

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

August 2015

Presidential Platitudes

It has been another busy few weeks for the Club with three events taking place. August sees another two. Also, commanding our attention has been the drop in entries.

We have a reputation for running good events but we do need to publicise them better. Our more prominent Facebook page, courtesy of Laura Fagan, will help. Also, many of you will have had this issue of the Turbine delivered by An Post which we hope might also increase awareness.

We will be posting out copies of this Turbine shortly. If you don't receive one and would like it delivered thus in future please liaise with Philip O'Reilly (details Page 27)

If any of you have any ideas as to how we might promote our activities more effectively please do speak up.

Forthcoming events are:

Sunday 9th August. Club Autotest in Mondello. Tests will be designed so that a beginner in a road car can cope. Better drivers in more suitable machinery will also be able to enjoy themselves.

Sunday 30th August. Declan Hendrick's legendary multi-venue autotest is the closest one can get to the crossroads test trials of yore. Not only do you get great tests, you get refreshments before, during and after.

Wednesday 9th September. Owen Murray is assembling a super-grid for a karting fest at Puddenhill. Don't wait to be asked. Contact him first (0878175087). Drag friends and relatives along as well.

I would encourage all of you to get involved in some way in these events - compete, marshal or just come along for a look.

It was good to see Art McCarrick, the new MI Sports Development officer, at the Production Car Trial. He was the best dressed person there - you can see for yourself why on Page 17.

Looking forward to seeing you during the next couple of months.

The Club extends its condolences to Damien Phillips, his girls and the rest of the family on the death of his mum, Phyl, on 10th July.



Another new scribe - Sam Briggs
Snaps from usual sources - Peter Boyd & Anne Doran
Also some from HERO
Ian McCulloch remains as editor



Frank



Another Byrne benefit

Wednesday 3rd June in Woodside saw the running of what, in previous years, was the second round of the Club's Autotest Beginners Championship but has now been re-branded as a Club event. Why? A dearth of beginners over the past couple of years, numbers having fallen from seventeen in this event in 2011 to just three last year and the same number this year. Why? The Club would really like to know and availed of an offer from Guy Foster to speak on this very subject at an open meeting in Taylor's Grange Hotel the week after the autotest – regrettably not well attended apart from Committee members. In any event Guy spoke passionately about this branch of the sport and had a number of very good suggestions as to how interest in it might be enhanced. Following on from this he generously offered to assist the Club in promoting autotesting in general, which offer was promptly accepted and work on this is in progress.

Now, back to Woodside and a fine evening for the event after a very wet and cold Bank Holiday the previous Monday. As mentioned above, only three beginners lined up and they were accompanied by eleven novices and thirteen experts.

Included amongst the novices was last year's Beginners' Champion Brian Kingston driving a



Suzuki which a famous results officer insists on calling a Swift. Well, the adverb of that word is certainly how Brian drives but if one glances at the back of his car written there in large script is the word 'Ignis' which, as all scholars of Latin will know, means 'fire' – also appropriate to the manner in which Brian conducts his car on the tests. In fairness to Felix, the Ignis is an import and is what the Swift is called in Japan.

Matthew Walsh, pictured



here with his dad, Derek, had a virtually faultless run to win the Beginners' Class by a large margin, achieving fastest time on each of the nine tests. Trailing in his dust were Brian McMenamin, with the help of



some advice from Ron Corry, and a game Judy Lambert who double-drove Owen Murray's Starlet who himself cleaned up in the Novice Class finishing ahead of several experts. Owen was some fifteen seconds ahead of Mark Nugent who started cautiously but speeded up as the evening progressed and was best in class on



Mark

each of his last three tests – had there been another lap of the three tests he very well could have won the class. Close behind Mark was Brian 'on fire' Kingston who in



turn was just ahead of Stephen Briggs in his Mazda MX5.

Eamonn Byrne triumphed

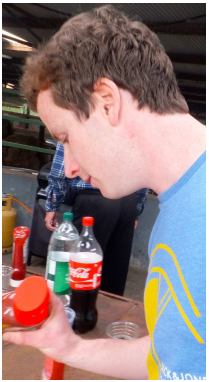


overall although was pushed hard by Liam Cashman who was fastest on



five of the nine tests compared to 'only' four for Eamonn. Hot on Liam's wheels were Alan Auerbach,





Richard Meeke, Declan Hendrick and John McAssey, a total of just nine seconds separating all four drivers. Club President and multiple winner Frank Lenehan had to bow out after five of the nine

tests when his gearbox decided it had been subjected to as much abuse as it was prepared to take and refused to change any more.

The Phillips family were represented as always on BBQ duty albeit depleted this year due to Kate having just started her Leaving Certificate that very day and Bonnie keeping her company at home. Trish Wojnar was a very able and welcome deputy and assisted Eve Phillips to serve up very tasty fare with an excellent delivery service to the hard working marshals – very many thanks girls! Ruth Lenehan also had some input.



One venerable – and of course hard working – marshal was not very amused however when he thought his non-stop evening's labour was just finished only to find that a (very) late starter had only just begun and that he had to do some overtime. A few choice comments were overheard, liberally laced with expletives most of which



began with the same letter as the five o'clock start time for the event.

Thanks, as ever, are also due to Frank Lenehan for once again making available his farmyards for what is a unique event.

ARBY



RESULTS

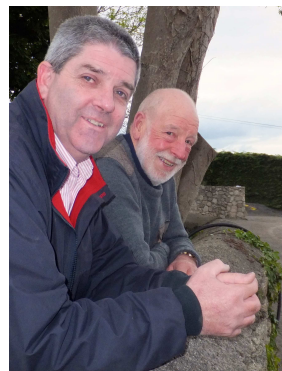
- 1 Eamonn Byrne (Starlet) 406.8
- 2 Liam Cashman (Starlet) 412.4
- 3 Alan Auerbach (Starlet) 422.7
- 4 Richard Meeke (Starlet) 430.8
- 5 Declan Hendrick (Starlet) 438.4
- 6 John McAssey (Starlet) 439.9

Best Novice:

Owen Murray (Starlet) 457.4

Best Beginner:

Matthew Walsh (Starlet) 514.1



"Drivers on the ditch"? Kevin O'Rourke & Steve Griffin

Anthony Freeney providing his regular, welcome variety



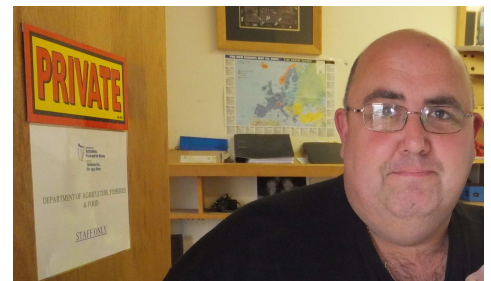
John Heavey, Piers MacFheorais, Jack Quinn



I wonder what Mark Doran has stood in?

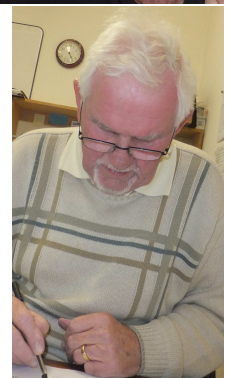


Paddy Lombard blended in nicely with the scenery



Is Damien Phillips on the lookout for secrets?

