

# TDC Turbine



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

www.tdcireland.com

December 2015

## Presidential Platitudes

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

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

*Also associated with this time of year is the AGM which will take place in January. Keep an eye on the website and Facebook page for details. This advice applies for all of our activities.*

More immediately, on Saturday, 5th December, is our Clay Pigeon outing to Newtownmountkennedy organised by Owen Murray, 0878175087. Please support this initiative and contact Owen NOW. A section of The Step Inn has been reserved for a post shoot post mortem.

*Also in December is our St Stephen's Day autosolo. Marshals are particularly difficult to mobilise at this time so, please help out if at all possible. The event will take place again at Murphy's Quarry (thank you Séamus) adjacent to CityNorth Hotel where the prizes will be distributed.*

The Mondello MVAT will take place on Sunday, 24th January. It will differ little from past events, with the capable hands of Mark Doran remaining at the controls.

*Circumstances permitting, most of you will get this issue in the post. If you think you deserved one but you didn't receive a copy, please contact Philip O'Reilly, 0872686333, and he will put you on the mailing list.*

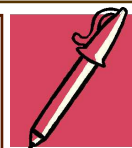


**Most of you know this man but this picture was taken a while ago.**

**All is revealed on Page 24**



Brian Kingston and Owen Murray are welcome additions to the roll of prestigious wordsmiths. Bill Swann did the business with the UAC Retro pics and Paddy McCollum most of the "Tests" ones. Paul Phelan also sent me some. The "old reliables", Peter, James and Trevor were also "looted".



Frank



## LMC Laharna Lanes Rally

3rd October

Despite never having sat in the left-hand seat of a competing car, I was assured by a few people that a



drive with Christopher Evans (left, with Owen) was a very worthwhile experience. So, I decided to sign up for the challenge of guiding Christopher around the Larne lanes.

We had an early start (Larne is not as adjacent as many of the northern events). Having been at Fiona Fagan's 21st birthday party the previous night, I didn't spend as long in the bed as I would have liked! We arrived at the Halfway House Hotel to discover that the car-park was



already full of assorted cars, trailers and other machinery. So, we had to go down the road about two miles to get turned around. Christopher must have thought there was someone around with a stopwatch with the speed he turned the jeep and trailer! We got parked eventually, passed scrutiny and went in to the hotel to avail of the complimentary breakfast. In hindsight that wasn't such a great idea.

I am familiar with the road books and test diagrams that are normally used so I wasn't overly concerned about the day until Kevin

Fagan said to me, "there's a bit of work in these." Sure enough, for my very first competitive spin in the passenger seat, I would have to get my head around diagrams the like of which I had never seen before. The diagrams were Google earth pictures with the manoeuvres superimposed on to them. I found them much harder to follow than the normal test diagrams I am used to, mainly because the inset boxes showing "blow-ups" of the manoeuvres required were not all positioned close to the part of the picture they referred to. I found this confusing when going flat-out through the tests.

Once we had agreed what way the "notes" would be called we set off on the measured mile to get the engine warmed up. It was at this point that I sat in the car for the first time and discovered that the seat was about two inches too narrow (or my backside was two inches too wide!!!). The crotch belt was also very "snug"!!! I squeezed in eventually and off we went.

At the start of Test 1 I had myself ready.... I happened to glance at the rev counter.... 5000 rpm.... 5,4,3,2,1 and bang, the seat hit me in the back and we were off! The very first obstacle threw me. It was



supposed to be a three-bale chicane but there was only one bale in the middle of the lane. We got around this only to sail past the next one in a yard full of manure... Luckily for us, most of the other competitors had also underestimated the lack of grip in this particular yard! On the second test I got

completely lost and, as we went on a tour of the farm, two cars passed us while we were on our sightseeing drive! (*I think this is referred to as a "shopping expedition" - Ed.*)

From then on things improved, despite my stomach proving not to be up to the task. Thanks to Joanna Lenehan for the motion sickness tablets! The fact that I looked like Casper the ghost was probably a bit of a giveaway that I needed them! I was glad of a 15-minute snooze on a wall at one of the morning tests when there was a delay to allow some farm machinery to pass through. As well as catching up on some lost sleep, it gave my stomach a chance to settle down.

We set a number of quickest times as the day went on and were flying on the second lap. Unfortunately, my scenic route on Test 2 had cost us too much time to close the gap on the leaders. Despite some of the diagrams being different to what was on the ground (*nothing changes - Ed*), the tests were great. Some were well over a mile long - that added to the buzz. We spent plenty of time sideways, as I had expected, which enhanced the enjoyment.

While I don't think I'm cut out to be a navigator I had a great day and learned that where I would normally slow down there is plenty of room for more acceleration and another gear!

The not unexpected winner was Robert Woodside.

Owen





## RESULTS

- 1 Robert Woodside (Jnr)/Bruce Drummond (MX5) 1935s,  
2 Eamonn Byrne/Joanna Lenehan (Starlet) 1982s,



- 3 Mark Woodside/Andy Blair (MX5) 1992s,



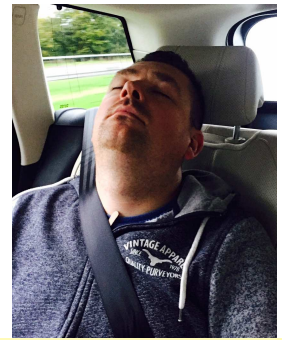
- 4 David Crothers/Barbara Kane (MX5) 1993s,



- 5 David Cochrane/Laura Phillips (Midget) 1997s,  
6 Mark Faulkner/Gillian Haydon (MX5) 2000s.



*Driving ace, Lucy Whitford, turned administrator for this event. She pushed her pen in a highly competent fashion as befits her reputation.*



*Kevin falls asleep on the way home and misses seeing Christopher's next project overtaking them*



*Dermot Carnegie and Frank Lenehan take it all very seriously*



*Peter Faulkner & Derek Smyth*

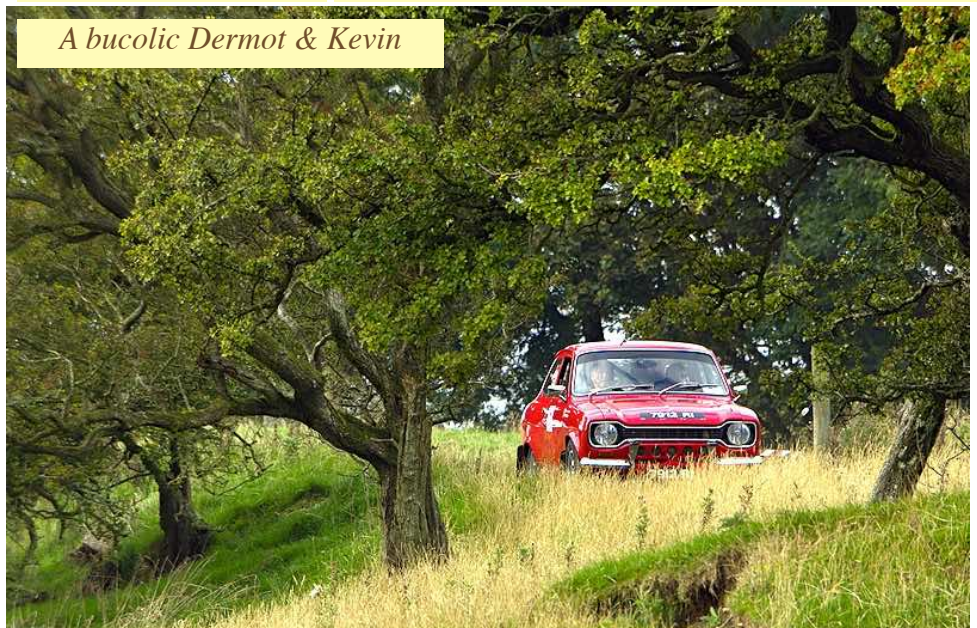


*Richard Meeke & Philip O'Reilly enjoyed their day out*



*Olwen Blair, Joanna Lenehan & Eamonn Byrne prepare but is Joanna fully focussed?*

*A bucolic Dermot & Kevin*





UAC "Retro" Targa Rally

10th October



*The winners being presented with their awards by Ronnie*



2 Mark Faulkner/Gillian Haydon (MX5) 1027s,

4 Eric Patterson/Raymond Donaldson (MX5) 1043s,



5 Frank Lenehan/Olwen Blair (Starlet) 1049s,



6 Simon Woodside/Andrew Blair (MX5) 1050s.



3 Christopher Evans/Kevin Fagan (MX5) 1029s,



For whatever reason the entry list for this year's Retro was undersubscribed - maybe prospective competitors had a suspicion that they might be subjected to herring-bone tulips, map traces or suchlike to define the route between tests in a nod to the past. Such, of course, was not the case. Everything was very straightforward and the organisation was as good as would be expected with Ronnie Mitchell at the helm.

Coming out on top were Will Corry & Richard Earney, worthy names to have on the list of winners of this event.

