

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

March 2015

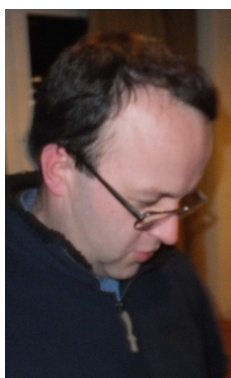
Presidential Platitudes

The time is almost upon us for the Retro. Thank you to the many who have already offered your services to ensure the smooth running of the event. There are still a couple of gaps to fill. If you can help do contact Ian McCulloch 086 3738781.

Soon after the Retro will be the James Pringle International Trophy Autotest

on Saturday 9th May with the first round of the Beginners' Championship the following day. Help will also be needed for these events. (See the back page for details.)

The Tour Britannia, an event for 'supercars' will be visiting Ireland on Wednesday & Thursday, 13th & 14th May. The cars will be tackling a Special Stage over Sally Gap on the Wednesday. Help will be required for this as well. Again, let us know if you are available.



Alongside is a photo of Peter Boyd. As you can see, the quality is not great and demonstrates why Peter was the British Road Rally Photographer of the Year 2014 and not Ian McCulloch! Details of Peter's well-deserved win are to be found on Page 9.

Please remember that copy relating to any motoring topic and/or event will receive extremely favourable consideration.



This issue uses pics from Peter Boyd, Con Brady & James Mansfield - Thank you

Frank



I had been expecting to do the event with Dave Fitzgerald but circumstances intervened and I ended up marshalling with Frank Fennell. Which option would you have preferred?! Frank picked me up early so that he would have plenty of time to savour the Luttrellstown GC “full Irish”. I was happy to accommodate him as it gave me another opportunity to satisfy my paparazzi habit.



I have just mentioned “early” above but the night section of these events does mean that they start at a time which doesn’t necessitate sleep deprivation. In due course FF and I set off for the finish of the first selective. Some drivers were so pleased to see us out of the corner of their eye that they tried to turn into the finish on their first “pass” before their navigator persuaded them to continue around the second half of the Luttrellstown maze.

Judging by the smiles on faces, this was a good test. Indeed, Tommy Commane, sitting with Ger



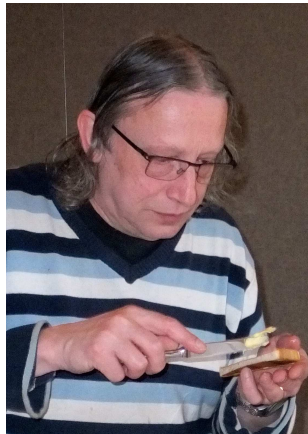
McCarthy, reckoned that they had already had their moneysworth at this stage.

The disappointing entry of just over 30 meant that FF and myself were able to abandon ship, return to the clubhouse for lunch and to watch a couple of rugby internationals (the latter was punctuated by occasional sorties of confirmation partygoers which relieved the monotony of what was

not particularly scintillating viewing). The field had headed for Moyvalley and environs for the bulk of the selectives. Unfortunately, the “obstacles” on these were insufficient to prevent the bogey times being beaten by the majority of the field so that they had little effect on the final outcome. Having said that the same majority reported that they had really enjoyed the “cut”!

FF and I ventured out into the semi-darkness at about 6:30 pm to the finish of the final test, just alongside the carpark. The weather wasn’t quite as clement as it had been earlier so we stayed in the car. Again, smiles were the order of the day (evening).

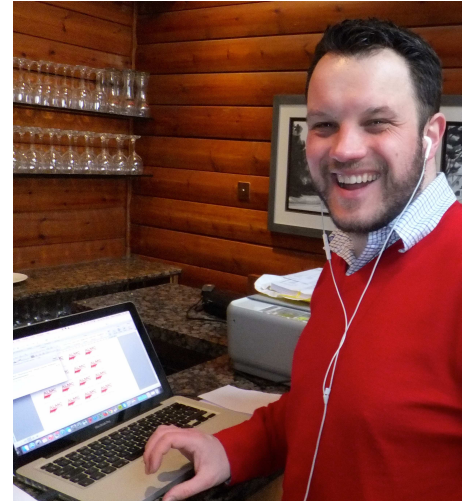
Angus Sealy produced the results very promptly given how late it was when he received the first time-cards. A good dinner was enjoyed by all who stayed on during this interlude, after which the awards were presented.



Given the amount of effort expended in setting up and running events like these, the number of competitors must increase if they are to survive. I seem to remember having expressed these sentiments



not so long ago. I do hope they haven’t “run their course”. Frank O’Donoghue and Conor Crowley deserve a special mention for their input.



One reason in particular that this event should continue is that it offers the opportunity for those who don’t visit the hills to see Simon



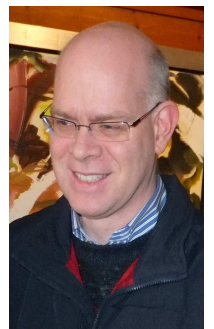
McKinley in action. He persuades his Cinquecento to travel at a rate which verges on the supernatural.

Editor



RESULTS

1 Eamonn Byrne/William Kelly (Toyota Starlet) 1m 57s,

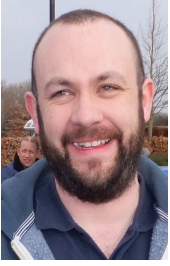


2 Robert Barrable/Sean Lillis (Toyota Starlet) 2m 14s,



TDC Turbine

3 Sean O'Toole/Maurice McMonagle (Toyota Starlet) 2m 51s,



James Driver & Adam Walsh

2 Mark Walsh/Linda Dempsey (Ford Escort) 5m 59s,



4 Karl O'Donoghue/Kevin Fagan (Toyota Starlet) 3m 29s,



2 Dermot McCafferty/Paddy McCrudden (Toyota Starlet) 5m 10s,



3 Des Bruton/Eddie Colton (Hillman Avenger Tiger) 6m 16s.



5 Damien Doran/Anthony O'Neill (Toyota Starlet) 3m 54s,



3 Eoin Longworth/Stephen Joyce (Toyota Starlet) 11m 36s.



6 Simon McKinley/Declan Cundelan (Fiat Cinquecento) 4m 27s.

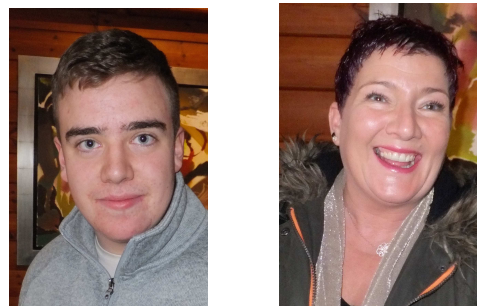
One litre class winner: Alan Kane/Della O'Reilly (Nissan Micra) 13m 59s.