No, he is just signing on with Eamonn King



Fagans - Laura, Kevin & Fiona

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Mark Doran proved popular with the paparazzi



Sisters, Joanna & Nikki (fresh from her notable performance in the ICR) look on admiringly



*Paul Gleeson & Larry Mooney
Paul sat with Larry a few times a long time ago*



Dave Sheehan, Philip O'Reilly, Zoë Briggs



Mick Kehoe appeared but had a car issue - none



Richard Lombard



*Poppy takes
Zoe Byrne
for a walk*



Keith Greenan & Derek Lenehan



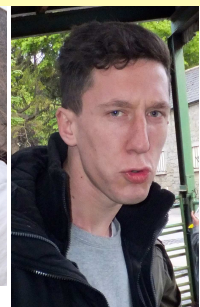
*Robert Bolton was in
convivial mood*



Martin Taylor



Carly Clohessy



Gerry Bradley, who was on duty, brought along his daughter, Laura, her new husband, Darren & his shy, retiring brother, Alex to sample "Wednesday in Woodside"



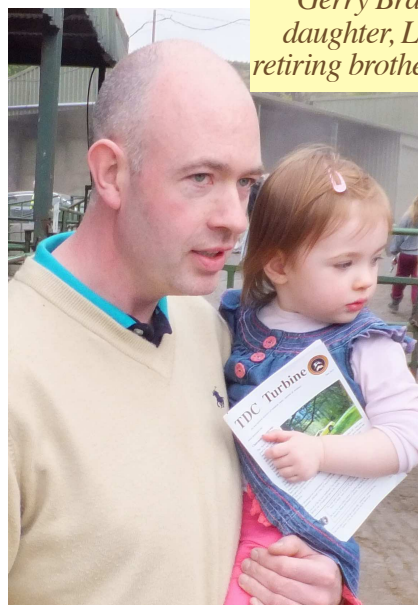
Damian & Daniel Roddy. I trust that they are laughing with us and not at us



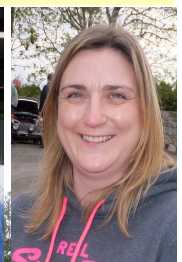
Jack Lenehan



Darragh Gibbons



Jay Donegan & Harriet, who is displaying decidedly discerning literary taste



Amy Pütz, Mark O'Neill, Jess Jordan

Not sure how this guy hoped to cope with the reversing



ALMC Stages Rally

5th July

After JJ's multi-venue, John Devine got on to me to rustle up a few marshals for the ALMC Stages. I did contact my usual suspects bar a few whom I knew were unavailable. The Terenure Show and other attractions proved to be more enticing and I ended up plodding a weary path to Athboy for a quarter to eight on a sunny Sunday (5th July) morning. The place was buzzing. Marshals were processed efficiently and most made use of their breakfast roll vouchers in the very efficient local Centra.

I was doing the entry to Stage 2 - a task from which there is no respite. There seems always to be a steady stream of people who have an urgent need to get access to stages, especially between runs. This location proved to conform to the norm. To give them their due all



but one were accepting of the situation. I recognised few officials (David & Kevin Fagan were doing Road Closing) and even fewer competitors - the Southside Tohill brothers, Gerry McIntyre and Eddie Colton were among the few I recognised.

Everything ran very smoothly until a car went off on the third run through Stage 1. It was sufficiently serious for all service vehicles to be sent to the scene. Ironically I had just congratulated C-o-C, John Carroll as he passed me on how apparently uneventful proceedings had been thus far. I



should have kept my mouth shut - story of my life.

Editor



The horses came out of a shed for a snack between runs

August Crossword

1		2			3
4	5		6		
7					

Across

1 Aptly named motorsport family {includes Niall, Noel, James} (6)

4 Trials car which won Circuit of Ireland in 1953 {Wilbert Todd} & 1954 {Mervyn Glover} (6)

7 MI Trophy supported by Dunlop (6)

Down

1 The D in TDC & BDC (4)

2 Old Longford vehicle registration letters (2)

3 Frank Lenehan two of these - one on each side at the front of his favourite Starlet (7)

5 Mr. Knievel's forename (4)

6 What Eamonn Byrne can frequently be for events (4)

June Solution

D	O	O	L	E	Y
A		L			O
V					U
E	C	H	L	I	N
	H		E		G
S	A	V	A	G	E
	S		D		R

Last year the Autotest Drivers' Club for the first time ran a multi-venue autotest, which was won by Eamonn Byrne and Godfrey Crawford. The family of the late Lee Lucas had donated a trophy in his memory and it was presented to Eamonn at the prize-giving in March. The club decided to change the name from the ADC's multi-venue to the Lee Lucas Classic Trial and this year it was held on the 20th June.

Event HQ was The Glenavon Hotel in Cookstown where, after signing-on, we enjoyed a good 'Ulster Fry'. There were thirty five entries with the only entrants from the south being Frank Lenehan / yours truly, James Mansfield / Tim Canniffe and John



Nolan / Orla McDonnell. At the drivers' briefing we were all welcomed. Particular mention was made to those who had travelled from the south to support the event and thanks given to all who had helped in the organisation – especially Mark King who was there helping and had put in a lot of work despite suffering from a serious illness. Everyone wished him well

and we are all hoping and praying for a full recovery.

There were six different tests - each run three times. The first two were in a yard north of Moneymore, followed by one in Trevor Ferguson's yard, one in Norman Ferguson's yard (where as last year we were welcomed with tea, scones and biscuits), and two in the grounds of Loughry agriculture college. The variety of venues meant there was a good mix of surfaces. The competitors were split into two groups, with each group starting at a different test to try and help with the smooth running of the day.

At Norman's yard they were again displaying the FTD on a blackboard to encourage some more competitiveness!! With Eamonn (Byrne) not being able to make it, Frank must have missed the motivation that Eamonn's presence provokes, as he didn't manage to get his name on the board all day. 😞 On the second run through he unfortunately had a 'falling out' with an RSJ gate post!! {captured



by ace lensman, Peter Boyd} (Nothing a bit of isopon and red paint won't sort out!!). Of course, the spectators (especially James Wilson) were VERY sympathetic regarding his misfortune!!!

All in all it was a very well run event and the beautiful weather only added to the enjoyment. Frank was hoping to finish in the top ten so we were both delighted when we finished third overall.

Olwen



RESULTS

1 Paul Mooney / Lorraine McMorro (Nova) 1081.6



2 Robert Woodside (Jnr) / Bruce Drummond (MX5) 1093.9



3 Frank Lenehan / Olwen Blair (Starlet) 1109.8

4 John Nolan / Orla McDonnell (Starlet) 1110.5

5 Ashley Lamont / Geoffrey Lamont (MX5) 1124.6



6 Michael Reid / Helen Anderson (Midget) 1136.4



7 David Crothers / Barbara Kane (MX5) 1136.7



8 Damien Mooney / Tony Anderson (Citroen Saxo) 1147.1

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10 Noel Cochrane / Trevor Reid
(Midget) 1149.0

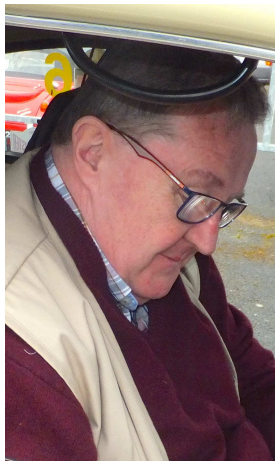


9 James Wilson / Britney Wilson
(Mini) 1148.8



This Mini variation is one I have not come across before. It was described in the entry list as being the Mini Traveller of Boo McCurry / Allan Wright

SNIPPETS



Frank Hussey has retired from LHM Casey McGrath. Being the character he is, he feels he can't stop entirely so will be continuing to offer occasional tax advice operating as Husco Ltd. He can be contacted at frank@husco.ie



Karl Grehan and Jane (Connolly) welcomed Emma into the world on 28th May

The Co Antrim hamlet of Cairncastle (just outside Larne) provided the venue for rounds 6 & 7 of the ANICC Hillclimb Championship. The course is 1.65 miles from start to finish – making it the longest Hill in the UK and Ireland. It provides fast flowing corners and tight twisting sections which give the competitors an adrenalin filled drive from bottom to top.

Paul and I had been talking to John Farrell earlier in the year and knowing how he enjoys his hillclimbs we had invited him to come and compete in this one. Practice started at 2pm on Friday 26th June with 33 entries and then again at 10am on Saturday 27th with 50 entries.

John was the only southern competitor on both days but he said it was a very enjoyable event. He is to be congratulated on winning his class on both days.

Olwen





We (Stephen and Sam Briggs) had an early start compared to what I'd be used to for a Sunday morning. We arrived at Puddenhill in plenty of time to get signed on. From what I had heard from my sister, Zoë, that multi-venue autotests are the most fun and the most exciting. Luckily, I got an early warning about Ian and his camera. (*He mustn't have taken the warning seriously - Ed*) After everyone had signed on, it was time for a chat before the day ahead. There were to be 18 different tests for the day with time for lunch at Stackallen tennis club.



sandwiches, biscuits and hot drinks there for us. We had to hand in our timesheets from the previous tests while we were there. I got a quick glimpse at the leaderboard and realised that my dad must not have been going as fast as I thought.