RESULTS

1 Will Corry/Richard Earney (Midget) 1015s,

It wasn't too early a start - I was to be at Piers's place at 7.45 a.m. Despite an unscheduled (for him) late night surprise frolic related to the SNIPPET on Page 21 he was ready to go. All the competitors seemed to arrive simultaneously at 9 a.m. and there was a bit of a traffic jam in Coolrain (a modest metropolis adjacent to the Slieve Bloom Mountains, some of whose forests were available for us to play in). Having unloaded the car, I headed to the office (pool room of Sheeran's Pub) to pick up my roadbook while Piers joined the

queue for scrutiny. This latter was the least satisfactory aspect of an otherwise excellent day's entertainment. There was only one entrance/exit to the scrutiny area and the delay saw the start being put back by about 20 minutes. This did have a positive corollary in that there was more time to enjoy the excellent breakfast in Sheeran's.

We began with one of several morning forest tests that lived up to Eoin's (Longworth) billing. Piers really enjoyed them. Their inclusion was courtesy of Ger Buckley whose Coillte connections bore fruit. Ger

ended up sitting with Paul Nolan as Dave Cormack was holidaying in Turkey. Ger hadn't been apprised of the Endurance Trial dress



Paul



Ger



Birr & District MC Endurance Trial

11th October

code - he cut a solitary resplendent figure in his stage rally overalls.

At the start of the first test, I spotted a blast from the past in the form of Joe Shinnors. I hardly recognised him as he was dressed so casually. He did have a sports jacket but the absence of a tie threw me. In one of my incarnations as a night rally navigator (I use the term loosely), Joe was one of the more competent, not to mention sartorially elegant drivers. He is also an accomplished co-driver. There was obviously a bit of genetic predisposition at work when Alan &

of which he hoped would be sufficiently robust not to puncture. This proved to be the case but the downside was their grip (or lack thereof) levels. These were not good enough to prevent us slipping off the road on the second lap of the



saw them lucky to get away



George Shinnors ran out winners at the end of the day, a convincing 33 seconds ahead of the tied Robert



with less personal damage than might have been expected, when the radiator cap flew off as Simon tried to undo it. He thought it must have been fastened on a slight cross-thread. This resulted in it being difficult to unscrew initially

morning selectives. The car was undamaged but we had to wait for William Cavanagh in the sweeper jeep to pull us out. We had been there a while so we skipped a couple of tests to get back on schedule. While waiting to be rescued it struck Piers that there seemed to be more scars in the undergrowth than those for which



Howard/Andrew Stewart and Karl O'Donoghue/Evin Hughes, all in



Starlets.

Tyre choice was a bit of a conundrum. Piers opted to use trackday type rubber, the sidewalls

we were responsible. Sure enough, we discovered later that James Driver had deviated similarly on his first run through the test. He was fortunate and was able to scabble back on track with minimal delay.

There had been another bit of excitement on the first lap. The Martin Nugent/Simon Echlin RS 2000 arrived at the finish of the first test gushing steam. Efforts by Martin & Simon to effect a remedy



*Simon, sporting a very impressive dressing*

but it then undid rapidly to the accompaniment of a spurt of steam. They were able to continue and finished a fine fourth.

Mention of Simon reminds me of my visit to this area with him on a previous Birr event where we "enjoyed" a magical mystery tour of the hilltop north of Gorteen/Garranbaun in the dark. This time it was in the daylight which should have made it easier. However, a tempting untaped slot right resulted in us getting better value in terms of selective mileage than most (we weren't the only ones to succumb to the temptation!) of the rest of the field.

Lunch was back at Sheeran's Bar - a very slick operation provided



a prompt and tasty stew to set us up for the post prandial run which was to prove to be more “testy”.

Incidentally, Sheeran’s proprietor, Lar Hogan, was competing in his Hyundai Coupé with Craig Dooley.

The weather was even more clement in the afternoon which helped the social side of proceedings as competitors were able to chat while waiting/watching others for pointers as to how to/how not to do the tests. Given that our “off” had put us out of contention Piers availed of the opportunity to “showboat” - the MX5’s rear-wheel drive helps with this.

Afterwards, it was back to Coolrain again to see how Ireland were getting on against France in the Rugby World Cup - well!

We definitely enjoyed our



day out. Eoin (pictured here on the move) is great at drumming up entries. He even indulges in arranged marriages if willing drivers/co-drivers are without their usual partners. It was good also to see Frank O’Donoghue in evidence - he has been the prime mover behind Endurance Trials.



Below is a photo of a typical codeboard from the event - it might be circumspect to have more characters next time.



Editor



## RESULTS

- 1 Alan Shinnors/George Shinnors (Toyota Starlet) 2m 38s,
- 2 Robert Howard/Andrew Stewart (Toyota Starlet) 3m 11s,
- 3 Karl O'Donoghue/Evin Hughes (Toyota Starlet) 3m 11s,
- 4 Damien Doran/James Mansfield (Toyota Starlet) 3m 41s,
- 5 Kevin O'Rourke/Dave Ray (Toyota Starlet) 3m 42s,
- 6 Paul Nolan/Ger Buckley (Toyota Starlet) 4m 11s.

### NAVIGATION CARS:

- 1 Martin Nugent/Simon Echlin (Ford Escort) 3m 40s,
  - 2 Colin Sheridan/Breen Sheridan (Toyota Starlet) 4m 20s,
  - 3 Patricia Denning/Joe Downey (Toyota Starlet) 4m 33s.
- Class winners:* Martin Nugent/Simon Echlin, Colin Sheridan/Breen Sheridan.

### RETROSPECTIVE CARS:

- 1 Mark Walsh/Linda Dempsey (Ford Escort) 7m 47s,
  - 2 Peter Faulkner/Ciaran Garahy (Mazda MX5) 8m 02s,
  - 3 Maurice Fitzgibbon/Damien Boyle (Toyota Celica) 8m 02s.
- Class winners:* Mark Walsh/Linda Dempsey, Maurice Fitzgibbon/Damien Boyle.



Kevin O'Rourke checks out an alternative timepiece for Dave Ray



Karl Grehan & John Fogarty



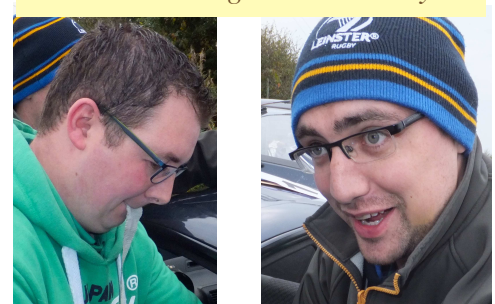
David Forde & Sean Henahan.



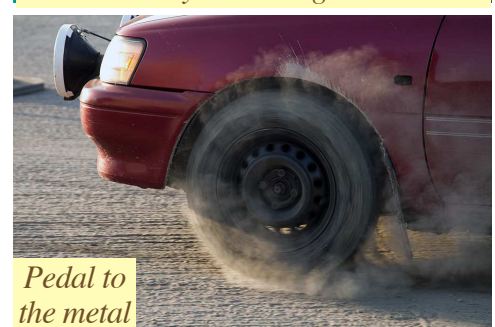
Niall Murphy & Seán Daly



Trish Denning & Joe Downey



Mark Reilly & Darragh Gibbons



Pedal to the metal



## TDC Turbine



Mark Walsh and Piers MacFheorais



Dave O'Neill



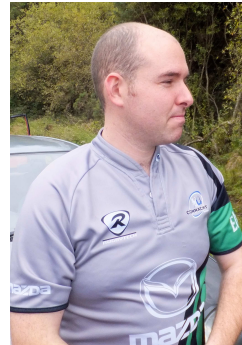
When I saw Ruaidhrí Nash pointing towards the sky I wondered what sort of event he thought he was on. Peter Barrable didn't look too perturbed so he must have been pointing more conventionally during the tests.



Gillian Haydon & Mark Faulkner had come hotfoot from the Retro the previous day. They had stayed overnight in the Coolrain Clarion and are about to have a leisurely breakfast after a nice lie-on-in. The MX5 suffered a broken halfshaft in the morning. Mark had a spare one which he was able to fit in time to have a go at some of the later tests



I wonder where Noel Broderick got that biro



Patrick & Joe Corcoran



Linda Dempsey



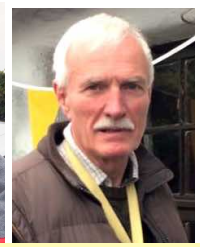
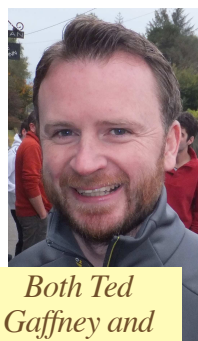
Trevor O'Callaghan & Patrick O'Leary (I hope Trevor opened his eyes during the selectives. Maybe Patrick had his closed and Trevor thought that this was the thing to do)



I thought that Colin Sheridan must have been driving very sedately if his son, Breen was able to nod off but then I saw that he was first in Class 2.



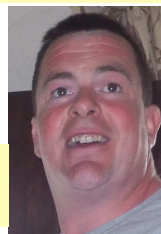
Both Ted Gaffney and Graham O'Donoghue had car trouble and headed for home early



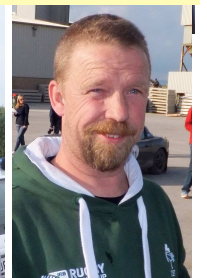
Mick Melady & Ken Fleming, Ian McCulloch



Niall Driver



Alan Dolan



Declan Donohoe, Brian Duggan & Ken Carmody



The Club extends its condolences to the family and friends of  
 Alex Malcolm, one of the original members of TDC who drove a Buckler in Trials,  
 Mick Moloney, Maria Callanan's dad, garage owner and motorsport stalwart, from Dungarvan,  
 George Clancy - he and his wife Ann Fitzgerald personified Carrick-on-Suir MC for many, many years  
 all of whom died during October.