I'm not sure at what stage in proceedings that the Micra became a Cinquecento or vice versa

Navigation Cars:

1 Niall Driver/James Driver (Toyota Starlet) 3m 18s,



Stephen Joyce's mother, Suzanne came along to make sure that Eoin took good care of her little treasure

Retrospective Cars:

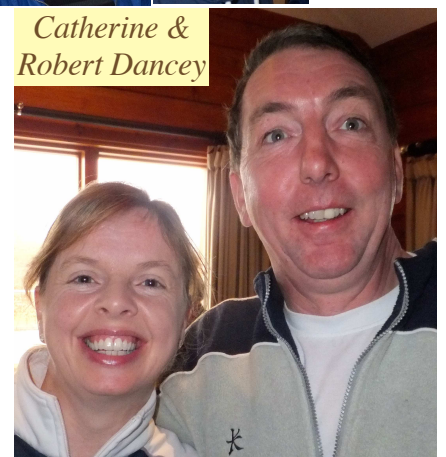
1 Martin Nugent/Tim Faulkner (Ford Escort) 5m 13s,



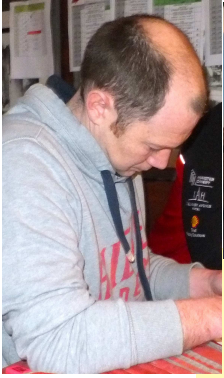
Clockwise from top left: Graham O'Donoghue, Clifford Auld, Noel Broderick, Eoin O'Curry, Paschal & Áine Dunne



Catherine & Robert Dancey



TDC Turbine



*Ken Carmody
& Brian
Duggan*



*Deirdre Gallagher &
Noel Devlin*



*Colin Sheridan & Kevin
O'Rourke had a more
eventful outing than their
last foray together.*



*The Golf Club was so keen not
to have their carpets defiled by
rally mud that they provided
these fetching shoe covers.*



*Mark Reilly & Paul Gibbons (above)
were seen later in discussion with
Angus Sealy and Conor Crowley.*



*Glyn Gaffney & Alan Doran were in
a new (to them) Starlet which
featured a very impressive looking
set-up for Alan. He was especially
looking forward to availing of the
"direction assist" facility.*

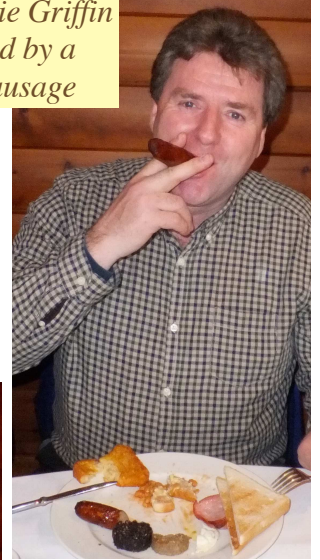


*As was the case the last
time I took his photograph,
Alan Shinnors is confused
as to the sport he is taking
part in. Brother, George
looks on resignedly.*



*Rocket Ronnie Griffin
is confused by a
smokey sausage*

*Ted Gaffney
says that if
Carlsberg
did car care
products it
would be
Autoglym*



*Sweepers, Brian
Byrne & John
Tallon*



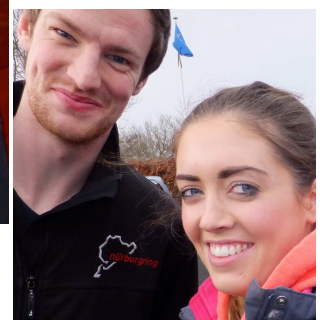
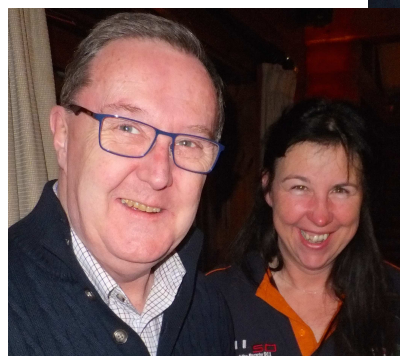
*She, who
always
wears a
smile,
Audrey
O'Donoghue*



*Frank Hussey
& Karen
Gaffney*



*A warm
welcome
was
provided
by Dawn
Popham
& Louise
Conaghy*



*Matthew Walsh &
Helen Caulfield*

RESULTS



James Wilson/Stephen Kearney
Mini 841.1



Will Corry/Peter Moreland-Moore
Midget 862.9



Sam Wilson/Simon Brewster
Mini 873.2
Eric Patterson/Raymond Donaldson
MX-5 879.1



Robert Dickson/Catherine Dickson
Mini 891.9
Frank Lenehan/Olwen Blair
Starlet 894.7



Noel Cochrane/Trevor Reid
Midget 895.1



Frank Lenehan & Olwen Blair seem to be interpreting the test diagram somewhat differently to Raymond Donaldson & Eric Patterson

Norman Ferguson/Brendan Mooney
Mini 912.9



[This event features a quaint regulation which allows only Imperial cars to win awards - those in italics are ineligible.]

It started in Delamont. The only southerners to make the trip up were Declan Hendrick, Kevin Fagan, Frank Lenehan, dad and myself. Declan, Kevin & Frank came up the night before and stayed in a local hotel to avoid the 5.30am start that dad and myself had to endure. Kevin was giving Declan the instructions, or lessons. The last time Kevin sat in the car with me I was told I was not going fast enough and not doing enough left foot braking. (He is available for professional lessons at a very reasonable rate). Frank had

Olwen to keep him on track as usual. We were seeded very near the back so we didn't get going for about an hour after everyone else. This gave us a chance to watch the rest of the field complete the first and second tests which were in the carpark of Delmont and easy to view while queueing up for our turn. There

were a couple of unscheduled spins as some drivers may have felt they needed to impress the spectators. The tests were all open and easy to follow and there wasn't too much to hit if it all went wrong! The day finished back in Delamont with a final test at and refreshments for everyone.

Richard



Declan & Kevin



David & Richard Meeke

Howie Wilde Autotest postscript



The editor was delighted with the response to the Hewison piece in the last issue somewhere on the internet - Facebook, I think but I can't seem to find the contributions as I "go to press". I did copy some of the immediate reactions which I have included

here. I am sure the rest are in the "ether" somewhere if you have the will to go looking for them.