The tests in the second half of the day were repeats of the earlier ones, so we knew what to expect. My favourite test had to be the one where we had to drive through a barn with cows inside!

After everyone finished the last test we met back up at Puddenhill for the



James Wilson receiving his trophy from Frank Lenehan

prize giving. The winner made a short speech before we all went home.

I really enjoyed the day. It was my first autotest event so I wasn't so sure what to expect. Everyone was very friendly and I was made to feel welcome. I really hope that I will be able to take part in events very soon and to carry on the family name in autotesting for my generation.

Sam



My dad and I got lost on the way to the quarry for the 7th, 8th and 9th tests. It was very embarrassing when we drove down the wrong lane and ended up outside someone's house, who then had to tell us where the correct turn was.

After we completed the first half of the tests, we stopped off for lunch at the tennis club. There were lovely

9 Mark Doran (Mazda MX5) 964.4s,
10 Kevin O'Rourke (Starlet) 968.3s,
11 Damien Doran (Starlet) 980.1s,
12 Harold Hassard (Sunny) 981.0s.
Class winners: James Mansfield (Mini) 1025.0s, Eamonn Byrne, John Nolan, Brian Kingston (Swift) 1037.2s, Christopher Evans.



James & Harry



Eamonn



Frank

Richard

RESULTS

- 1 James Wilson (Mini) 918.9s,
- 2 Eamonn Byrne (Starlet) 921.9s,
- 3 Richard Meeke (Starlet) 949.4s,
- 4 Christopher Evans (Escort) 957.6s,
- 5 Liam Cashman (Starlet) 960.2s,
- 6 Frank Lenehan (Starlet) 962.1s,
- 7 John Nolan (Starlet) 963.1s,
- 8 John McAssey (Starlet) 963.3s,



Johns McAssey & Nolan

TDC Turbine

Christopher



Liam



Philip O'Reilly, Brian Kingston



Kevin O'Rourke, Damien & James Doran, Finian Reilly, John McAssey and Harold Hassard seem to be enjoying themselves far too much. Do they not realise that this is a seriously competitive event?



*Mark Walsh & Linda Dempsey
(Their Escort malfunctioned beyond immediate redemption before lunch)*



Dave McAulay, Declan Hendrick



John Maher & Cian Keogh



*Should Joe Doran take up yoga?
(The Manta let him down in the afternoon)*



Liam Kilcawley & Matthew Walsh decipher a test diagram



*Karl Grehan, Piers MacFheorais & Stephen
(below)*

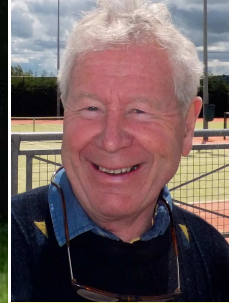


TDC Turbine

Trevor Athey shows Steven Bolton the way



Martin Nugent looks like he would prefer to have his hands on the wheel than in his pockets



John Farrell



Is John Devine's second watch for TDC time? Barry (top) & Martin came along to give him/us a hand.



Jo & Richard McAllister brought along grandson, Max, for his first motorsport experience - he was "engaged"



Rob Bolton marshalled the marshals marvellously



Ciaran Freeney surveys his domain



Mark FitzSimon elevated marshal commitment to unprecedented heights. He arrived with a thumb, badly cut in a domestic mishap the previous night. After officiating at his "first" test, he headed back to Dublin where his appropriately qualified/skilled sister effected a repair. He returned to do more work in the afternoon.

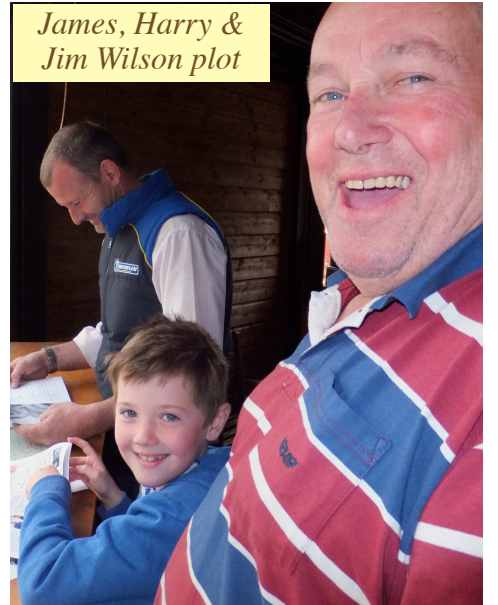


Ian McCulloch found the C-o-C role simple - his going on holidays for two weeks just before the event, leaving others to carry the can may have contributed to this impression.



Tim Faulkner, Conor Crowley, Brian Laffan

James, Harry & Jim Wilson plot



Bill White & Ron Corry have everything under control, as usual.



Jennifer & Chris Grimes



HERO Classic Marathon Rally

14th - 20th June



This was a really tough event which meandered its way from southern Italy to the finish in Brescia. Towards the end of the week crews were covering in excess of 350 km per day in high temperatures. The roads in the mountains of Italy can be very testing and in need of repair in many places. Couple this with days when the temperature reached over 35 degrees and it is clear that this was no walk in the park. Should that be “drive on the motorway”?

Our man, Dermot Carnegie, and Paul Bosdet were a fine fourth overall (first in Class 1) in the PV544. Dermot really enjoyed the event. He reported that the



route was amazing as were many of the “stops”. His good result was the “glassa on the torta”.

Chas Colton & Ryan Pickering went two better than their placing on the TDC ICR to win in their 911.

The only other Irish representatives were Drexel & Pat Gillespie (Sunbeam Tiger) who finished a creditable fifteenth of the 70 cars.

RESULTS

- 1 Chas Colton / Ryan Pickering
(Porsche 911 2.0 SWB) 02:32
- 2 Howard Warren / Matthew Warren
(Porsche 911 2.0 SWB) 03:16

- 3 Marcus Anderson / Matthew Lymn
(Jaguar E-Type Series) 1 04:50
- 4 Dermot Carnegie / Paul Bosdet
(Volvo PV544) 05:49



Check-in from 8:00 am demanded an early start. As the years pass inexorably by I find routine becomes increasingly attractive, so an alarm sounding at 5:15 am could be unsettling. Fortunately, this was the only element of my standard morning regime to be affected. Even at that hour the paper was waiting for me in the porch. The availability of this essential complement to my breakfast boded well.



I was early for the rendezvous with Piers but typically he was ready. We were “trailing” on this occasion. This didn’t seem to affect our rate of progress and we beat the sat nav prediction by 10 minutes.

An interesting phenomenon at northern events is the punctuality of the locals. Even at 8:15 am more than half the field had assembled at the Ballymac Hotel. Most of these had already been “scrutineered”. I left Piers to attend to this chore and headed off to join the documentation



queue. I was in the company of Joanna Lenehan who had left Eamonn to deal with “scrutiny”. Our overtures to the sign-on team were spurned in the absence of our scrutiny sheets. Our queuing was not in vain as we let other folk through and hovered until the sheets arrived.

I then enjoyed an abridged Ulster fry. Given my breakfast at home earlier, I thought indulging in all of the elements that make up this

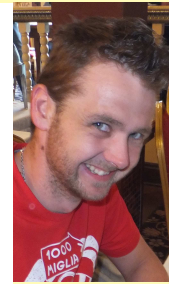
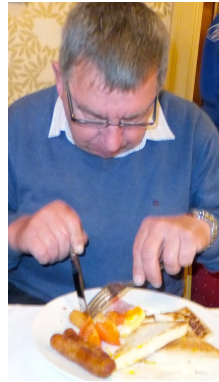
hearty repast would be inadvisable. Norman Ferguson obviously decided otherwise.