## QUIZ

### December Questions

### October Answers



1. Who is guilty of this ill-advised millinery option?  
 Ronnie Griffin



2. Who are these two and what are they up to?  
 The editor and John Boyd connecting up the Club's voltage inverter.



3. Who is this Ronnie Griffin pretender?  
 Ron Mullen

4. Who has made sure he doesn't miss the brake pedal?  
 Philip O'Reilly



5. Who is the stubbled wonder? Peter Lynch



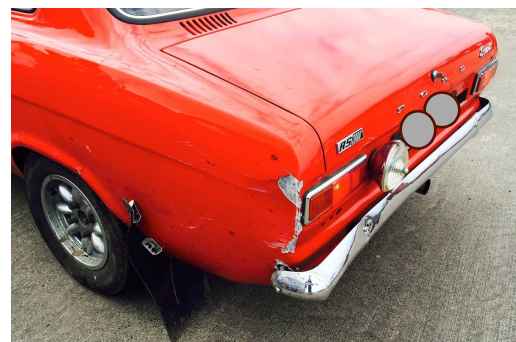
1. Eamonn Byrne likes to keep his girls mobile. Over the years he has accumulated a mixture of 16 bicycles and tricycles. The number of wheels adds up to 40. How many tricycles are there?

2. For how long would a 85 Ah battery (12 V) keep a 60 W spotlight lighting?

3. What are these birds up to?



4. Whose car had some grief on the Laharna Lanes?



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



In Warwickshire, at the Arrow Mill Hotel in Alcester, Motorsport Ireland's Autotest team finished second in the Ken Wharton Memorial event, 38 seconds behind their old rivals Northern Ireland, with England a distant third. Wicklow man Eamonn Byrne was second in the individual competition, two seconds behind Paul Blair from Ballyclare, Co Antrim.

## RESULTS

- 1 **Northern Ireland** (Steven Ferguson, Robin Lyons, Paul Blair, Paul Mooney) 2102.9s,
- 2 **Republic of Ireland** (Guy Foster, Eamonn Byrne, Timmy Lynch, David Thompson) 2141.2s,
- 3 **England** (Alastair Moffatt, Dave Mosey, Chris Chapman, Roger Holder) 2200.7s,
- 4 **Guest Team** (Dave Evans, Anthony Preston, Steve Morten, Willie Keaning) 2378.3s.

### INDIVIDUALS:

- 1 Paul Blair (Striker) 520.8s,
- 2 Eamonn Byrne (Mini) 523.0s,
- 3 Steven Ferguson (Mini Special) 523.6s,
- 4 Robin Lyons (Mini) 525.8s,
- 5 Guy Foster (Mini Special) 530.4s,
- 6 Paul Mooney (Nova) 532.7s,
- 7 Alastair Moffatt (Mini Special) 534.3s,
- 8 David Thompson (Nova) 541.7s,
- 9 Dave Mosey (Mini) 544.9s,
- 10 Timmy Lynch (Westfield) 546.1s,
- 11 Chris Chapman (Striker) 555.9s,
- 12 Roger Holder (Nova) 565.6s.

*Class winners:* Eamonn Byrne, Paul Blair, Steven Ferguson, Paul Mooney.

### RESERVES:

- 1 Paul Fobister (Haigh Special) 534.4s,
- 2 Alan Coyle (Mini Special) 541.6s,
- 3 Chris Grimes (Mini) 544.5s,
- 4 Liam Croston (Nova) 560.9s,
- 5 Trevor Ferguson (Striker) 571.1s,
- 6 Dave Fox (Mini) 576.8s.

*Class winners:* Chris Grimes, Trevor Ferguson, Paul Fobister, Liam Croston.



*The victorious Northern Ireland team spray champagne - well Paul (Mooney) and Robin do. Steven retains his customarily reserved aplomb in the background while Paul tries to avoid a shower.*



*Individually, Paul Blair was best ahead of Eamonn Byrne*



*Jamie McMillan*



*Guy Foster*

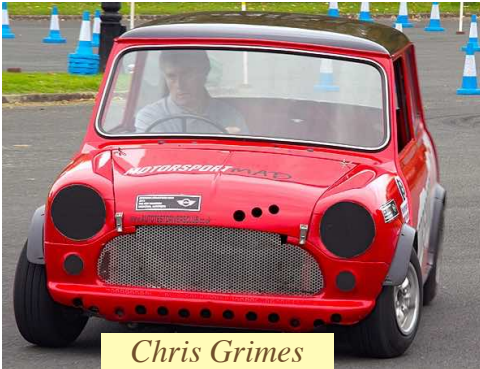


*Alan Coyle is watched over by Eamonn Byrne and Chris & Christopher Grimes*





Republic team and reserves: Liam Croston, Liam Cashman, Timmy Lynch, Davy Thompson, Eamonn Byrne, Guy Foster, Alan Coyle, Chris Grimes



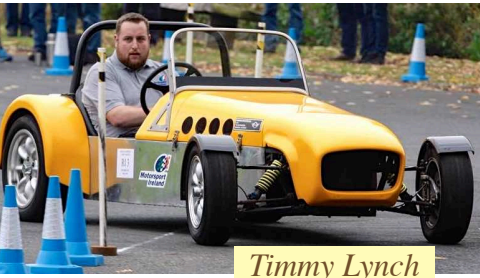
Chris Grimes



Discerning spectators, Jason & Ronnie Griffin



Love stories begin in Alcester - Davy Thompson & Marsella



Timmy Lynch



Frank Lenahan & snapper Olwen Blair



Anthony Preston provides evidence which confirms that navigating is his forte

Do you recognise Alastair Moffatt's car? MI & Ireland stickers are clues. Yes, it used to be JJ Farrell's.

Liam Croston



Paul Phelan was also snapper



Runners-up: Eamonn Byrne, Timmy Lynch, (Malcolm Livingston), Guy Foster, Davy Thompson





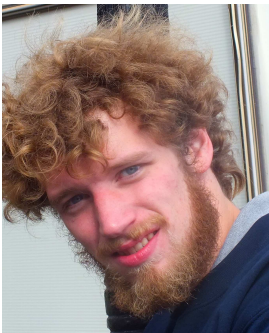
Mark King had to abandon plans to compete in the 2015/2016 Hewison Championship after a sarcoma was discovered in his knee earlier this year. He has been receiving treatment and we hope to see him behind the wheel sooner rather than later. He has been missed as he is as entertaining outside the car as he is in it.

Sarcomas are rare cancers that develop in the supporting or connective tissues of the body such as muscle, bone, nerves, cartilage, blood vessels and fat.

Mark has been helped during his treatment by the BOOM foundation. BOOM was set up in memory of Philip Wilson, originally from Lisburn, who lost his battle to sarcoma in 2013. Its aim is to help fill the gaps in the support that sufferers in N.I. receive and to contribute towards research into the condition.

In a weak moment at this year's Ken Wharton, Guy Foster agreed to have an extreme barbering experience in aid of BOOM. Davy Thompson managed to relieve those present of more than £1000 during the operation, which was conducted with some enthusiasm by stylist extraordinaire, Eamonn Byrne. (Is there nothing this man cannot do?).

There was a bucket in evidence at the Howie Wilde to provide an opportunity for others to contribute. The bucket will appear at the next few TDC events if you would like to support this worthy cause.

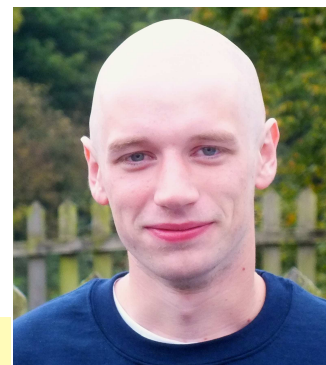


**BEFORE**



*Guy & Mark post-depilation*

**AFTER**





Round 4 of the Beginners/ Novice Championship took place on the usual piece of tortured tarmac at the back of Mondello Park, by kind permission of Ian Beatty and Mondello Management.

The number of entries was something to cheer about (24 in total), as was some of the fresh faces and fruity machinery on display. A pair of Westfields and a few Mini Specials, along with a gaggle of stripped out Starlets / Novae, made my Suzuki Ignis feel comparatively obese.

I always enjoy walking the tests beforehand, learning the route and trying to pick out which manoeuvres might be particularly tricky. This time, I had Piers (MacFheorais) alongside me to talk through the tests with. I found it very useful as he pointed out aspects of the tests that I would normally have glossed over. I would recommend every beginner to walk the tests with some of the more experienced autotesters (perhaps this is something the club could organise after sign-on for the next Howard Wilde round?). *(Too late now! But I don't think the experts would mind those less experienced drivers tagging along when they are "walking" - Ed.)*

This is my second year autotesting and to date I've done little in terms of developing my car. I have focussed more on trying to develop my own skills. My background in circuit racing taught me that speed comes with seat-time and there is little substitute for that alone. Having said that, I would be lying if I didn't admit to thinking about what modifications I might start making to the Ignis in the next

12 months. In that regard, I find it interesting to nose around some of the other more extreme cars and chat with the owners to see what tyres people are using, marvel at the Swiss cheese interior of Austin



Quille's Nova (Austin is on the right here with David Meeke), the bare simplicity of Declan Hendrick's boxy Starlet or the bicycle shock absorbers on Darren Quille's Westfield. There really is a great variety of



*Declan (Has he spotted something disconcerting?)*



machinery and approaches to going fast in this motorsport discipline and it is remarkable to see such small differences in times at the end of the day. (Just two seconds separated second place Tom Devaney's Westfield and third place Ian White's Mini Special). It's refreshing and



entertaining compared to a single make race class, governed by strict



*Tom Devaney had a new fancy first/reverse gearbox in his Westfield which he found much to his liking. Ironically, the gearbox in his BMW*

*"jeep" packed up just as he arrived in Mondello. He is on the phone here making convoluted arrangements to retrieve the situation.*

technical regulations.