Given that the original piece was a compilation of views expressed to me, I am not going to try to respond specifically. I would just say that autotesting as practised by the current crop of regulars is an art form worthy of greater recognition. I hope that the debate might further this end by making decisions which will see it prosper. The annual Hewison post-mortem would be a good forum to tease out solutions - an effort to get a greater number of interested parties to attend would have to be made.

Incidentally, the Hewison Facebook page is always worth a visit - the videos are particularly watchable.



Guy Foster with Warren Gillespie.

Anyone seen the new TDC Turbine? I'm surprised by this article.

This is going to be a bit of an essay but I think it should be said.

There are valid points but, as a regular competitor, for the most part I highly disagree with the piece.

The article suggests that one reason events are held up by competitors knowingly waiting so to avail of better conditions. The Hewison is full of true sportsmen, I don't know of any competitor that would stoop to do that.

Fair enough the last few Hewisons have run on late due to some classes waiting round, its starting to get a bit silly. Some competitors arrive late and others in their class (me included) do not want to start until everyone they usually race is ready, then drivers wait around after they are finished tests to see how their rivals do. Which leads to running in large groups. I think running order and test walking rules should be brought in - nothing drastic just rules similar to the excellently run northern events, it would make events run smoother.

As for walking tests after the start time, since I've started autotesting its been customary to walk all the tests, then walk each of them again just before the first

running of each test. That means you thoroughly know them before setting off. This almost always takes place after the allotted start time, its the same north and south. Almost every regular competitor does it. Northern events still finish well on time.

The difficulty of tests has been a big topic lately and to be honest I'm getting seriously sick of it. Tests should be made easier for road cars.....Why?

Nowhere in the world are there more highly modified well prepared precision driving cars. We have ultra modified minis, lightweight novas running motorbike throttle-bodies and fire-spitting caterhams with more than 400bhp per tonne. These cars compete in the Hewison and NI championships which are the pinnacle of the sport, they should have the toughest tests to actually challenge the cars and their drivers.

There are LOADS of events suitable for road going cars. Beginners and club autotests, MVATs, lanes rallies, endurance events, retros and more recently PCTs. For a test to be designed with roadgoing cars in mind requires tests to be much too open to be a challenge to the regular competitors.

True autotest cars are barely an inch off the ground and thus need smooth venues. Because of that the number of autotests we can enter is limited.

Why should we make our sport less challenging because some competitors aren't willing to go out and get an autotest car? There are numerous autotests roadgoing cars can enter, people can easily enter these to see if they want to take the plunge. You wouldn't see a lad turning up in an S-Class to do the Rally of the Lakes then demanding the stages are changed because he can't get the car round hairpins. He'd be told to go get a proper car or deal with it.

It's not hard to prepare a beginners autotest car, strip any unnecessary weight, whip out the angle grinder, get some perspex and you can get started for less than 600 quid. Alternatively, learn your craft in a roadgoing car then buy/build an competitive autotest car to take on the hardest events.

The last thing is the article is quick to point out falling entry numbers, putting blame on the reasons above. I have a different view. Autotesting at the top level has become a very tough, competitive, dramatic and impressive to watch motorsport but nobody knows what it is...

I've seen shares, likes and comments from all over the world coming in on my videos in the past few months. People can't believe what we can do. Last year posts from the Hewison trophy page reached over 150

thousand people. The cars that compete are immaculate. The Hewison should be used to showcase the sport, and events should be in the public eye where possible and be advertised more - people are interested. If the sport was marketed for what it is, the world's toughest precision driving challenge, we would start to see more new faces, first spectating then starting to filter into the sport at all levels. As it is, autotesting is just sort of forgotten, even in our own circles, compared to MVATs and lanes rallies.

Case in point, there were three rounds since the last Turbine, and plenty of media to go with them, the only mention of the Hewison (bar results) in this Turbine was that article.

Darren Quille

1. Autotesting is a dying sport with very few new faces coming on board.
2. Autotesting is always hidden away in my opinion - nobody seems to know about it. Anyone that I've talked to at an event (spectators) thinks it's great and wants to know more about it.
3. I agree the Hewison is the Irish championship but I have found in 1 or 2 of the rounds that it is very difficult to get around some of the tests (tightness not memory) and I'm in a Westfield. I can only imagine how a big car finds it. Also when you hear an autotester say they're not doing this anymore because the tests are so tight, of course it's not good. I've personally heard this from 2 people. My own opinion is that a test can be difficult without being tight but I know there is a happy medium. There are pros and cons to both. I don't know what the answers are or what to do about it. Promoting autotesting at car events/shows might be one but I've personally been threatened with losing my licence for this. I think that this situation has to change too. If people don't know about autotesting they most certainly won't go and build a car for it.

Will Corry

Firstly, Guy, you have written a well thought out argument for all of the mentioned 'issues'. I don't want to speak out of turn as I am not competing in either the Hewison or NI championship. I am, however, the sort of driver who is on the sidelines at these events and is contemplating joining the ranks. I have driven on several rounds of the NI championship and a few Hewison rounds. Some of the tests have been sensational to drive and really test talent, machinery and bravery in equal share. These are the sort of tests that any driver wants to drive - they reward ability, competency, bravery and will always find a winner.

Some tests however are miserable to drive. I know some might think this driver preference, but if you have to be mechanically brutal to achieve the prescribed route then there is an issue. We are 'clubmen' after all. This means we don't have the funds to be fixing constantly. Yes, the cars are prepared to the highest level in this country as a whole. However, if you are starting to trail gearboxes and shafts out of a car at every event then surely there is an issue in the diagrams? To me, autotesting at this level should be difficult, not impossible. It should aspire to combine a perfect balance of fluidity/ motion and mechanical timing/sympathy. If a competent driver is having to clutch dump a car or be otherwise brutal then something needs reviewed. A winner will always be found on any day of competing and it is normal for the fastest person to be the winner. That shouldn't change whether or not the course is set on a ridiculously tight area. The people in the sport have been around long enough to set up superb drivers' tests, not gearbox banging mental nightmares. I fully appreciate that the pinnacle of any sport is demanding and will require the correct machinery and indeed athlete to achieve success, but regardless of what the sport is, it still needs to be enjoyable for the end user. Hitting a car or continually breaking it, is not sustainable.

SNIPPET

Brendan McCoy continues to feed me piffling, albeit interesting, minutiae.

