Don't  
miss  
it**



Only two wheel drive road cars with "normal"  
tyres eligible  
Entry Fee €35  
Watch website for details





# 60th Anniversary



1954 - 2014



2:00 pm

## AFTERNOON

Start:  
"THE STEP INN"  
€10 per car



Saturday 23rd August 2014



7:30 pm

## EVENING



Live Music

ST. HELEN'S HOTEL, BOOTERSTOWN €30

Contact Philip O'Reilly 0872686333  
Frank Fennell 0862566880





# TDC Beginners Autotest

Just beyond Sandyford Pitch and Putt  
Start 5.00 pm SHARP (Check-in from 4.30)

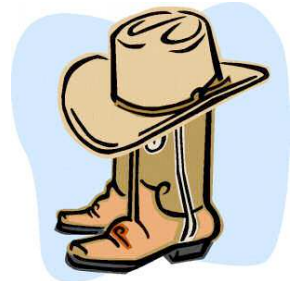


Stepaside, Co. Dublin, June 4th 2014



You will remember that last year TDC was involved in raising funds for Oisín.

Oisín continues to need help so our President, Frank Lenehan 0862523255, is putting on another night of fun and frolics to help his cause. Tickets (€25) must be purchased in advance.



**Saturday 7th June  
2014**  
**Woodside, Sandyford  
eight 'til late**

There will be strategically placed buckets on 4th June for those of you who would like to make a contribution.





# 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**