That said, there is something sadistically entertaining watching a completely standard Starlet flailing madly in clouds of tyre smoke and body angles that belong more in the nautical world.

I'd like to think that the Ignis feels a bit better than my last Starlet but some of the photos do reveal some bewildering body roll and terrier-like wheel cocking. The higher centre of gravity of the Ignis (and my 100 kg!) made itself known on the very first test when I picked the handbrake for a wrong-way half-turn. The rear right bunny-hopped around with, I suspect, both rear wheels off the ground floor for an instant. Some of the marshals and onlookers' expressions after I had completed the test confirmed my suspicions that, yes, it did look



*Brian*



*Ron Corry takes it all in his stride*

hysterically out of shape.

After the first pair of tests, a quick glance at John McAssey's and



David Meeke's times reveals that I'm about three seconds slower than where I think the car could be. I tell myself, 'Godammit, I must try harder!!'. (*Have you been in the U.S. recently?* - Ed.) I found in racing that the more psyched up I got beforehand, the quicker I went out on track. Desperate times called for desperate measures, so a quick blast of 'Killing in the Name' by Rage Against The Machine (aptly named) on the car stereo before the next test had me sufficiently amped. The result? A miserable two tenths quicker.... I guess it's hard to match John's smooth precision and David's deft turn of speed.

It's easy to feel a little deflated when you really try and then fall short. It is really just a reminder that reinforces, for most of us, that it takes many years to hone your skills and build in the small steps that each count for a tenth here and a few tenths there that end up as a few seconds at the end of the test. So, while I still felt a bit dejected, I pushed on and tried to focus on keeping a good line and nailing a clean shift to reverse after a throw, which I had been struggling with earlier in the day.

The final test saw me pick up a pylon and so ended an event that I felt I had never properly come to grips with. However, when the results came out, I was genuinely surprised to see that I had finished second in class, behind the



flamboyant Westfield of Michael Cullen (resplendent in its new TDC themed wrapping). I suppose the lesson to be learned here is that nearly everyone makes mistakes during an event, so keeping the head up and foot down is what will get

you to the finish in good time.

Well done to Liam Denning who won the premier award by coming first in the Beginners Class with a superb drive in Michael's Westfield.

Some other performances of note include Darren Quille's skilful drive to the fastest time of the day.

Special mention for the Minis – Ian White's Special took a class victory and a break-out performance from James Mansfield saw him pip Rory Power (seen here getting ready for action) for a superb second in class. They were in saloons.

Alan Auerbach was best of the MVAT class cars, followed by Piers and John who were duking it out all day long.

I'm sure I'm not the only one looking forward to Howard Wilde Memorial Autotest next month.

Brian



## RESULTS

- 1 Liam Denning (Westfield) 666.2s,
- 2 Ronan Kearns (Colt) 687.0s,
- 3 Patrick O'Leary (Starlet) 705.8s.

### NOVICES:

- 1 Michael Cullen (Westfield) 596.5s,
- 2 Brian Kingston (Ignis) 600.6s.
- 3 David Meeke (Starlet) 610.1s.

### EXPERTS:

- 1 Darren Quille (Westfield) 471.5s,
- 2 Tom Devaney (Westfield) 492.2s,
- 3 Ian White (Mini Special) 494.1s.



*Class winners:* Liam Denning, Michael Cullen, Ian White, Darren Quille, Alan Auerbach (Starlet) 510.7s.

*Team Award:* Patrick O'Leary & Trevor O'Callaghan



*Trevor O'Callaghan, Patrick O'Leary, Ronan Kearns*



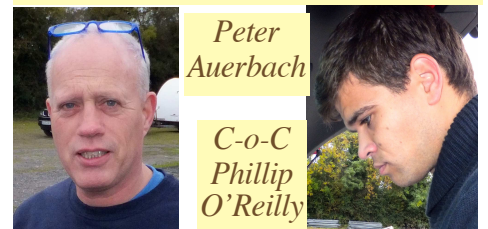
*Dave McAulay*



*Dave Campion, Dave O'Neill*



*Eoin Longworth, John Nolan, Colin Sheridan*



*Tim Faulkner had something else on his mind*





## Rally of the Tests

5th - 8th November



This year's edition started from Slaley Hall, Newcastle (above) and meandered via Dumfries and Darlington to the finish at the Village Hotel, Blackpool.

There were fewer Irish entries than usual. The weak euro made what is an already expensive event even more so. It is about time the sterling/euro rate was more favourable to us.

Dermot (Carnegie) had to withdraw as Bossie's dad was unwell so our only representatives were Ernie Campbell/Davy Johnston, Robin Eyre-Maunsell/Peter Scott, Frank Fennell/Kevin Savage, Ted Gaffney/Brian Goff, Robert Ganly/Jo McAllister and Frank Lenehan/Paddy McCollum.

Ernie & Davy had a trouble free run and won a third in class award. Ernie has been competing now for 60 years.



Robin & Peter's Mark II Escort had mixed fortunes. While the car was parked before the start it took off of its own accord and modified the wing of a lady's silver Scirocco. They suffered some more damage later on when they glanced off the Fennell Alfa after Frank pulled in to let

them past as they attempted to



recover after a Scott wrong slot! Despite an "erratic" 'trip', they managed to finish third in class.

Frank Fennell & Kevin Savage in the Giulia got off to a good start and were up to third by lunchtime on Friday. In the afternoon a couple of wrong slots pushed them down the order.



The less than motorway quality of some of the roads on the night section resulted in the two rear shocks pushing through to the boot. There was a welding opportunity before the first test on Saturday, and all was repaired. A subsequent diff failure forced them to retire.

Ted Gaffney & Brian Goff in Ted's Mini (Special?) had speedo cable trouble and even with the help



of Peter Banham a lot of time was lost and they had to skip a number of points on Friday afternoon. They also had fuel starvation issues subsequently but overcame these challenges to finish 27th, having been as low as 52nd - a good recovery.

Jo McAllister stepped into



the hot seat of Robert Ganly's Amazon after Michael Jackson's mother "took a turn". They had a creditable run to 13th overall. A fill of diesel at the lunch halt on Friday was unfortunate but, aided by the Banhams, this was drained and no problems arose. At the BP pumps in the UK it is very easy to mix up diesel and petrol. There is a black diesel pump OK, but there is a second one for diesel Ultra which is green. Robert was not the only one to make the error.

Frank Lenehan (& Paddy McCollum, pictured here with



Paddy looking particularly resplendent), has had some great finishes over the years in the Rally of the Tests - this was not going to be one of those years. Although they were lying second in the Mini Cooper after the prologue and were best on the night section, they were otherwise inconsistent. 16th overall and second in class wasn't too shabby.



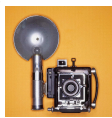


I suppose I should mention that Howard Warren/Iain Tullie in a newly built Porsche 356 were worthy winners. They were 53 seconds ahead of the father and son crew of John & Peter Dignam in an MGB who were best of the “newer” cars.

P.S. Although I am not averse to rough, tough rallies, I do think this event is becoming discouraging for less experienced competitors. If our ICR had had as many rough bits as this one I think we would have received a lot of negative feedback.

I think the organisers pack too much into the three and a bit days. Every year it is suggested that there will be more time to relax, early finishes etc. but this never seems to happen. Results can be achieved by less demanding routes and time schedules. Another observation was made by Frank Lenehan about the “Tests” in the rally’s name when he said it should now be called the Rally of the “Mini Stages”. More old-style tests would provide an extra challenge for competitors which wouldn’t necessarily rely on horsepower or brain power.

FF



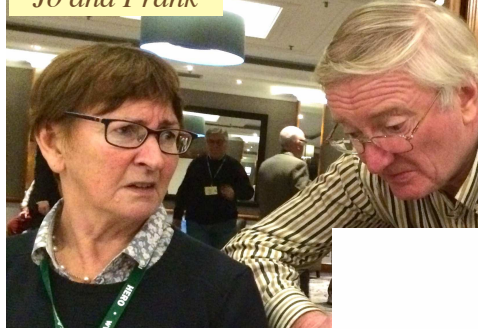
## RESULTS

- 1 Howard Warren/Iain Tullie (Porsche 356) 08:27,
- 2 Neil Wilson/Matthew Vokes (Porsche 356C) 10:30,
- 3 David Morgan/Martyn Taylor (Volvo 123GT) 11:46,
- 4 Paul Wignall/Ali Proctor (Alfa Romeo Giulietta) 12:13



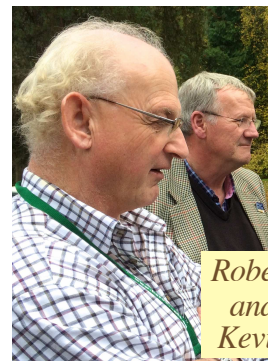
Davy Johnston

Jo and Frank



Paddy & Frank at the Awards Dinner with Frank looking as respectable as you’re ever likely to see him.