His latest missive had the pic below attached - a postscript to previous A30/A35 references



NO RAIN in Ireland, as George Mangan bids farewell to Jimmy Millard and Dr. Norman Jackson (Austin A30). Autosport January 22 1954

SNIPPET

Andrew O'Donohoe found these incriminating (well the first two anyway) pics of Uncle Peter Lynch amongst miscellaneous motorsport paraphernalia



Con Connolly

Fiat 128 3p aerobatics

An attack on Des Cullen at a Mondello RACE meeting - NOT Rallycross as you might be tempted to infer



Giant killing in a Golf GTI in Dun Laoghaire



British Road Rallying Photographer of 2014 - Peespeed Photography

One of Ireland's favourite photographers and your photographer of 2014, courtesy of 190 (20%) of the votes! Peespeed Photography have been covering various motorsport events since 2003 and have recently been covering the Northern Irish Lanes events which run under the recent Targa permit.

I caught up with **Peter Boyd** (Owner) and asked him a few questions.

Favourite event of 2014 to photograph? Hard to pick one event in particular but the Queens University Summer Lanes Rally was great, new venue at Baronscourt and great tests in the forests on the estate, Magherafelt Targa in Davagh Forest

was also good craic as was the UAC Not The Boxing Day Rally.

Any drivers that show off just to get a good shot? Numerous show offs, mainly hairdressers in MX5s, most notably John O'Kane, Allan Harryman and Terence Dillon; Neil Fletcher in the Mk1 Escort likes to let the tail slide too, but a few of the FWD guys like to get in on the act as well like David Thompson and Owen Murray....they all blame the camera for causing the car to lose traction!



There has been some "chat" about in-car videos recently, including a suggestion that they may be permitted on Lanes/Targa rallies up north. The regs extract below clarifies the situation.

21) Competing cars must comply with MSA technical regulations. The organisers would like to draw your attention to the following points:

- All cars must carry a small spill kit (R18.6.5).
- Cars are not permitted to carry any advertising
- **Cars are not permitted to carry any in-car cameras or film any special tests.**
- All cars must be taxed and MOT/NCT'd where appropriate (tax disc must be displayed and MOT/NCT certificate must be present at scrutiny)
- No 4wd cars permitted.
- Forced induction cars up to 1500cc complying with R18.2.5 are permitted.
- Cars must comply with noise regulations R4.1
- Tyres must be road legal. Due to the nature of some lanes used on this event, gravel/off-road type tyres will NOT be permitted, to avoid damage to surfaces.
- Mobile telephones are permitted to be carried (R7.2.3) however they must not be used on Special Tests, or to communicate any information about Special Tests, except in an emergency.

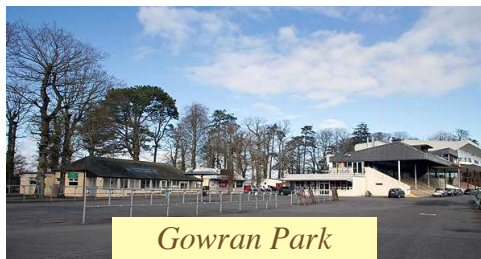
22) The use of intercoms, the carrying of spare fuel cans and **the use of in car cameras are prohibited, the penalty being exclusion** for competitors found in possession or using any of the listed items.

Plans are close to being finalised for what promises to be a memorable weekend. As ever, help is always welcome. If you are available please contact Ian McCulloch 0863738781.

The entry list continues to evolve. It and the latest competitor bulletin are on the website for you to peruse.

Peter Boyd has been as busy as ever and has come up with a comprehensive event summary which follows.

The TDC Irish Classic Retro returns after a 4 year gap on April 24th. With Michaels Jackson & Gabbett acting as Clerk and Deputy Clerk of the Course respectively and Fred Bent masterminding the route an interesting and busy weekend lies ahead for the 70 crews entered. A total of fourteen regularities, twenty four special tests and one night navigation section will be incorporated in a route which will cover seven counties. With the base for the weekend being in Kilkenny the competing crews will also travel through counties Carlow, Wexford, Wicklow, Kildare, Laois and Tipperary as they tackle the event.



Gowran Park

Friday afternoon will see the competing cars put through scrutiny at Gowran Park Racecourse with



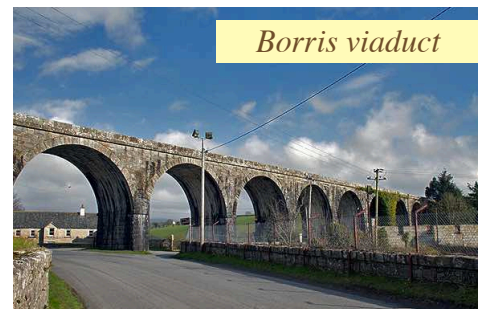
Who will be No. 1 on Sun evening?

IRISH CLASSIC RETRO

documentation and sign on also taking place at the County Kilkenny racecourse. Once all the formalities are over the crews will tackle 4 tests at various locations in the complex. It is hoped that these tests may be run simultaneously with competitors divided into groups. After a short break the tests will be repeated before a supper halt in the Gowran Restaurant. The first of the weekend's regularities starts after the Supper Halt followed by a test combining some of the tests from earlier in the evening with a second regularity bringing the crews into Kilkenny and the overnight stay at the Newpark Hotel.



Mount Leinster



Borris viaduct

Saturday morning sees the crews make a short trip to Dunbell just north of Kilkenny City for the first of the day's seven tests. Following the opening test is a short regularity near Goresbridge to get both crew members tuned in for the day ahead. The second of the day's tests takes place near Fenagh in Co. Carlow and is then followed by a regularity which will include parts of the South Leinster Way and finishes close to Borris. A coffee halt at Borris House precedes a "lash" through the grounds of the ancestral



Borris House



"On the lash" in Borris House

home of the MacMurrough-Kavanaghs, High Kings of Leinster. The third regularity of the day brings the crews east of the Blackstairs Mountains to the village of Clonegal on the border of Carlow and Wexford. Here the crews will be treated to lunch at Huntington



Huntington Castle

Castle, the ancient seat of the Esmonde family. A short test will follow lunch and then two regularities bringing crews from Carlow into Wicklow and finishing near Tinahely. Following the quick coffee stop is a short test and then the sixth regularity which follows a route from Tinahely to Rathvilly and ends near an old favourite of previous TDC Classic Retro Trials, Lisnavagh House. A short test in the yard at Lisnavagh is followed by two more regularities and a test near Grangecon, the second of the regularities finishing at the Supper

halt in Crookstown, Co. Kildare. Once crews have refuelled themselves and tended to their cars



"The Vin" in action on the 2008 TDC Classic Retro

they then tackle the night section of the event which will consist of two regularities and a Night Navigation. In memory of the late Vincent Fagan, "The Vin", there will be a special award for the winner of the Night Nav section of the event. This section sees competitors travel from Crookstown via previously used areas near Maganey, Kilkea and

Levistown then West of Carlow town and back into Co. Kilkenny and the finish of the day at the Newpark.