Next it was down to business and the ritual of decorating the test diagrams with highlighter (the more colours the better). It soon became obvious that my role was not going to be pivotal (Is it ever?) as the tests seemed not to be too convoluted. Even better news was the the sole artificial time-consuming ploy was the “stop-box”. The length of the “stop” was variable (marshal controlled) and depended on the nature of the test. There was universal euphoria that code-boards (prone to anomalies in my experience) had been dispensed with.

The only hiccups early on were an attempted short-cut right of a pylon instead of left and around it and a stab at looping a pylon wrong way. After that it was all uphill/downhill and Piers was enjoying himself as was I, despite being disconcerted somewhat by the seemingly kamikaze aspirations of some of the STOP BOX marshals. After a light lunch at the break we headed off for more entertainment. This was unfortunately curtailed a few tests later when a front brake pad left its cosy little home beside the disc to seek pastures new. Maybe the trauma it was enduring just became too much and it decided to leave. Anyway, it necessitated Piers availing of a fortuitously positioned escape road from which we made our way to the end of the test.

Mark Faulkner generously offered to help us blank off the offending “corner”. Piers is a bit older than Mark and decided that “discretion etc” should prevail.

There was then the issue of finding our way back to the Ballymac. The tulip instructions used in events such as these have



Mark and his navigator, Laura Phillips



shortcomings in situations like these. I triumphantly retrieved the maps specified in the regs from my bag only to find that “cut-and-paste” had intervened and that they hadn’t been amended from 2014. We then resorted to modern technology courtesy of Piers’s iPhone which, when apprised of our destination, gave us unerring directions back to the hotel.

Having loaded up (glad we used the trailer) and left the completed “Damage declaration form” (NONE) at reception, we headed for home. It was a great event with those capable and enthusiastic Aulds working their

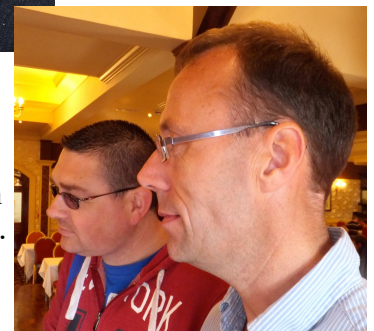


Clifford exudes a fitting aura in the snap above



Conor

done to him & Kevin Fagan on their win.



RESULTS

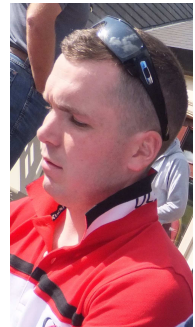
1 Christopher Evans / Kevin Fagan
(Escort) 1474.6

2 Eric Patterson / Raymond



Donaldson (MX5) 1487.5

3 David Cochrane / Alex Lyttle



(Midget) 1515.8

4 JJ Farrell / Richard Murphy



(Corsa) 1520.1

5 Eamonn Byrne / Joanna Lenehan

(Starlet) 1523.0

6 Richard Meeke / Alex Lyons



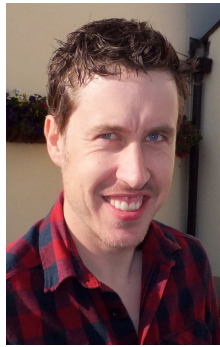
(Nova) 1527.2

7 Simon Woodside / Steven Dowds



(MX5) 1531.2

8 Damien Doran / James Doran



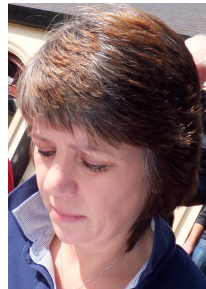
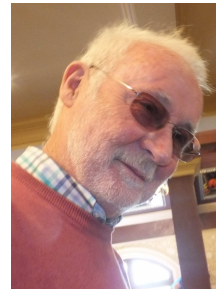
(Starlet) 1536.4

9 David Crothers / Barbara Kane

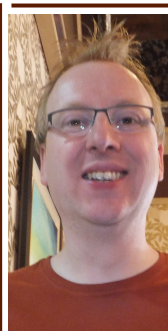


(MX5) 1551.5

10 Frank Lenehan / Olwen Blair



(Starlet) 1552.7



It's always reassuring when you discover that Paddy McCollum is doing the results.



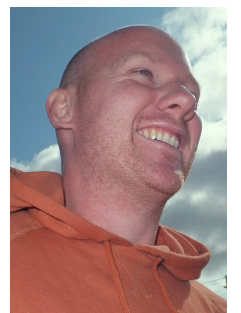
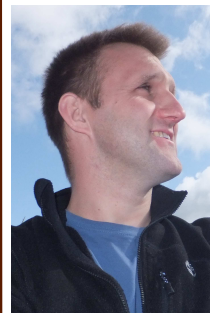
Conn Williamson's CIP provided welcome support as ever.

Neil Fletcher plays under the bonnet at the break - Laura waits patiently



The southern invaders were well represented in the Top 10 - there were others.

Graham O'Donoghue & Evin Hughes in the Starlet Karl has been driving of late, Richard Pender & Mark McLoughlin, John Nolan & Conor Clarke (not impressed with his two jump-start penalties), Ian O'Brien & Eoin Longworth (in the latter's car and Shay & Graham Crawley



TDC Production Car Trial

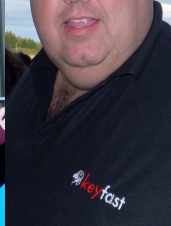
22nd July

Such was the success of Stephen Briggs's inaugural Production Car Trial this time last year that there was no hesitation in running it again.



It was more or less the same recipe. I thought the sections were "better" this year. Three of the six were "cleaned" by most which is good as it encourages those, like myself, who are not in the Steve Courts (a UK Hillman Imp exponent) league. The grass condition had quite an influence on the other three sections.

Access to the venue was streamlined and the Phillips (Damien, Kate and Eve)



BBQ operation was deployed. The only element which was not quite as good, marginally, as last year was the weather. Even so, it was more clement than the forecast had suggested. An entry of 40 justified all of the work. Lots of people had an input. They are all to be commended. Frank Lenahan, on whose land the event took place, and Pat Fox of Garda MC (seen here



doing the crossword during a lull in his MI steward duties), who supplied all of the markers, punches and other paraphernalia, deserve special mention.

I arrived early with computer/printer etc. Frank



Lenahan returned soon afterwards and I transferred the 25 pylon bases he had taken from the TDC trailer into my boot. I'm not sure by how much these improve traction but you can see from the pic below that they do have a noticeable effect on ride height. In fairness, the latter



disqualifies me from pronouncing on the magnitude of the surface irregularities. I would say, though, that these were less pronounced than last year.

My LSD means that I am not eligible for awards. This drawback is more than outweighed by its role in disguising my ineptitude. The lowest mark of the evening was achieved by Piers MacFheorais but he was in a similar boat to me re. the LSD.

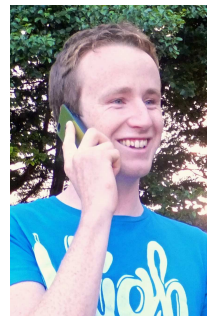
Incidentally the more mature readers might think that LSD stands for pounds, shillings & pence, not to mention lysergic acid diethylamide. In this context it is the rather mundane limited slip differential.

Having loaded my weights and reduced my driving-wheel tyre



pressures to 18 psi, I had time for a quick walk of the sections, though when I encountered them an hour or so later, they were all but a distant memory.

The final scores were very close and tie-deciding had to be applied for third place and beyond.



This procedure saw Richard Meeke beat Frank Lenahan in the battle of the locals. In second place was, far from local, Paddy Corcoran, all the way from Sligo.



Liam



Paddy

Similarly far away from home in Cork was the winner, Liam Cashman. It was good to see their journeys being worthwhile.

There was an encouraging number of spectators on hand which added to the atmosphere. Long may this event prosper. We, or some other like-minded club, might try to

run a second one in 2016 -
any volunteers?