Frank & Paddy give the Mini a break at Langley Castle



Robert and Kevin



Lancia Aurelia B20

Ford Zephyr Mk II



Alfa Romeo Giulietta



A selection below for you to identify at a tea-break in Kielder





**BDMC Autumn Lanes Rally**

14th November

The Autumn Lanes followed its usual format. The tests in this event are usually trickier than many of those encountered on other Lanes rallies. On one test in particular quite a few competitors suffered an alphabet deficit in going straight from pylon E to pylon G. To be fair, F was in not quite as obvious a position as suggested by the diagram. Eamonn Byrne & Joanna Lenehan and Dermot Carnegie &

his jaunts with Robin Eyre-Maunsell) and the Starlet of Simon Woodside & Steven Dowds.

John Nolan also made the journey north, accompanied by Conor Clark, as did Richard Pender & Mark McLoughlin in their MG ZR and Peter Faulkner, who rendezvoused with Derek Smyth at the start. Peter didn't particularly enjoy the tighter than usual challenge.

P.S. There were no pics for this in the usual places - these were all I could muster

Editor (in absentia)



*Dermot and Eamonn  
pick out the potential pitfalls*

Mark FitzSimon made this error. Frank Lenehan had to babysit some cattle so he wasn't able to travel. Upholding southern honour were Christopher Evans & Kevin Fagan. Christopher has tweaked his MX5 so that it is now working well. They finished just one second behind Robert Woodside Jnr. & Bruce Drummond. In equal third place was the Micra of Matthew Mason & Peter Scott (shy, retiring legend in his own lunchtime, best known for



*Robert's MX5*

**RESULTS**

- 1 Robert Woodside (Jnr)/Bruce Drummond (MX5) 767s,
- 2 Christopher Evans/Kevin Fagan (MX5) 768s,

- 3= Matthew Mason/Peter Scott (Micra) 778s,
- 3= Simon Woodside/Steven Dowds (MX5) 778s.



*Dermot's Escort*



*Richard's ZR*



*Peter's MX5*

**TDC Howard Wilde Memorial Autotest**

15th November

Given the torrential rain on the Saturday it was decided that a early morning start for the pylon placers and line layers would be preferable. The highlight of this exercise was Joe Doran having to abandon his role as guide for the test run through because he felt queasy! Despite the absence of Joe's



input into the final layout, the tests were well received by all, from purpose-built experts to road car beginners. Before I leave Joe, it must be revealed that the reason he (and Mark) weren't competing was that the Locost was marooned in Typecraft's premises, courtesy of a power cut which prevented the door being opened. Efforts with a forklift to lift the door proved fruitless.

Marshals and competitors, all 33 of them, presented themselves at

the times suggested. After a well-attended and well-received briefing from Larry Mooney it was all-systems go. Well, nearly all - there were just a few tardy competitors. There was no comparison with last year. The greater urgency was very welcome. Eamonn Byrne broke a shaft which delayed him a bit. Philip O'Reilly had to wait for Davy Thompson to finish so he could borrow a water pump to







*A slightly fuzzy Davy with Jamie McMillan*

replace his malfunctioning one. Not even these hiccoughs held things up much. The only permanent casualty was Anthony Freeney whose Westfield



broke early on.

Paul Mooney's Mini/Nova Special had won in Westmeath despite a few teething troubles. He decided to wait until these were sorted before venturing out again so he didn't appear. We had the next best thing though, in the shape of one of Norman Ferguson's Mini Specials fitted with 15" wheels.



These necessitated certain accommodations which would be too technical for me to understand - stuff like the crown wheel and pinion ratio (would a Mini transmission even have a crown wheel and pinion?). Anyway, it worked. That Sam Bowden was driving it probably contributed to its effectiveness - he won by almost 10 seconds from Steven Ferguson and was quickest on 7 of the 12 tests. Eamonn was quickest on four but the "fail" on his shaft breaking test dropped him to fifth.



For Mondello in November it was a pleasant day. As ever, we are grateful for the hospitality. It is ideal for this event. For the Club, the usual suspects fulfilled their functions in their customarily admirable fashion. They are to be commended.

Andy Blair came down "for



the spin" with the Northern contingent and was rewarded with an offer of a double-drive in

Eamonn's Mini. Despite never having driven the car before, he acquitted himself well.

Editor



## RESULTS

1 Sam Bowden (Mini Special) 629.7s,  
2 Steven Ferguson (Mini Special) 638.2s,  
3 Robin Lyons (Mini) 642.7s,  
4 David Thompson (Nova) 652.2s,  
5 Eamonn Byrne (Mini) 655.5s,  
6 Timmy Lynch (Westfield) 664.2s,  
7 Chris Grimes (Mini) 664.2s,  
8 Paddy Power (Mini Moke) 669.6s,  
9 Guy Foster (Mini Special) 669.7s,  
10 Alan Coyle (Mini Special) 672.6s,  
11 Darren Quille (Westfield) 679.6s,  
12 Norman Ferguson (Mini Special) 682.3s.  
*Class winners:* Robin Lyons, Steven Ferguson, Timmy Lynch, David Thompson, John McAssey (Starlet) 782.4s.

*Best semi-expert:* James Mansfield (Mini) 807.0s.

*Novices:* Philip O'Reilly (Nova) 786.4s, David Meeke (Starlet) 948.4s.

*Beginners:* 1 Rod McGovern (Westfield) 872.7s, 2 Colin Sheridan (Starlet) 987.2s.



*See over for the outcome of this amateur's snapping*



# TDC Turbine



Dave Meeke & Alan Auerbach



Timmy Lynch & Brian Kingston



The MI duumvirate?



George McMillan & Liam Croston



Alex Sinclair & Paul Phelan



James Mansfield



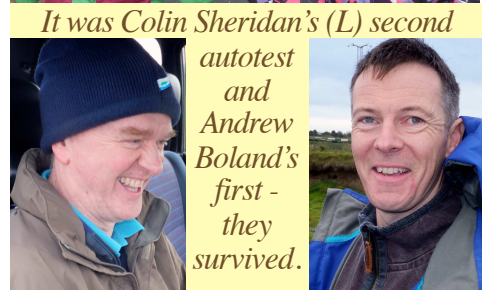
Ian White  
Laura (L) & Rachel



Quilles - Austin (L), Darren (top), Syd



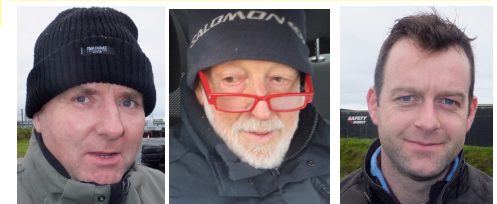
Rod McGovern, Victor & Michael Cullen



It was Colin Sheridan's (L) second autotest and Andrew Boland's first - they survived.



Chris Grimes surrounded by his family - Christopher, Jennifer, Caroline & Luci



Ronnie & Steve Griffin, Eddie Peterson  
Eddie had hoped to take part but he didn't bring a car with him - his hopes were dashed



Piers MacFheorais, Robin Lyons, Tom Devaney



Guy Foster



Liam Cashman, Alan Coyle, JJ Farrell



Damen & Kate Phillips, Ron Corry



John McAssey



The weather was certainly more seasonal than has been the case for many events this year as you can see from Matthew Mason's snowy progress. It wasn't just on the



tests that the low temperatures had an impact - there were slippery patches on the route between tests early on. Some crews were caught out by these. One was Christopher Evans & Daniel Byrne. The MX5 slid off the road and suffered enough damage to force them to retire. They, themselves, were undamaged.



Robert Woodside did his all-too-regular (for the other competitors that is) disappearance into the sunset. The rest of the top three was filled out with similarly



familiar faces. Maybe Joanna would be better advised concentrating on the test instructions rather than waving to Peter Boyd.



Dermot Carnegie & Kevin Fagan were eighth, just ahead of Patrick Corcoran & Ruaidhrí Nash - another southern crew making its mark.



## RESULTS

- 1 Robert Woodside (Jnr)/Bruce Drummond (MX5) 1237s,
- 2 David Crothers/Barbara Kane (MX5) 1244s,
- 3 Eamonn Byrne/Joanna Lenehan (Starlet) 1250s.