Sunday's restart sees the event head South via Callan for a number of tests before continuing to Co. Tipperary for some regularities near Corragan and Ninemilehouse'



Slievenamon, near Ninemilehouse

the second of these regularities finishing at Grove just outside Fethard.

Sunday's lunch halt will be at McCarthys Bar in Fethard and will give crews a chance to recharge their batteries before the return leg to

Kilkenny. The route back to the finish takes in two regularities, one to the North of Fethard and the other running near Ahenny and back into Co. Kilkenny with tests near Fethard, Parsons Hill and the finale at Ballytobin.

Once clear of the final test the finishers then make their way to a



Kilkenny Castle

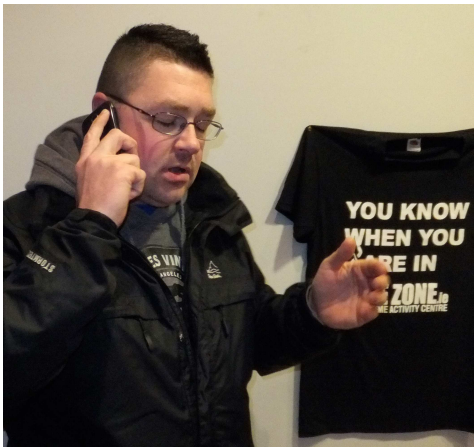
finish ceremony at Kilkenny Castle before heading back to HQ for the awards prizegiving.

Karting Night

6th March



As a gesture to acknowledge Puddenhill's hospitality for JJ's MVAT and the Beginners Autotest after the James Pringle ITA, Kevin



Fagan offered to rustle up a few volunteers to round off this particular week with a bang. Fifteen

turned up which was just enough for the "grand prix experience".

I was the only "never done it before" attendee so I was a bit daunted, even more so when my upper body strength was barely up to the task of allowing me to negotiate the warm-up lap for my first race. The steering did get a bit lighter when the speed increased (not by much) during the race itself. I was last on the grid for the first heat (Kevin must have tipped them off) and duly finished the race last. This set the tone for the evening and by the end of proceedings I had consolidated this position. I did have the slight encouragement of my having the eleventh fastest lap which boosted my morale a little. Despite my ineptitude I thoroughly enjoyed the experience.

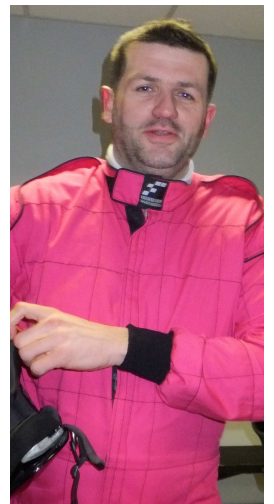
The track was a little tight but the organisation was very slick and even those who frequent other more expansive venues had a good

time. Tight racing was the order of the night, especially for the more aggressive drivers. Those who became a bit over-enthusiastic were "governed" by a master controller.

Owen Murray seemed to incur his displeasure more than most though I think his decision to choose pink overalls rather singled him out for attention. John Nolan was responsible for the fastest lap of the night, but the overall winner was Stephen Briggs.

This outing will definitely be repeated. The fact that the track is scheduled to be extended should reinforce this aspiration.

Editor 



RESULTS

- 1 Stephen Briggs
- 2 Les Coogan
- 3 Joe Doran
- 4 John Nolan
- 5 Owen Murray
- 6 Mark Walsh

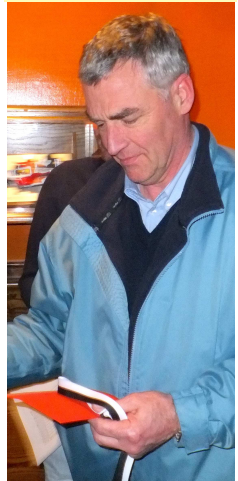
Fastest Lap: John Nolan



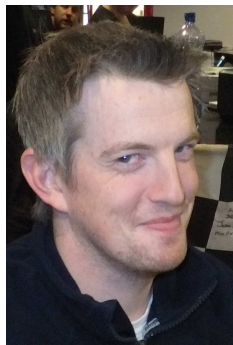
Stephen



Les



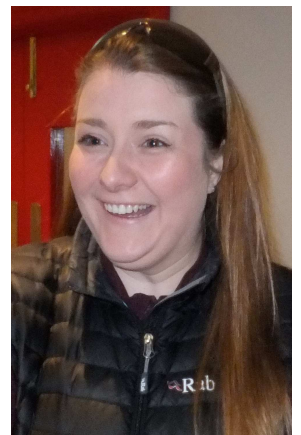
Clockwise from above - Joe, John & Mark



It was all a bit of a blur for some



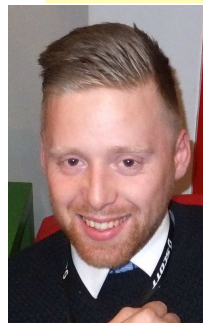
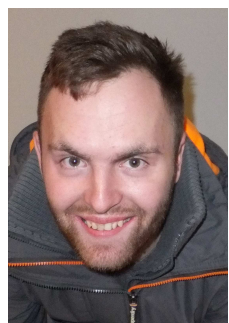
Ian McCulloch was the only one to bring his own overalls which made his last place even more embarrassing. He didn't have his own helmet so had to avail of a communal one which came with this very fetching lice protection device. I wonder is there any literature which could be consulted to discover how efficacious it is.



Judy Lambert



Dave Sheehan with JJ Farrell in the background



Rockets-in-waiting, Jason & Shane Griffin



The Hendricks' boys - Paul & Declan

SNIPPETS



Will Corry receiving the David Griffin Memorial Trophy from Frank Lenehan after his fine win at the TDC MVAT at the end of January

PS to Prizegiving in January



It should have been noted that Brian Kingston is not a graduate of the school of speechmaking which Eamonn Byrne attended.

CAPTION COMPETITION

There was a similar response again - none - so I have some pretty uninspired suggestions. I would love you to send me better ones for the next issue.

valianmcculloch@gmail.com



Nah nah, nah nah nah - my lens is bigger than your lens



Andrew's little helper certainly looks happy



Is Norman planning a new career as a contortionist?

Given that we have a father and a son here, what does that make Eamonn?



Are Paul & Mark the poster boys for the fledgling greyshirt faction?