Editor



RESULTS

- 1 Liam Cashman (Toyota Starlet) 17
- 2 Patrick Corcoran (Toyota Starlet) 18
- 3 Richard Meeke (Toyota Starlet) 20
- 4 Frank Lenehan (Austin Mini) 20
- 5 Mick Kehoe (Peugeot 106) 21
- 6 Philip O'Reilly (Toyota Starlet) 21
- 7 Kyle Egan (Toyota Starlet) 21
- 8 John Nolan (Toyota Starlet) 21
- Best RWD John McAssey (MGB GT) 29
- Best Lady Joanne Lombard (Starlet) 26



Mick



Philip

Kyle, who obviously
got over his
headache



Joanne



John Nolan



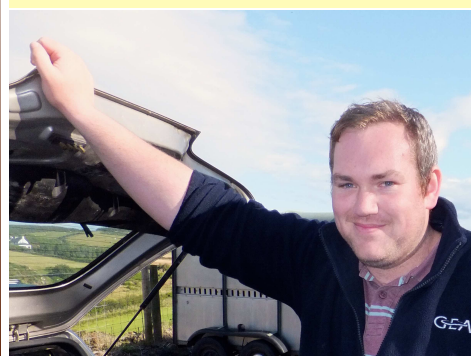
John McAssey



Brian Flanagan & Nick O'Reilly



Mark & Matthew Walsh, Bernard
Bradley



Ruaidhrí Nash does his impression
of a boot strut



Colin & Breen Sheridan, Michael
Power



Dave & Catherine Meeke



Trish Wojnar tries to sneak up on the "0"

The cavalry comes over the hill in
the form of Eoin Longworth



Brian Keegan, Owen Murray, Gary
Egan



Billy White (in pensive mood) &
Hugh McBrien



Craig MacWilliam highlights the
nice backdrop



Dave O'Neill makes it in the nick of
time

TDC Turbine

Brian Kingston came along for the view



Adam Walsh, Tim Swail, James & Niall Driver



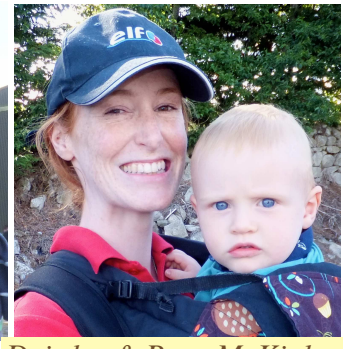
James Mansfield



Mark FitzSimon



Ted Gaffney & Gordon Graves



Deirdre & Rory McKinley



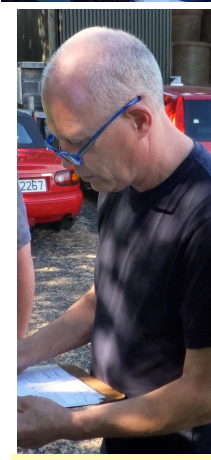
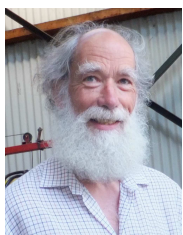
Paddy Lombard & Karl Grehan



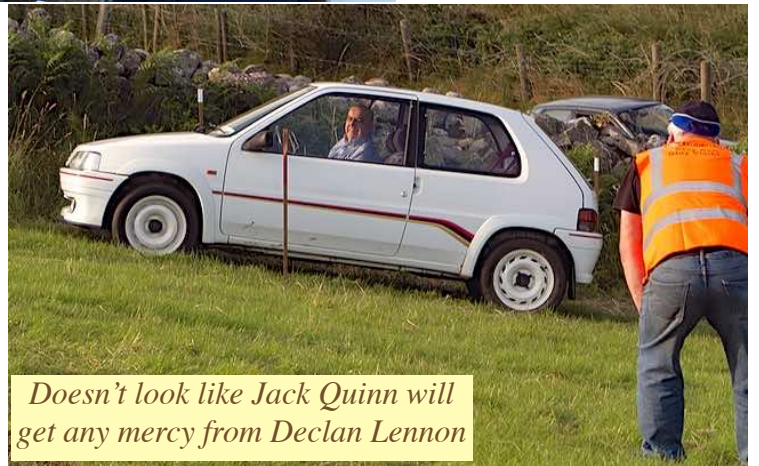
Paul Phelan & Eamonn King
(Who knew about Eamonn's habit?)



Brendan McCoy & Syd Quille



Peter Auerbach



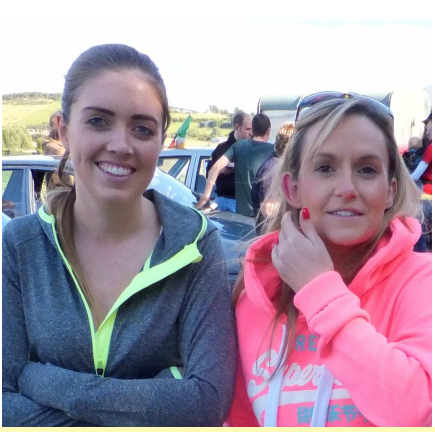
Doesn't look like Jack Quinn will get any mercy from Declan Lennon

On duty were (Top to Bottom, L to R) Geoff Long, Ciaran Freeney, Sam Briggs, Tim Faulkner, John Farrar & Ron Corry

The White/McKinley Seicento provided some variety



TDC Turbine



Helen Caulfield & Linda Dempsey



Christopher Evans had to cry off as he damaged his wrist mountain biking

Zoë Briggs had a fall and twisted her ankle. What is most commendable about her convalescence is the maintenance of her usual impeccable colour co-ordination.



Ivan Sheane, Rory Dooley, Mark Doran, Jason Griffin



Paula & Rory Stephens



Derek O'Donoghue & Laura Keane



Art McCarrick, Kevin Fagan, Jim Nolan, Mark Reilly



Dermot Nolan, John Delaney

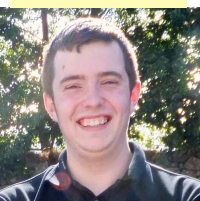
Cindy & Aisling Driver



Judy Lambert



Damien & Larry Mooney



Who isn't giving Stephen their full attention at the briefing?

I was really looking forward to this event as it capped off the end of my week's holidays during which I had taken part in three other events (Summer Lanes Rally, TDC PCT and Octane Trackday). The Birr MVAT is a relatively relaxed affair which adds to its appeal.

Having figured out that most of the morning tests would be on hard surfaces and the afternoons being on the loose I went looking for a passenger at sign-on. Funnily enough I got no takers as most were marshalling or knew better. I paid the €5 for passenger insurance anyway and figured I'd see if I could convince someone to sit in when I got to the relevant test sites.

To minimise queues, the field was split. I was part of the first group to visit the factory site where there were three traditional tarmac autotests to be repeated three times. I really enjoyed these as they were quite open and flowed well. Frank Lenahan, Richard Meeke & Kevin

O'Rourke set most of the fastest test times with my car (MX-5) going



well on the third test which had good grip. I set two fastest times but also knocked two pylons.

Next was a test on the road parallel to the motorway. The pylons on the chicanes, even at 20 feet apart, felt very tight given the closeness of the walls. I decided to have a proper go but made a hash of it, knocking another two pylons. Second time through I decided to be a little more cautious, so much so that I stalled the car on the reverse along the road. Kevin O'Rourke set the quickest times on these tests.

Just before the lunch halt we headed to the field test knowing that it would be fairly muddy with most of the competitors having already traversed it earlier - in the meantime the rain had also become heavier. I let my tyre pressures down to 20 psi and went in search of a passenger to help with the traction. The test was blind, so a cautious approach was needed. I started off in second gear and just used the handbrake to slow down while still applying a small amount of throttle as the front brakes would lock up easily. All went quite well until the second last downhill corner where I needed to use the main brakes and went flying off course towards trees. Luckily lifting off the brakes and applying the handbrake allowed the car to enter the heavy rough sideways and dug in enough to save things. *(Had you persuaded anybody to sit in and, if so, did he/she enjoy the experience? - Ed)* Gary Egan set the fastest time on this test (his grass



practice at the TDC PCT the previous Wednesday obviously yielded dividends). Some other competitors had a tough time getting up the hill in the middle of what was a really fun test. I can only imagine how fantastic it might have been in the dry.