**DON'T FORGET TO TAKE  
OUT / RENEW YOUR 2016  
CLUB MEMBERSHIP**



**2015 CLUB  
CHAMPIONSHIP**

|              |              |              |              |              |              |              |               |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| called off   | 17-May       | 03-Jun       | 09-Aug       | 18-Oct       | 15-Nov       |              |               |
| <b>Rnd 1</b> | <b>Rnd 2</b> | <b>Rnd 3</b> | <b>Rnd 4</b> | <b>Rnd 5</b> | <b>Rnd 6</b> | <b>Total</b> | <b>Best 4</b> |

**Beginners**

|   |                |  |    |    |    |    |    |    |    |
|---|----------------|--|----|----|----|----|----|----|----|
| 1 | Matthew Walsh  |  |    | 10 | 10 |    |    | 20 | 20 |
| 2 | Rod McGovern   |  |    |    | 9  |    | 10 | 19 | 19 |
| 3 | Colin Sheridan |  |    |    |    | 8  | 9  | 17 | 17 |
| 4 | Ronan Kearns   |  |    |    | 6  | 9  |    | 15 | 15 |
| 5 | Jason Bracken  |  | 10 |    |    |    |    | 10 | 10 |
| 6 | Liam Denning   |  |    |    |    | 10 |    | 10 | 10 |

**Novices**

|   |                 |  |    |    |    |    |    |    |    |
|---|-----------------|--|----|----|----|----|----|----|----|
| 1 | David Meeke     |  | 4  | 7  | 9  | 8  | 9  | 37 | 33 |
| 2 | Brian Kingston  |  | 3  | 8  | 8  | 9  | 8  | 36 | 33 |
| 3 | Michael Cullen  |  |    |    | 7  | 10 | 10 | 27 | 27 |
| 4 | Owen Murray     |  | 5  | 10 |    |    |    | 15 | 15 |
| 5 | Anthony Freeney |  |    | 5  | 10 |    |    | 15 | 15 |
| 6 | James Driver    |  | 10 |    |    |    |    | 10 | 10 |

**Experts & S/E**

|   |                   |  |    |    |    |    |   |    |    |
|---|-------------------|--|----|----|----|----|---|----|----|
| 1 | Alan Auerbach     |  | 10 | 8  |    | 7  |   | 25 | 25 |
| 2 | Darren Quille     |  |    |    | 10 | 10 |   | 20 | 20 |
| 3 | John McAssey      |  | 7  | 5  | 3  | 3  |   | 18 | 18 |
| 4 | Eamonn Byrne      |  |    | 10 |    |    | 6 | 16 | 16 |
| 5 | Richard Meeke     |  | 8  | 7  |    |    |   | 15 | 15 |
| 6 | Piers MacFheorais |  | 5  | 1  | 4  | 4  |   | 14 | 14 |

**Well done to everyone who participated - successful or otherwise.**

Thank you to Stephen Briggs for compiling the table.

*The above is a summary. See the website for all the gory details.*



**January 2015  
Details to be finalised**



The ritual of the business necessities of the AGM will be followed by the 2015 Club Championship Prizegiving.  
A Table Quiz will conclude the evening's entertainment.



SNIPPETS

Piers (MacFheorais) reached a significant milestone chronologically on 5th October. The day and the first letter of the month will give you a hint as to its magnitude.



*Malcolm Clark and Mark Doran were in touch with each other about leaf springs. Malcolm wrote:*

Life quite good thanks – they don't do motorsport as we know it here – co-drove on the Barbados rally last June in Grp N Evo9 for an English guy – some craic there – 2 week party with events breaking up the weekdays – 40 European entries for 2016 already - otherwise they have a brand all new race circuit where I have done a few sessions as Pit Manager for race meetings.  
Looking to be based back in UK after Christmas so be able to rescue the cars from storage.  
Regards to everybody

*Brendan McCoy continues to keep busy; he had a letter published in The Irish Times at the end of September - just too late for inclusion in the last issue.*

**Volkswagen's deception and diesel cars**

Sir, – Surely the real scandal highlighted by the Volkswagen deception is that nitrogen oxide emissions, which cause respiratory disease, are not being tested in the Irish NCT? Furthermore, since 2008, our motor tax

system has been biased towards the promotion of diesel-engined cars for private use.  
The harmful effects of nitrogen oxide has led to increased scrutiny of diesel-engined vehicles in the US and larger European cities.  
Perhaps it is time for Ireland to follow suit?  
Yours, etc,

*Karl Grehan's girls, Jane and recent arrival, Emma*



Noel Broderick "borrows" yet another biro, this time at the Club Autotest in October. Is he setting up a stationery business?

December Crossword

|   |   |   |   |  |   |
|---|---|---|---|--|---|
| 1 |   | 2 |   |  | 3 |
|   |   |   |   |  |   |
|   |   |   |   |  |   |
| 4 | 5 |   | 6 |  |   |
|   |   |   |   |  |   |
| 7 |   |   |   |  |   |
|   |   |   |   |  |   |

**Across**

- 1 Autotester who specialises in J-turns (6)  
4 Famous East African Rally (6)  
7 An old Ford model with a diplomatic role (6)

**Down**

- 1 They keep coolant temperatures down (4)  
2 Make of carburettor (2)  
3 They superseded crossplies (7)  
5 Tyre manufacturer with Stratford connections (4)  
6 This slows you down efficiently (3)

*October Solution*

|   |   |   |   |   |   |
|---|---|---|---|---|---|
| M | O | R | R | I | S |
| V |   | R |   |   | E |
| A |   |   |   |   | A |
| T | E | R | C | E | L |
|   | B |   | A |   | A |
| W | A | R | R | E | N |
|   | Y |   | B |   | T |



*Lashing down the Lanes in Terrific Targas. Why only up North?*

I did my first event, an autocross, in 1969 in a Mini Cooper on a stubble field owned by Barney Manley (one of the TDC founders, if I remember correctly) ... it is now Darndale!! and my last in 1996 in a 6R4. 27 years of autotests, autocross, circuit racing in GTs and touring cars and finally Rallx. After I packed it in, I never missed it or had any desire to compete again until ... I had a K Series Midget with all the bits, LSD etc. and was bored with only the odd hoon over the Wicklow Mountains when I came across the "Test Lanes and Trials" Facebook page. I was sufficiently inspired by Speedy's (*Peter Boyd - Peespeed - Ed.*) great pics to make the decision to head up to the Sperrins the next day for the MADMC Targa for a looksee. I walked half a mile into the second forest stage and saw this loon standing on a pile of logs... Speedy. I watched over 50 cars go through, some fast, some not so fast, some making a right mess of it, but every single crew had a huge grin on their faces. Plenty of waves and rude finger signs; these guys and girls were having a ball, teens to septuagenarians. Had a bit of grub and lashed back to watch Leinster in action in the Champions Cup. On the drive home, I decided that this was my kind of real-fun-motorsport. I started to do some research as to what was involved.

My investigation revealed some rather prissy MSA regulations but the reality is that as long as your car has an MOT/NCT, road tax and is roadworthy (the scrutineering is very light touch) you can compete. No gravel tyres and no signwriting and you need at least some interior trim. Standard seats and seatbelts only are required and roll cages are optional. Entries are typically about £100 but include a bit of grub at sign-on and sometimes some lunch. No Competition Licence is needed but you must be a member of the organising club. You can join on the day and the membership fee would generally be covered in the £100. MX5s are the single most popular car but there is huge variety including Escorts, Starlets, Micras, BMWs, MGs, VWs etc. etc. Typical routes are around 100 miles with 14-18 "special tests" around/through farm lanes/yards, timber yards, industrial sites, quarries and block yards and the odd proper country estate! I have found both organisers and fellow competitors to be most welcoming and helpful - proper motorsport heads. It is also great to meet guys I have not seen for donkey's years, the likes of Robert Dixon, Colin Earney, Norman Ferguson, Gilmore Magee, Clifford Auld and on and on.

I have done about half a dozen events this year and mid-season changed horse to an ex-Richard McCartney MX5; the Midget is just too new/good to abuse as much as I would like! I am blessed to have Derek or Anne Smyth as my navigator/guide and great company on the day.

Targas are now getting up to 80 entries and the list is generally oversubscribed with a string of reserves. There is no championship and while some do all the events, many do only their local club events and those nearby. I estimate that over 120 different crews have competed in Targas during 2015. That the likes of Frank Lenehan, Dermot Carnegie, Christopher Evans and other southerners make the long trip to these events is indeed telling. I can honestly say that they remind me of the old days of crossroads tests with the addition of some flat-out sideways fun (*rarely beyond second gear - Ed.*).

Most forms of grassroots motorsport are struggling for entries, yet this format is booming. It is interesting to note that NI autotests also get great support - is it a coincidence that, again, these are relatively cheap to enter? Already it has given me some of the best craic of my many and varied motorsport exploits. Targas are a better mousetrap!

This formula works extremely well for competitors and clubs alike. It is replicated down here to an extent with MVATs and Endurance Trials but there are more hurdles to jump in order to participate. The main one is the requirement for a competition licence. Some events have one-day licences available but they are expensive compared to the Club membership sub. levied up north. I realise that your one-day expenditure is allowable against your licence fee but it remains more expensive to get going down here. The entry fees for MVATs are on a par but Endurance Trials are dearer. Many potential mainstream motorsport newcomers are being lost to track days, drifting, time attack and even autograss. All of these events run outside the remit or control of MI, who can no longer sanction participants in "flappers" as a result of a European law ruling.

Common regs with Targas and Endurance Trials might attract more competitors from the North. I have only done Birr but it was a cracking day out despite three punctures. The tyre specs need sorting; it is always a mistake to have rules that are restrictive on a cost basis. The "solution" will be found by the more enterprising competitors and it is generally more expensive again!



## TDC Turbine

While I acknowledge that N.I. benefits from the UK economies of scale enjoyed by the MSA, would it not be worth considering a reduction of permit fees, insurance premiums, day licence charges for entry level motorsport. As well as “Targas”, I would include club autotests, autosolos and PCTs under this heading. Might some of MI’s Sports Council funding be used as a subsidy in this regard? An initiative in this area is surely worth a try.