RESULTS

MOTOR ENTHUSIASTS' CLUB JENKINS CUP SPORTING TRIAL AT CORBALLIS, RATHDRUM, CO WICKLOW: 31st January

- 1 Tony Farrell (Erskine-S&S) 5 marks,
- 2 Robin Taylor (VW) 8m,
- 3 Craig MacWilliam (Erskine-Yamaha) 9m,
- 4 Morgan Evans (Mog-Honda) 9m,
- 5 Christopher Evans (ETE-Yamaha) 13m,
- 6 Jonathan Ralph (Suzuki) 14m,
- 7 John O'Reilly (Erskine-Kawasaki) 14m,
- 8 James Ralph (Suzuki) 17m,
- 9 Richard Meeke (BD-Opel) 21m.

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 1 OF MCLOUGHLIN INDUSTRIAL FLOORING NATIONAL CHAMPIONSHIP): 1st February
SUPER FINAL:

- 1 Thomas O'Rafferty (Ford Fiesta) 4m 05.18s,
- 2 Pearse Browne (BMW Compact) 4m 07.52s,
- 3 Willie Coyne (Opel Corsa) 4m 08.31s,
- 4 Patrick Ryan (Vauxhall Nova) 4m 13.64s,
- 5 Niall Murray (Peugeot 106) 4m 16.56s,
- 6 Eoin Murray (Peugeot 106) 4m 19.96s.

MODIFIED A FINAL:

- 1 Pearse Browne (BMW Compact) 3m 30.95s,
- 2 Willie Coyne (Opel Corsa) 3m 31.16s,
- 3 Patrick Ryan (Vauxhall Nova) 3m 36.91s,
- 4 Chris Grimes (Vauxhall Nova) 3m 48.16s.

MODIFIED B FINAL:

- 1 George Tohill (BMW Compact) 3m 42.53s,
- 2 Chris Grimes (Vauxhall Nova) 3m 43.89s.

STOCK HATCH 16 VALVE A FINAL:

- 1 Niall Murray (Peugeot 106) 3m 39.90s,
- 2 John Ward (Peugeot 106) 3m 40.82s,
- 3 Eoin Murray (Peugeot 106) 3m 43.83s.

LAOIS RALLYSport CLUB AUTOTEST AT ROSENALLIS, CO LAOIS (ROUND 12 OF HEWISON TROPHY CHAMPIONSHIP): 8th February

- 1 Steven Ferguson (Mini Special) 691.9s,
- 2 Eamonn Byrne (Mini) 695.4s,
- 3 David Thompson (Nova) 718.3s,
- 4 Chris Grimes (Mini) 718.4s,
- 5 Mark King (Nova) 725.2s,
- 6 Timmy Lynch (Westfield) 725.6s,
- 7 Paddy Power (Mini Special) 726.6s,
- 8 Guy Foster (Mini Special) 733.7s,
- 9 Darren Quille (Westfield) 736.8s,
- 10 Norman Ferguson (Mini) 752.4s,

- 11 Ian White (Mini) 755.7s,
 - 12 Alan Coyle (Mini Special) 759.3s.
- Class winners:* Eamonn Byrne, Paddy Power, Timmy Lynch, David Thompson.
Semi-expert award: James Mansfield (Mini) 922.6s.
Novice award: Danny O'Donohoe (Escort) 1095.4s

LEINSTER MOTOR CLUB LINCOLN AND NOLAN CUP SPORTING TRIAL AT GALLOWS HILL, NEWCASTLE, CO WICKLOW: 14th February

- 1 Conor Peden (Peden-VW) 23 marks,
- 2 Paul Needham (Erskine-Honda) 24m,
- 3 Dara Fay (Wilson-Suzuki) 28m,
- 4 Jonathan Ralph (Suzuki) 31m,
- 5 Fergil Gregory (Erskine-Yamaha) 31m,
- 6 Morgan Evans (Mog-Honda) 31m,
- 7 David Meeke (BD-Opel) 34m,
- 8 Percy Pennefather (Erskine-Suzuki) 36m,
- 9 Richard Meeke (BD-Opel) 41m.

CO MONAGHAN M C AUTOTEST AT SWANS CROSS, CO MONAGHAN (ROUND 13 OF HEWISON TROPHY CHAMPIONSHIP): 15th February

- 1 Steven Ferguson (Mini Special) 706.7s,
 - 2 Eamonn Byrne (Mini) 716.9s,
 - 3 David Thompson (Nova) 732.4s,
 - 4 Timmy Lynch (Westfield) 735.0s,
 - 5 Mark King (Nova) 743.9s,
 - 6 Chris Grimes (Mini) 748.3s,
 - 7 Ashley Lamont (Westfield) 748.6s,
 - 8 Paddy Power (Mini Moke) 759.2s,
 - 9 Alan Coyle (Mini Special) 761.7s,
 - 10 Guy Foster (Mini Special) 762.0s,
 - 11 Norman Ferguson (Mini) 805.5s,
 - 12 Paul Phelan (Mini Special) 812.3s.
- Class winners:* Eamonn Byrne, Paddy Power, Timmy Lynch, David Thompson.

MOTOR ENTHUSIASTS' CLUB FREEMAN CUP AUTOTEST AT MONDELLO PARK, CO KILDARE (FINAL ROUND OF HEWISON TROPHY CHAMPIONSHIP): 22nd February

- 1 Robin Lyons (Mini) 627.1s,
- 2 Mark King (Nova) 639.2s,
- 3 Steven Ferguson (Mini Special) 643.6s,
- 4 Eamonn Byrne (Mini) 648.0s,
- 5 David Thompson (Nova) 655.5s,
- 6 Timmy Lynch (Westfield) 666.8s,
- 7 Darren Quille (Westfield) 671.8s,

RESULTS

8 Chris Grimes (Mini) 680.9s,
 9 Norman Ferguson (Mini) 691.5s,
 10 Paul Fobister (Haigh Special) 696.8s,
 11 Paul Phelan (Mini Special) 698.0s,
 12 Paddy Power (Mini Special) 702.3s.
Class winners: Eamonn Byrne, Steven Ferguson,
 Timmy Lynch, Mark King.
Semi-expert award: Rory Power (Mini) 823.4s.