After the relatively long lunch halt we headed for Tests 13/14 (Justin's) where we encountered the first of many slippery farmyards. These afternoon tests on the loose were brilliant fun and I had a ball even though I failed the last test of the day, going the wrong side of a pylon. Kevin O'Rourke had the majority of the fastest times but Richard Meeke ended up winning overall, closely followed by John



Piers keeps an eye on John

McAssey (in what was probably the "most road-going" Starlet there) with Frank Lenahan third.

I spent the afternoon in close proximity to Mark Doran in his lovely Mk1 RS2000, another of the few RWD cars entered. It was fun to walk the tests with him and to devise an approach from a RWD point of view. Comparing times with him after each test added to the enjoyment.



I enjoyed Tests 17/18 (Nally's) the most as it flowed really well and allowed plenty of drifting.

The following day, I was chatting to other competitors who were disappointed that more of these Multi-Venue autotests weren't run. After Declan's TDC MVAT event in a months time there won't be any more until next year.

Many thanks again to the Birr club for putting on such a great event and to the marshals for persevering in such wet and miserable conditions. I'm already looking forward to returning next year.

Piers



It didn't rain all of the time - Stephen & Zoë Briggs were able to take the roof down for a while



Trish Denning



The venues were used to best effect

RESULTS

- 1 Richard Meeke (Starlet) 1183.2s,
 - 2 John McAssey (Starlet) 1197.1s,
 - 3 Frank Lenehan (Starlet) 1200.2s,
 - 4 Kevin O'Rourke (Starlet) 1202.5s,
 - 5 Piers MacFheorais (Mazda MX5) 1236.2s,
 - 6 Gary Egan (Starlet) 1238.2s,
 - 7 Mark Doran (Escort) 1256.3s,
 - 8 Billy White (Starlet) 1289.8s,
 - 9 David Meeke (Starlet) 1291.3s,
 - 10 James Mansfield (Mini) 1299.4s.
- Class winners:* Jack Quinn (Peugeot 106) 1367.8s, John McAssey, Piers MacFheorais, Aidan Kelly (Starlet) 1429.7s, David Forde (Starlet) 1365.4s.



Eoin Longworth's generosity was availed of by Declan Donohoe whose wipers packed up early on - Eoin offered him a double-drive.



Karl Grehan



Billy White



Dave Meeke

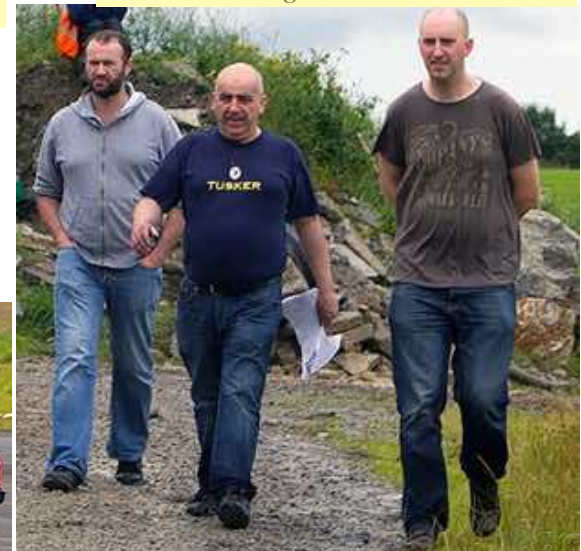


James Mansfield



Graham Crawley seems to be enjoying being chauffeured by dad, Shay

Brian Carolan, infamous Octaner / Backroadster aka 'Dubs', Jack Quinn, Brian Kingston on the move





**PLEASE SUPPORT
THESE EVENTS**

QUIZ

June Answers

1. What fuse would be appropriate for two spotlights with 100 W bulbs in a car with 12 V electrics? **10 A, 15 A, 20 A**
 $Voltage \times Current = Power$
 $12 \times ? = 200$
 $? \approx 16.7 A \Rightarrow 20 A fuse$

2. How long would it take to travel 10 miles @ 30 mph, followed by 3 miles @ 10 mph, followed by 5 miles @ 20 mph?
51 mins, 52 mins, 53 mins
 $10 \div 30 = 1/3 \text{ hour} = 20 \text{ mins}$
 $3 \div 10 = 3/10 \text{ hour} = 18 \text{ mins}$
 $5 \div 20 = 1/4 \text{ hour} = 15 \text{ mins}$
TOTAL 53 mins

3. What variety of bird is this, where is it & what event is it watching?
Wagtail (Pied?) in Mondello grandstand during Tour Ireland track action.



August Questions

1. Why is this car noteworthy?
 2. At the production Car Trial, there were 40 drivers? If each had shaken hands with all the other drivers, how many handshakes would there have been?



3. Who is applying his auto electrical expertise?

4. Who are these two having a rest before going on duty at Gowran?



Responses to
valianmcculloch@gmail.com

SNIPPETS



Since last time the Club President has been on holidays. Being a bit of a home bird he was happy to get away with four days. A rhetorical question - is there any significant difference between a cabin cruiser and a camper van?



pic: James Foley

Derek Tohill's foray into the supercar class in 2014 proved to be frustrating so this year he was taking stock. However, the return of the British Rallycross Championship to Mondello for the weekend of 27th/28th June proved too much of a temptation and a deal was done for Derek to drive Ollie O'Donovan's "old" Focus Super car. Derek wasn't on the pace on the



Saturday but the adjustments made to car/driver overnight wrought a transformation for the Sunday. Derek managed a magnificent second place in the Supercar A Final behind Ollie - "class" is certainly permanent. Might Derek's showing prompt a return to the fray?

BUBBLE COMPETITION



The steaks were that thick

The usual inundation of my letterbox with suggestions has precipitated a predictably lame effort of my own.

CAPTION COMPETITION



*Suggestions, courtesy of Andrew O'Donohoe:
The Houlihan/Pain Big Healy with roof removed to accommodate Shane's cap and Dick's head!
Richard clenches as Shane gets out of shape.
CAN YOU OFFER BETTER?*

The “oldSTAGER” is Britain’s premier classic rallying magazine, catering for the historic rally enthusiast - competitors, marshals, organisers etc. It is edited by Ian Shapland. Andrew Duerden wrote a piece for the last issue which I have reproduced below - yet another perspective on our Spring saga.

TDC Irish Classic Rally 24-26 April Testing times in Ireland ...



Eventual winners Owain Lloyd / Matthew Vokes in their brand new Escort

Having luminaries such as Frank Fennell, Mickey Gabbett and Michael Jackson involved with the TDC Irish Classic Retro Rally, and with Fred Bent at the helm, the 2015 event couldn't fail to provide a serious piece of action, writes *Andrew Deurden*.

A full roll-call of Irish classic rallyists, new and old, made for a quality entry and it was bolstered by a large UK contingent who had been lured/cajoled/pestered by their Irish chums to come over and join the fun.

Based in Kilkenny, the rally started with a prologue on Friday evening after signing-on preliminaries at the Gowran Park racecourse. Two following full competitive days and an evening's action was to fashion a mini 'Rally of the Tests'. Not altogether surprising with Fred Bent's mark on the event.

The prologue saw an 'early bath' for car number one, the Mini of Eamonn Byrne and Anthony Preston when it cried enough on the start line of the opening test. The crew subsequently changed sides to become officials for the rest of the rally.

Surprise leader after the prologue's three tests and two regularities was Peter Lynch with Rory Dooley in the Cortina GT. The most surprised was Rory, denying he had any knowledge of how it had come to be. Geoff Hall and Martin Taylor signalled their intentions with

second spot and in amongst the usual suspects in the top 10 there were notable efforts in the unlikely cars of Frank Lenehan/Kevin Savage's Datsun Cherry (when was the last time that you saw one of those?), Sue Shoosmith/Trina Walsh's TR3 and Des Bruton/Andrew Duerden's very orange Avenger Tiger. This was Des's first foray into the world of regularity events, having been out of rallying since the seventies.

The Gabbett/Jackson connections throughout the Kilkenny region meant that lots of tests and controls were located at large, old ancient estates, including Huntington and Borris. Geoff Hall and Martin Taylor dominated proceedings through Saturday's assortment of tests and regularities but good performances from Noel Cochrane and Paddy McCollum in the wee Midget and Dermot Carnegie/Paul Bosdet in the Escort pushed them up the leaderboard.