I will continue to go north, despite being in little danger of any real success, just because it is great fun and great value. The very essence of clubman motorsport is about all of the competitors enjoying their day out, not just

the winners. The clubs and their members/friends put a huge effort into running all these events; great events deserve great entry lists.

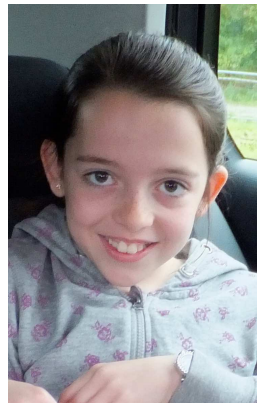
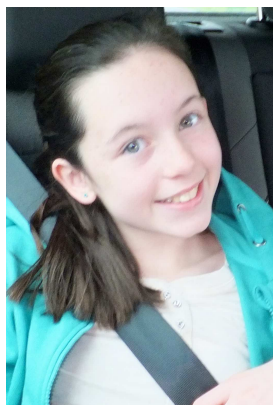
*PS Did you know that TDC was founded in a pub? (It might have been Jack O’Rourke’s in Blackrock.) Did you also know that TDC used the logo of a scotch whisky as its crest? They nicked a branded ashtray with the logo on it. The ashtray came into my possession in the early 1980s when I was club President and I passed it on to The Colonel (Eoin O’Curry) if I remember rightly!*

Peter Faulkner



## SNIPPETS

The Whites, Bill, Rachel, Rosaleen, Laura and Ian were out in force at the Club Autotest in October



*Do you recognise this car?  
Yes, it is the one which won the  
TDC ICR.*

*On this occasion it was back in  
the possession of its owner, Peter  
Scott who guided Robin Eyre-  
Maunsell to third place in Class  
9 on the Rally of the Tests at the  
beginning of November.*

## St. Stephen’s Day Autosolo



**PLEASE  
SUPPORT THIS  
EVENT**

**Get rid of those Christmas  
cobwebs and experience our  
first autosolo.  
An autosolo is an autotest  
variation - popular in Kerry.  
The tests are like those on  
multi-venues without any  
reversing. They should suit  
those of you who are not great  
at parking.  
DO HAVE A GO.  
(If not, please help.)**

**Murphy’s Quarry, nr. CitiNorth Hotel**



*Paul Phelan recently came across this page from Motoring Life 1964*



*STEPHEN GRIFFIN - wins Hewison Trophy for second year running*

This has been the busiest month ever. We had the preparations for the Hewison. We had the Circuit of Monaghan when the MG and Monaghan Clubs combined to produce some diabolical roads. And we had the M.E.C. Night Trial. Boyne Valley had an Autocross in the Slane Quarry which they ran the wrong way round, i.e. left-hand in. The I.M.R.C. ran yet another trial in the very unpopular Baldonnell hardstandings and attracted an entry of 29, the Austin Owners' Club ran a good rally for which they got a very disappointing entry of 14, and to cap it all we had the Irish Experts' trial just across the border where the southern contingent were overwhelmed by the Alexis and Cannons from Ulster. An excellent Hewison final in County Meath saw Steve Griffin out on top again. And finally of course, the Circuit of Ireland.

The Circuit of Monaghan was divided into two sections. The first bit was laid out by the Monaghan boys and started from that town. The

# SPORT

by Des Bradley

initial obstacle was a special section in which Charlie Gunn (Cooper S) set up best time, six seconds faster than Ronnie McCartney in a similar car. There was another three mile section in this 60 mile leg and by the time the field reached Cootehill for a tea break there were only a few clean sheets left. Adrian Boyd had retired on the second special section after landing his own Rapier on the front bumper as he braked on a hump for a hairpin. His sporting gesture of warning the other competitors of the danger saved quite a lot of damage. From Cootehill the MG Club took over with some particularly tricky navigation over more drastic roads and that put paid to the rest of the clean sheets.

From a field of 38 there were 17 finishers, and Ronnie McCartney with Terry Harryman in their Cooper S were winners by a long chalk from Dave Glover and Mike Bassett in their Cooper. Third place was taken by Johnny Moore and Jack Scott in a Cooper S while Robert White and his sister (Sprite) were fourth. White was the man who sacrificed his chances in last year's Circuit of Ireland to give Woodside his carbs after their famous fire in Co. Clare. Derek Boyd in a VW (according to reports) was next and Ashley Armstrong in a Downton Mini was sixth.

This was a good event except for the exceptionally bad roads used and the lettered checks which were rather difficult to find in some cases.

The Motor Enthusiast Club's Night Trial had twenty-six entries and started from the Silver Tassie. They had driving tests before the navigation started, and then one in the middle and another at the end, by which time there were only two clean sheets left. Leslie Fitzpatrick with Brendan Doyle (Midget) and Charlie Gunn with Rickie Foot (Cooper S) were clean even over the road at the back of Ballycorus. But when the test times were added up this pair had another tie. Leslie was awarded the Matt Smith Trophy as his time on the first test was better than Charlie's.

The Austin Owners' Night Trial was organised on the Saturday night before the Hewison final and this, added to the fact that the Irish Experts' Trial was held on the same afternoon must have accounted for the small entry - a poor compliment to what was one of the best organised rallies I have been on. Several forestry sections were included although only the last one was timed as a Special Stage, and the navigation was divided into two very clever sections with a total of 20 time points, only one of which was unmanned. The second of the two 60 mile sections included a regularity



Tulip section which caught most of the field. From the start at Kilmacanogue the course went in the Delgany direction and then towards Roundwood and the intermediate control at Tomriland Cross. The next section took the field across some pretty tricky unmapped country near Laragh and then down around Glenealy and Rathdrum to the Tomriland Cross control again. Five tests and a special stage at Glen o' the Downs followed where Larry Mooney in the 1500 VW beat Noel Smith (Cooper S) by 0.1 and Des Cullen in the Opel was a second behind.

The overall result showed that Noel Smith (Cooper S) had cleaned up with a road loss of 22, ahead of Des Cullen (Opel) with novice D. Murray (Cooper) close behind.

In the Irish Experts' Trial which was held on the side of the Mourne Mountains at Mayobridge, between Newry and Warrenpoint, Desmond Titterington had an easy win in his Alexis while his co-driver Mervyn Glover was runner-up, and Cannoneer Mike Johnson was third. Peter Jenkins with his GTS broke up a long line of Cannons by coming eighth. With the exception of Steve Griffin, last year's winner (who retired on the first lap this time) the rest of the Southern contingent with their Dellow and MM3 prefer to be classed as just "finishers". For the first time the event allowed double driving and this cut down the number of sections, tests and timed climbs performed by each driver. Each driver covered two laps with five observed sections, one driving test and one timed climb on each. The general consensus of southern opinion was that the trial should return to Tandragee.

The Boyne Valley Club had their usual huge entry (45) for their Autocross at Slane on the last Sunday before the Hewison final and Jackie Fildes beat the entire field with his blown MG 1100. Des Cullen in a blown Midget was second. All first times were set up while the track was still dry and Jack's time of 1 min. 50.4 sec. was 2.1 better than Cullen's. Before Cullen could have another crack the rain came down, and both drivers were somewhat slower, but still in front of the field and Fildes on top. Leslie Fitzpatrick set up a great time with 1min. 53 secs. at the wheel of his brother's Cooper S, and took third place overall to win his class. The small saloon class went to Connie Burke who took a day off from organising the Circuit of Munster.

#### HEWISON FINAL

The twenty-five qualifiers lined up in Dunboyne on St. Patrick's morning and Brian Cullen (Austin Cooper) led the field out of the village. The event was run in two sections. The first consisted of two laps of

about ten miles each with a total of fourteen tests, in the area south of Navan. After a very sociable lunch break in Navan there followed two more laps north of the town with fourteen more tests including two in the Fair Ground.

The striking thing about the result was that the first four drivers on the list were the first four in most Dublin trials during the year, and indeed it was from this four that everyone thought the winner most likely to come. Stephen Griffin in his blown GTS had only 3 marks over his brother Shea in his Griffin Ford whilst Cecil Vard beat his brother Leslie for third place by only four marks - BUT Cecil was only 0.6 behind Shea. The Vards were both driving Cooper S's.

An analysis of the test times proved very interesting. In the morning section Larry Mooney had B.T.D in the first test despite a bad misfire which he cured later. Leslie Vard set three bests - in No. 3, 6 and 14. Conor Lenihan (Cooper) from Galway was best in No. 2, while Charlie Gunn and Cecil Vard (Cooper S) won on 4 and 5 respectively. John Hayes and Shea Griffin had one best apiece, while Leslie Fitzpatrick had two and tied with Johnny Moore for another. Paul O'Flynn on his way to fifth place in the Morris Cooper completed the list of best-timers with two to his credit.

The lunch-time position showed that Cecil Vard was leader despite having only one "best", which proves the value of consistency. Five marks behind was Leslie Vard, and then close behind came Shea Griffin, John Hayes, Conor Lenihan and Charlie Gunn. Paul O'Flynn was seventh and Steve Griffin was eighth in front of Dave Carnegie, with Leslie Fitzpatrick filling the top ten. Mike Ivis was the only one out at this stage, with gearbox trouble.