**GARDA SIOCHANA M C THREE ROCK
 TROPHY SPORTING TRIAL AT
 AUGHFARRELL, BRITTAS,
 CO DUBLIN: 28th February**

1 Dara Fay (Wilson-Suzuki) 5 marks,
 2 Paul Needham (Erskine-Honda) 5m,
 3 Jonathan Ralph (Wilson-Suzuki) 8m,
 4 Fergil Gregory (Erskine-Yamaha) 10m,
 5 Morgan Evans (Mog-Honda) 11m,
 6 Alan Watkins (Watkins-Yamaha) 11m,
 7 Conor Peden (Peden-VW) 16m,
 8 Craig MacWilliam (Erskine-Yamaha) 19m,
 9 Percy Pennefather (Erskine-Suzuki) 20m,
 10 Richard Meeke (BD-Opel) 24m.

**LEINSTER MOTOR CLUB HEALY CUP
 SPORTING TRIAL AT BALLYBREW,
 ENNISKERRY, CO WICKLOW: 14th March**

1 Fergil Gregory (Erskine-Yamaha) 19 marks,
 2 Jonathan Ralph (Wilson-Suzuki) 19m,
 3 Percy Pennefather (Erskine-Suzuki) 20m,

4 James Ralph (Wilson-Suzuki) 21m,
 5 Morgan Evans (Mog-Honda) 22m,
 6 Gordon Watkins (Watkins-Yamaha) 26m,
 7 Paul Needham (Erskine-Honda) 27m,
 8 Robert Fox (VW) 29m,
 9 David Meeke (BD-Opel) 32m.

**MONDELLO PARK SPORTS CLUB RACE
 MEETING AT MONDELLO PARK: 15th March
 HISTORIC RACE (13 laps):**

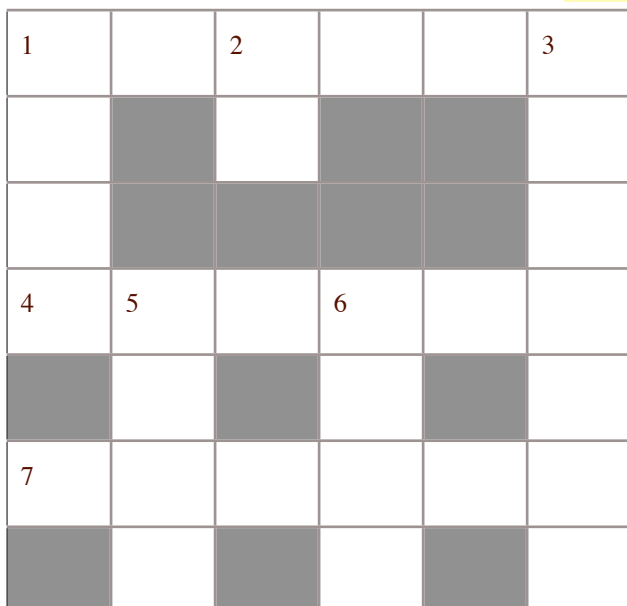
1 Bernard Foley (MGBGT V8) 15m 01.41s, 59.68 mph,
 2 Steve Griffin (MG Midget) 15m 02.86s.

**LIMERICK M C AUTOTEST AT BARNA
 TRANSPORT, NEWCASTLE WEST (ROUND 1
 OF PREMIER AUTO PARTS MUNSTER
 CHAMPIONSHIP): 22nd March**

1 Timmy Lynch (Westfield) 546.7s,
 2 Ian White (Mini) 557.6s,
 3 Paddy Power (Mini Special) 565.5s,
 4 Liam Cashman (Westfield) 566.4s,
 5 Liam Croston (Nova) 580.3s,
 6 Martin Walsh (Starlet Special) 599.1s,
 7 Alan Clarke (Mini Special) 614.3s,
 8 Michael Cashman (Corsa) 614.6s,
 9 Stefan Walsh (Starlet) 654.3s,
 10 Don Giles (Triumph Special) 667.9s.

Class winners: Ian White, Paddy Power, Martin Walsh,
 Liam Cashman, Stefan Walsh, Liam Croston, Brian
 O'Connell (Micra) 753.4s.

March Crossword



Across

1 A measure of water depth equal to six feet (6)
 4 Found between metal surfaces (6)
 7 Successful 50s & 60s UK
 Sporting Trials car (6)

Down

1 A significant motorsport one
 of these is chequered (4)
 2 Thank you for this 30s MG (2)
 3 Ford's iconic pony car (7)
 5 First name of Australian 1980
 F1 champion (4)
 6 Name of a Ford engine used
 in FF in crossflow guise (4)

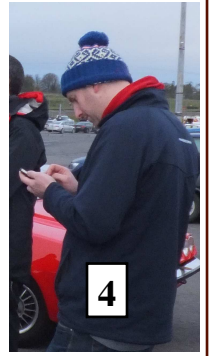
February Solution

W	H	E	E	L	S
I		S			U
N					R
S	P	R	I	N	T
	O		R		E
S	T	R	O	B	E
	S		N		S

QUIZ

February Answers

1. Who are the three “donkeys”? **Frank Lenehan, Daniel Byrne & Anthony Preston**
2. Whose car is confirming its femininity? **Keith Dawson & Daniel McCarthy**
3. Who is worried about losing his hat? **Declan Hendrick**
4. Who wasn't paying proper attention at the MVAT Drivers' Briefing? **Brian Kingston**



SNIPPET



*For those who were really desperate to go home with a medal, glory was on offer for a mere €3.
I didn't see anyone buying one but then I suppose a discreet transaction would have been facilitated and I wouldn't have spotted anything.*

March Questions

To relieve the monotony of the usual quiz, there is something different this issue.
These “things”, I'm reliably informed are called “Dingbats”.
They are all car related.
I have done the first one for you.

SAUCER
U
P T-junction 1 **ROADS**

2 **REVIRDTAES**

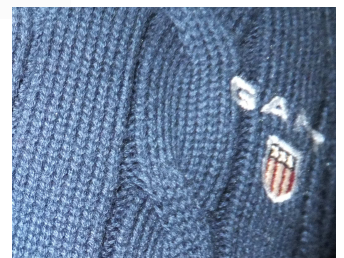
3 **SUR**  **ANCE**

4 **RO**  **AD**

5 **ON**
RO AD

I do have one conventional question

- 6 Who was wearing this jumper at the ALMC Endurance trial?



Responses to valianmcculloch@gmail.com

I had an email from Clifford Auld with photo attached wondering why he hadn't featured in the last Turbine. He sent a few caption suggestions in an attempt to encourage me to include him. Underneath it all he is a nice guy so I would hate to deprive him of the exposure he covets.

First the photo in which he is providing guidance for Tony McLaughlin in his BMW 318.