A number of crews were caught out by a changed control location and whilst time penalties were scrubbed, the 13 navigators who confused themselves at a double triangle junction got caught for a wrong approach and a hefty 2.5 minutes penalty.

Saturday evening's activities were cut short after a local Garda decided that the night navigation section was a bit unruly. Some locals seemed to be enjoying the sight of old ones attempting to swiftly alight from rally cars to find time controls buried in the village bars. The penalties were all cancelled for the night navigation but the preceding regularity still counted; a tortuous affair through a very active farmyard, catching a number of crews out. One Irish farmer on the event - new to classic rallying - decided that his navigator couldn't have called out the junctions correctly when he sent him through cow barns, complete with the incumbents taking their early evening feed! Luckiest crew on the



The rather orange Avenger Tiger of Des Bruton / Andrew Duerden on the tests at Gowran Park



So near and yet so far for Geoff Hall and Martyn Taylor who had to settle for second overall

night section was Hall/Taylor - the Mini had to have a driveshaft rebuilt in the gloom of the evening in the side of the road, but due to the early curtailment they lost very little time, and still they led the event, from Owain Lloyd/Mathew Vokes in the brand new Escort, with the Cochrane/McCollum Midget third.

Sunday saw two visits to the Gabbett estate at Ballaghtobin. Mickey caught out a few navigators (including Guy Woodcock directing Howard Warren in the Porsche), by using tractors and Land Rover(s) to double up as cones in the farmyard and on the fast farm tracks. A crew who nearly missed the first few tests altogether was Tom Callanan, partnered by Bart den Hartog. Whilst the Sunday route instructions were given out at the rally HQ, the first time control was actually 17 miles down the way. When the crew in question failed to collect their instructions, a kindly soul telephoned their room to find that they were still in bed suffering from an overabundance of libations during the previous evenings post-mortems in the bar. Their time over the 17 miles to the time control was the quickest by some margin and they just got their minute!

A fiendish Deeliarity section of Sunday morning really tested the mettle. Hall and Taylor had already taken another of their nine lives with a visit to the scenery in a slippery cow-yard, and now contrived to miss the middle control in this section but then somehow managed to get back on route for the last two controls.

Lunch was taken in the charismatic Carthys bar in Fethard, before two more regularities near to the vast Coolmore Stud and a final visit to the Gabbett estate again. Final results showed Lloyd and Vokes in the Escort as winners, from Hall and Taylor and Charles Colton with Ryan Pickering coming into third place in the big yellow Porsche. Andrew O'Donoghue/Nick Bloxham in their Mini took a class win and Frank Lenehan managed to keep the Datsun Cherry in one piece to also take a class win with Kevin Savage.

Rather needles comments from the winners about poor seeding spoilt the sumptuous prize-giving at the Newpark Hotel in Kilkenny, but all agreed that the event had been a truly testing rally. Indeed, a proper mini Rally of the Tests. If the organisers can replicate the superb event in the future, there will doubtless be a rush for entries.



Peter Lynch and Rory Dooley were early leaders on the event

RESULTS

MOTOR ENTHUSIASTS' CLUB RACE MEETING

AT MONDELLO PARK: 6th/7th June

SEAT LEON SUPERCOPA CLASS (8 laps):

- 1 Niall Quinn 15m 51.47s, 65.89 mph,
- 2 John Farrelly 15m 56.60s,
- 3 Niall Murray 15m 57.82s.

Fastest lap: Murray 1m 49.573s, 71.51 mph.

SEAT LEON SUPERCOPA CLASS (8 laps):

- 1 Michael Cullen 16m 15.865s, 64.24 mph,
- 2 Brian Berry 16m 16.31s,
- 3 Niall Quinn 16m 20.95s.

Fastest lap: Niall Murray 1m 50.101s, 71.17 mph.

BAKER AUTOMOTIVE STRYKER RACE 1 (8 laps):

- 1 Alan Auerbach 15m 18.93s, 68.22 mph,
- 2 Alan Watkins 15m 20.79s,
- 3 Dave Griffin 15m 32.50s.

Fastest lap: Auerbach 1m 53.710s, 68.91 mph (Class record).

BAKER AUTOMOTIVE STRYKER RACE 2 (8 laps):

- 1 Alan Auerbach 15m 22.60s, 67.95 mph,
- 2 Alan Watkins 15m 25.46s.

Fastest lap: Auerbach 1m 54.186s, 68.63 mph.

HISTORIC RACE 1 (8 laps):

- 1 Val Thompson (TMC Costin) 16m 00.04s, 65.30 mph,
- 2 Steve Griffin (MG Midget) 16m 00.88s.

HISTORIC RACE 2 (7 laps):

- 1 Steve Griffin (MG Midget) 14m 16.08s, 64.07 mph,
 - 2 Paul Gray (Porsche 911RS) 14m 47.57s,
 - 3 Will Corry (Austin-Healey Sebring Sprite) 14m 49.28s.
- Fastest lap:* Griffin 1m 59.920s, 65.34 mph.

CO KILDARE M C RALLYCROSS AT MONDELLO PARK (DAY 2 - ROUND 5 OF BRITISH RALLYCROSS CHAMPIONSHIP): 28th June

SUPER FINAL:

- 1 Ollie O'Donovan (Ford Fiesta) 3m 50.62s,
- 2 Kevin Procter (Ford Fiesta) 3m 51.79s,
- 3 Julian Godfrey (Ford Fiesta) 3m 52.13s,
- 4 Steve Hill (Lancer Evo) 3m 57.27s,
- 5 Andy Grant (Ford Focus) 4m 04.45s,
- 6 Derek Tohill (Ford Focus) 4m 05.30s.

SUPERCAR A FINAL:

- 1 Ollie O'Donovan (Ford Fiesta) 3m 12.78s,
- 2 Derek Tohill (Ford Focus) 3m 14.80s.

STOCK HATCH 16 VALVE A FINAL:

- 1 Eoin Murray (Peugeot 106) 3m 38.67s.

500 MRCI KIRKISTOWN RACE MEETING (ROUNDS OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIPS): 27th June

BAKER AUTOMOTIVE STRYKER RACE 1 (12 laps):

- 1 Alan Auerbach 13m 28.43s, 80.79 mph,
- 2 Alan Watkins 13m 32.29s,
- 3 Greg Kelly,
- 4 Dave Griffin.

Fastest lap: Watkins 1m 05.66s, 82.89 mph.

BAKER AUTOMOTIVE STRYKER RACE 2 (12 laps):

- 1 Alan Auerbach 13m 15.46s, 82.11 mph,
- 2 Alan Watkins 13m 15.99s,
- 3 Dave Griffin.

Fastest lap: Auerbach 1m 04.98s, 83.76 mph (Class record).

CORK M C AUTOTEST AT CORRIN MARTS, FERMOY, CO CORK (ROUND 6 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 4th July

- 1 Liam Croston (Nova) 499.6s,
- 2 Paddy Power (Mini Special) 503.4s,
- 3 Liam Cashman (Westfield) 516.6s,
- 4 Don Giles (Westfield) 524.0s,
- 5 Martin Walsh (Starlet Special) 530.2s,
- 6 Mike Mulcahy (Mini Special) 535.0s.

Class winners: Paddy Power, Martin Walsh, Liam Cashman, Stefan Walsh (Starlet) 602.7s, Michael Cashman (Corsa) 565.7s, Joe Downey (Starlet) 755.2s, Davin Jennings 813.5s, Patricia Denning (Starlet) 645.0s.

KILLARNEY & DISTRICT M C AUTOTEST AT MILLSTREET, CO CORK (ROUND 7 OF PREMIER AUTO PARTS MUNSTER

CHAMPIONSHIP): 5th July

- 1 Timmy Lynch (Westfield) 548.5s,
- 2 Liam Croston (Nova) 554.4s,
- 3 Paddy Power (Mini Special) 555.0s,
- 4 Liam Cashman (Westfield) 559.8s,
- 5 Alan Clarke (Mini Special) 572.9s,
- 6 Don Giles (Westfield) 578.2s.