There follow his numbered captions which are so abstruse (to me anyway) that I can't decide with certainty to which pics they belong. I have lettered the images and you will have to decide which numbers apply to which letters. Clifford will be asked to supply his intended combinations and there will be the usual extravagant prize for the person who sends me the most correct set.

valianmcculloch@gmail.com

- (1) The master and mini me
- (2) That cone is STILL in the wrong place
- (3) I never imagined Andrew had such a large chip on his shoulder, you live and learn.
- (4) I have nothing.
- (5) All the right pylons, just not in the right order! (courtesy of Eric Morecambe)



To me to you to me to you.....
(Chuckle brothers, I think).

If it's any help, I suspect (1) goes with (B) & (A)

The Club offers its sympathy to Owen Murray whose dad died on 26th March.

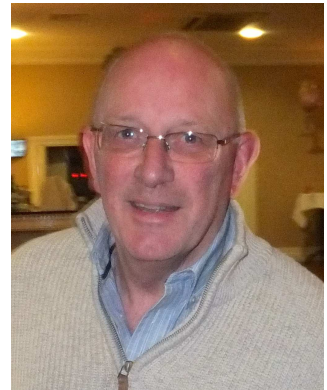


The navigation lesson on 18th February attracted about 25 victims. Despite a big variation in the experience of those who came along, everybody seemed to extract some benefit from the experience. Having said that - more needed to be done, so a second lesson was scheduled for the following week. This wasn't quite so well attended for various reasons, most probably the calibre of the "teacher". The highlight of this lesson, according to Kevin Fagan, was the cockpit mock-up which featured a Brantz, two stopwatches and a time-of-day watch all functioning to some extent. This was to demonstrate what buttons needed to be pushed and in what order when negotiating a speed change or a time check.

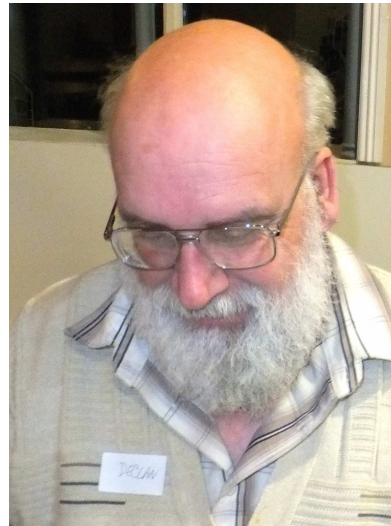
All in all both groups behaved very well and made satisfactory progress.

Gratitude is due to Taylor Three Rock for the venue and to Joe Doran for reproducing various maps and for printing the handbook.

Editor 



Richard & Paddy Lombard



I'm not sure that Declan Lennon is giving me his full and undivided attention.



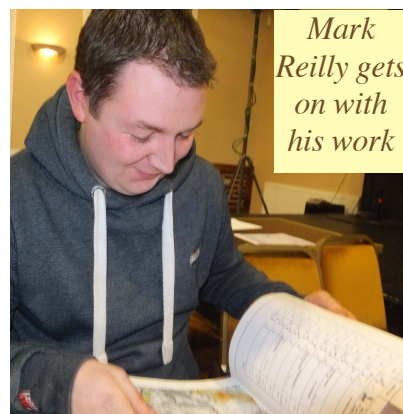
Dave Cormack - before the heating system had wound itself up



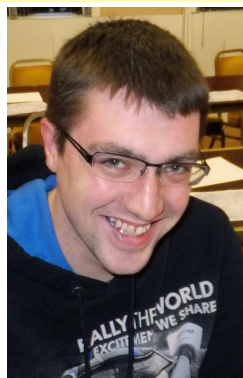
Gary Griffin



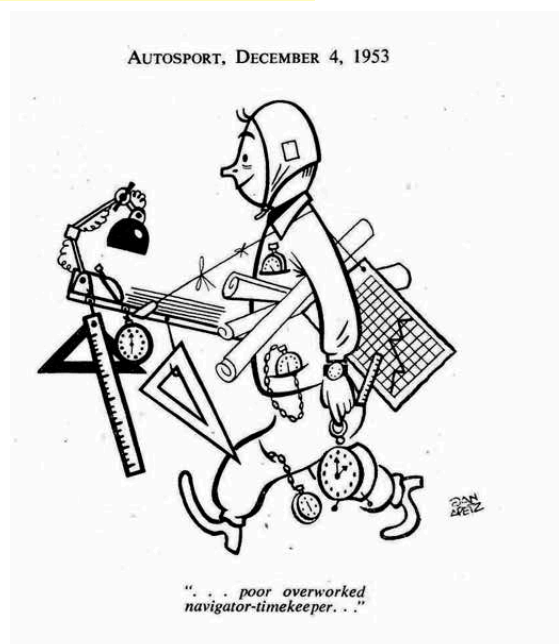
Brendan McCoy



Mark Reilly gets on with his work

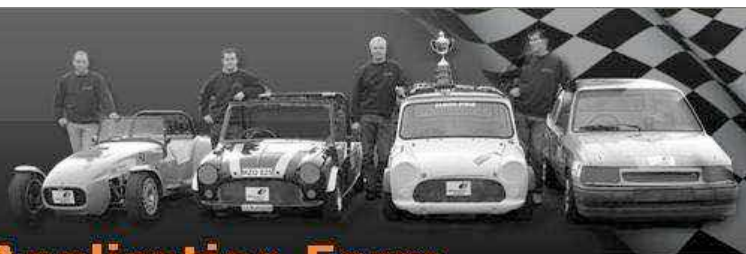


Darragh Gibbons





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: ____/____/____

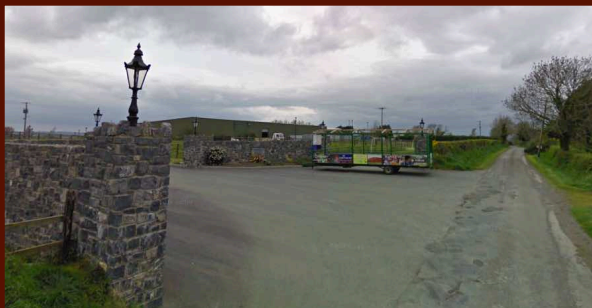
Cheques should be payable to **Trials Drivers Club Ltd**, and crossed 'A/c Payee'. The membership year is from 1st January to 31st December. Membership may commence from the beginning of December to cover the following year. Please return this form together with membership fee to:

Membership Fee: €20

Philip O'Reilly
23 Stepside Park
Enniskerry Road
Dublin 18



**James Pringle International Trophy Autotest
Butterly's Yard, Drogheda, 53.72691, -6.31873
Saturday 9th May**



**Round 1 2015 Beginners' Championship
Puddenhill, Garristown, 53.58877, -6.42701
Sunday 10th May**