Class winners: Paddy Power, Martin Walsh (Starlet Special) 640.5s, Liam Cashman, Michael Lynch (Starlet) 635.6s, Liam Croston, Joe Downey (Starlet) 810.7s, Patricia Denning (Starlet) 770.8s.

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

BAKER AUTOMOTIVE STRYKER RACE 1 (14 laps):

- 1 Alan Auerbach 15m 14.53s, 63.35 mph,
- 2 Daniel McCarthy 15m 20.80s,
- 3 Alan Watkins 15m 22.64s,
- 4 Dave Griffin 15m 30.15s,
- 5 Greg Kelly 15m 34.22s,
- 6 Des Bruton 15m 50.35s.

Fastest lap: Griffin 1m 02.107s, 66.63 mph.

BAKER AUTOMOTIVE STRYKER RACE 2 (15 laps):

- 1 Alan Watkins 15m 44.55s, 65.72 mph,
- 2 Dave Griffin 15m 44.89s,
- 3 Daniel McCarthy 15m 52.47s,
- 4 Mark Baker 15m 52.58s,
- 5 Greg Kelly 16m 01.31s,
- 6 Des Bruton 16m 06.33s.

Fastest lap: Griffin 1m 02.075s, 66.67 mph.

BAKER AUTOMOTIVE STRYKER HANDICAP RACE 3 (14 laps):

- 1 Alan Watkins 15m 01.06s, 65.76 mph,
- 2 Des Bruton 15m 02.93s,
- 3 Alan Auerbach 15m 06.24s,

Fastest lap: Auerbach 1m 01.251s, 67.25 mph (Class record).

SEAT LEON SUPERCUP RACE 1 (16 laps):

- 1 Rod McGovern 15m 49.85s, 69.71 mph,
- 2 Niall Quinn 15m 51.61s,
- 3 Michael Cullen 15m 58.15s,
- 4 Niall Murray 16m 06.84s.

SEAT LEON SUPERCUP RACE 2 (14 laps):

- 1 John Farrelly 14m 00.58s, 68.92 mph,
- 2 Niall Murray 14m 01.65s.

IMOKILLY M C MINI STAGES RALLY AT DUNGARVAN, CO WATERFORD: 26th July

- 1 Gary Kiernan/James Fulton (Escort) 48m 35s,
- 10 Neil Tohill/Gerard Tohill (Lancer Evo 9) 52m 48s.

The Sally Gap stages outing for the Tour Ireland triggered memories of the Circuit of Ireland in the "good old days". I came across this piece which I thought I would share with you.

The Circuit - A Different Perspective

A week to go so I ring around to see if anybody has stage details - it is all very vague so I resolve to take out a mortgage for a "Rallypak". Having visited the Building Society, I head into the RIAC where, despite the cover price of £6.95 which I notice later, I am charged £7.00 - my son suggests the difference is VAT! - wouldn't a VAT rate of less than 1% be nice? When son has finished perusing Rallypak, I take a peek. Wife has already decided a sortie North on Saturday is out, so I transfer Sunday and Monday stages to 1/2 inch (I hesitate to call them "proper") maps. I apprise wife of a somewhat longer Sunday outing than I had anticipated - the response is favourable, albeit with a proviso - "I don't want to be watching a stage for five minutes and then breaking the land-speed record getting to the next stage". (The fact that this time last year she drove the lead car [I navigated] in a convoy where she was subjected to a fair amount of pressure from the following aspirant McRaes may have had something to do with this sentiment!). I am delighted that one of the Sunday stages starts from Ballyhaise. I was lost in the adjacent Agricultural College a couple of weeks ago on a navigation rally, so I decide to head for this stage early and do a decent recce of the College before the stage starts.

Saturday evening son and I take a trip out to Dun Laoghaire to survey the cars in parc ferme. Little did we realise - we couldn't get near the machinery. This is understandable I suppose, but what does gall a little is superfluous marshals obstructing the view. Incidentally, Vere Wynne Jones did a superb job flannelling until the cars started clocking in.

Sunday morning was nice so, picnic prepared, we set off. We stopped in Navan for a quick visit to service. All the competitors were queueing up for what was obviously going to be a brief stop so we decided to move on to the stage at Bohermeen. It was obviously a "good" corner as RTE was there. Unfortunately, even though we were in plenty of time, the throngs already in position prevented us getting as good a vantage point as I would have liked. We were able to move to a better spot when there was the customary exodus after about the first six cars. We stayed until almost everybody was through before we set off for Ballylynan Bridge in Co. Cavan. The traffic was incredible though there was plenty of light relief as the kamikaze Northern spectators practised for their Continental holidays. When somebody had the temerity to come the other way, the "don't let him in" syndrome provided some

SNIPPET

interest. The traffic had been so heavy that there wasn't enough time to go to Ballyhaise so we left the main road a few miles south-east of Cavan town and travelled north through Stradone. Wife felt she was in an autotest as she slalomed her way around the worst of the potholes. The weather had begun to deteriorate and by the time we reached the stage there was a "nice" heavy drizzle. We had chosen more carefully this time and used an access road not given in the "Rallypak". The locals were most perturbed that "foreigners" should be invading their exclusive territory. We lunched alfresco under umbrellas after which we took up station at an innocuous looking hump-back bridge which had the bonus of being followed immediately by another little yump. The latter proved to be a good test of sump-guard strength. Incidentally, the only car to clear both was the Corolla of Maurice Moffett and Gavin Campbell. His living in Monaghan might have had something to do with this! We stayed for the second run of the stage before moving south to the last stage of the day where the highlight was waiting for a barn roof to collapse under the weight of an ever increasing number of looney spectators.

On the way home we stopped in Navan again. However, all that was left at service was the Skoda, which despite its lowly status had most of the accoutrements associated with more prestigious outfits.

Wife and daughter declined the opportunity to avail of the Sally Gap experience on the Monday. Despite being there 45 minutes before the first car we had to walk over two miles. There was a ribbon of cars as far as the eye could see - incredible. We met up with brother-in-law and family and settled down in the heather in glorious sunshine. We watched all the cars through before trudging back to the car for lunch, and thence down the hill to the final stage which was also mobbed. Here we waited for the trees to break under the weight of the spectators and, even more exciting, to see if the amateur photographers could jump out of the path of the competing cars before being mowed down.

Our enjoyment of the Monday was diminished somewhat by having to wait an hour for the ensuing traffic jam to sort itself out. Nevertheless, the outings were deemed worthwhile and we were able to keep up to date with what actually happened on the nightly RTE/UTV programmes. These were excellent as usual, apart from the dubbing of music on certain parts of the soundtrack. The sound of the cars is far more appropriate, not to mention more "musical", at least in the context of the programme.

Roll-on next year.

Incidentally, the top three were all in Sierra Cosworths. Jimmy McRae/Rob Arthur were followed home by Russell Brookes/Peter Diekmann & Mark Lovell/Ronan Morgan.



Joe and now Mark, who has recently joined the company, like The Turbine to be an exact multiple of four. It facilitates the printing process. That is why pages are sometimes duplicated or left blank. On this occasion, I have availed of the opportunity to reproduce some photos that appeal to me.

While on the subject of printing the Club is very grateful for all the printing Typecraft does on its behalf



*Chas Colton /
Ryan Pickering
during the TDC
ICR in April*

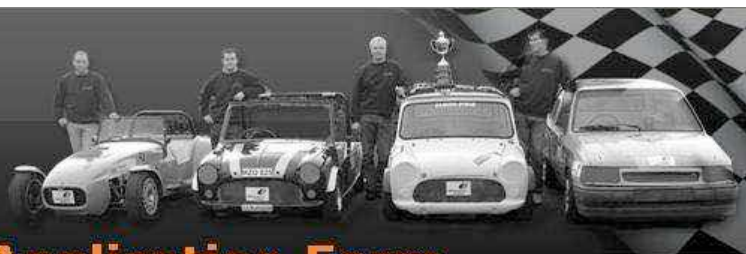
*Ashley Lamont
at the James
Pringle ITA in
May*



*James Wilson at
JJ's MVAT in
June*



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

philiporeilly@live.com

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Sunday August 9th

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NIGHT**

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Wednesday 9th September

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THESE
EVENTS**