But the position was to change during the second lap. After lunch Steve Griffin set about carving up the field with no less than six best times. Shea was also consistent but had only one other "best" while John Hayes' handbrake packed up shortly afterwards and this combined with a failed test to drop him right down in the list. Tom Burke (Cooper) was best in front of the big gallery in Navan on the first after-lunch test, while on the second one out in the country Terry Power from Waterford tied with Steve. Cecil Vard had two bests and Leslie Vard had another as had Leslie Fitzpatrick in his MG. Paul O'Flynn had two more.

The event will long go down in history as one of the best trials in the country. Organisation was brought to a fine art and with the variety of tests on offer no driver could complain.



**RESULTS**

**500 MRCI KIRKISTOWN RACE MEETING: 3rd October**

**SALOON/GT RACE 1 (16 laps):**

- 1 Paul Monahan (Ginetta G55) 16m 29.54s, 88.01 mph,
- 2 John McLaughlin (Ginetta G50) 16m 46.59s,
- 3 Niall Murray (Seat Leon Supercopa),
- 4 John Farrelly (Seat Leon Supercopa),
- 5 Michael Cullen (Seat Leon Supercopa).

**SALOON/GT RACE 2 (16 laps):**

- 1 Paul Monahan (Ginetta G55) 16m 30.78s, 87.90 mph,
- 2 John McLaughlin (Ginetta G50) 16m 55.37s,
- 3 Niall Murray (Seat Leon Supercopa),
- 4 Rod McGovern (Seat Leon Supercopa).

**LEINSTER MOTOR CLUB GVB CUP SPORTING TRIAL AT RATHBAWN, KILTEEL, CO KILDARE: 3rd October**

- 1 Jonathan Ralph (Kilkenny-Honda) 10 marks,
- 9 David Meeke (BD-Opel) 24m.

**CO MONAGHAN M C NAVIGATION TRIAL AT AGHABOG, CO MONAGHAN: 3rd/4th October**

- 1 Pakie Duffy/Evin Hughes (Subaru Impreza) 8 marks,
- 2 Ashley McAdoo/Laurence Keenan (Impreza) 9m,
- 3 Mickey Carbin/Darragh Kelly (Subaru Impreza) 11m,
- 4 Mickey Tynan/Ciaran Tynan (Subaru Impreza) 11m,
- 5 Trevor Farrell/Noel Hall (Subaru Impreza) 12m,
- 6 Martin Tynan/Damien Connolly (Impreza) 13m,
- 7 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 17m,
- 8 Fintan Larmer/Sean McCaffrey (Impreza) 17m,
- 9 Mark Deery/Patrick O'Leary (Subaru Impreza) 33m.

**GALWAY M C AUTOCROSS AT CASTLEARMSTRONG, BALLYCUMBER, CO OFFALY (ROUND OF FIVE STAR CATERING NATIONAL LOOSE SURFACE AUTOCROSS CHAMPIONSHIP): 4th October**

Class winners: Joe Shinnors Jnr (Nova) 4m 37.05s,  
 Alan Shinnors (Impreza) 4m 30.22s, Whitby Moynan (Toyota Special) 4m 15.85s.

**MEC NOONAN CUP SPORTING TRIAL AT HOGG'S FARM, GREENAN, CO WICKLOW: 17th October**

- 1 Paul Needham (Erskine-Honda) 2 marks,
- 9 John Bolton (Grasshopper VW) 10m,
- 12 David Meeke (BD-Opel) 13m.

**GALWAY M C AUTOTEST AT THE MART, BALLINASLOE, CO GALWAY (ROUND 5 OF HEWISON TROPHY CHAMPIONSHIP): 25th October**

- 1 Steven Ferguson (Mini Special) 565.0s,
- 2 Eamonn Byrne (Mini) 571.0s,

- 3 Daniel Byrne (Mini) 573.5s,
  - 4 Guy Foster (Mini Special) 584.5s,
  - 5 Paul Mooney (Nova) 584.5s,
  - 6 Robin Lyons (Mini) 584.9s,
  - 7 David Thompson (Nova) 585.5s,
  - 8 Paddy Power (Mini Moke) 592.3s,
  - 9 Alan Coyle (Mini Special) 594.4s,
  - 10 Darren Quille (Westfield) 596.7s,
  - 11 Chris Grimes (Mini) 607.9s,
  - 12 Timmy Lynch (Westfield) 610.7s.
- Class winners:* Eamonn Byrne, Guy Foster, Darren Quille, Paul Mooney.

**GARDA SIOCHANA M C HAND TROPHY SPORTING TRIAL AT BOHERNABREENA, CO DUBLIN: 31st October**

- 1 Morgan Evans (Mog-Honda) 13marks,
- 2 Christopher Evans (ETE-Yamaha) 18m,
- 3 Percy Pennefather (Erskine-Suzuki) 20m,
- 4 John Bolton (Grasshopper VW) 24m,
- 9 David Meeke (BD-Opel) 28m.

**CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 6 OF MCLOUGHLIN INDUSTRIAL FLOORING NATIONAL CHAMPIONSHIP): 1st November**

**SUPER FINAL:**

- 1 Derek Tohill (Ford Fiesta Mk 7) 3m 13.10s,
- 2 Thomas O'Rafferty (Ford Fiesta) 3m 28.85s,
- 3 Willie Coyne (Opel Corsa) 3m 29.87s,
- 4 Lloyd Spendlove (Lotus Exige) 3m 34.40s,
- 5 Patrick Ryan (Vauxhall Nova) 3m 34.78s,
- 6 George Tohill (BMW Compact) 3m 40.73s.

**SUPERCAR A FINAL:**

- 1 Derek Tohill (Ford Fiesta Mk 7) 2m 41.29s.

**MODIFIED A FINAL:**

- 1 Willie Coyne (Opel Corsa) 2m 51.25s,
- 2 Patrick Ryan (Vauxhall Nova) 2m 55.03s,
- 3 Lloyd Spendlove (Lotus Exige) 2m 58.22s,
- 4 George Tohill (BMW Compact) 2m 58.53s.

**STOCK HATCH 16 VALVE A FINAL:**

- 1 Derek Lenehan (Peugeot 106) 3m 02.24s.

**WESTMEATH & DISTRICT MC TULLAMORE COURT HOTEL AUTOTEST AT TULLAMORE, CO OFFALY (ROUND 6 OF HEWISON TROPHY CHAMPIONSHIP): 8th November**

- 1 Paul Mooney (Mini-Nova Special) 522.9s,
- 2 Eamonn Byrne (Mini) 530.2s,
- 3 Steven Ferguson (Mini Special) 550.8s,
- 4 Robin Lyons (Mini) 554.0s,



5 David Thompson (Nova) 557.0s,  
 6 Paddy Power (Mini Moke) 558.4s,  
 7 Ian White (Mini Special) 561.5s,  
 8 Daniel Byrne (Mini) 565.2s,  
 9 Guy Foster (Mini Special) 565.5s,  
 10 Ken Irwin (Mini Special) 565.9s,  
 11 Chris Grimes (Mini) 570.7s,  
 12 Tom Devaney (Westfield) 596.0s.  
*Class winners:* Eamonn Byrne, Steven Ferguson, Tom Devaney, David Thompson.  
*Best semi-expert:* Alan Auerbach (Starlet) 654.0s.

**LEINSTER MOTOR CLUB MILLARD CUP  
 SPORTING TRIAL AT NEWTOWN BOSWELL,  
 ASHFORD, CO WICKLOW: 14th November**

1 Fergil Gregory (Erskine-Yamaha) 2 marks,  
 6 Richard Meeke (Kilkenny VW) 12m.

**CORK M C STARTREK NAVIGATION TRIAL AT  
 SHANBALLYMORE, CO CORK (ROUND 2 OF  
 MOTORSPORT IRELAND NATIONAL  
 CHAMPIONSHIP AND ROUND 1 OF MUNSTER  
 CHAMPIONSHIP): 21st/22nd November**

1 Alan Shinnors/George Shinnors (Subaru Impreza) 3m,  
 2 Donal Healy/Denis O'Donovan (Toyota Starlet) 4m,  
 3 Dermot Whelton/Mark McCarthy (Impreza) 4m,  
 4 Owen Murphy/Daire Hayes (Subaru Impreza) 6m,  
 5 Ciaran Sheridan/Conor Boylan (Subaru Impreza) 7m,  
 6 Keith McConnon/Micheal McCluskey (Impreza) 12m,  
 7 Brian O'Mahony/Amy Gallwey (Impreza) 14m,  
 8 Aaron Duffy/Laurence Keenan (Impreza) 14m,  
 9 Ray O'Neill/Stephen O'Neill (Ford Mondeo) 19m,  
 10 Trevor O'Callaghan/Patrick O'Leary (Impreza) 22m,  
 11 Johnny Casey/Patrick O'Sullivan (Peugeot 306) 23m,  
 12 Pakie Duffy/Evin Hughes (Subaru Impreza) 24m.

**CO KILDARE M C RALLYCROSS AT  
 MONDELLO PARK (FINAL ROUND OF  
 MCLOUGHLIN INDUSTRIAL FLOORING  
 NATIONAL CHAMPIONSHIP): 22nd November**  
 SUPER FINAL:

1 Noel Greene (Lancer Evo 9) 4m 00.94s,  
 2 Derek Tohill (Ford Fiesta Mk 7) 4m 01.82s,  
 3 Padraig Leeson (Vauxhall Corsa) 4m 06.34s,  
 4 Pearse Browne (BMW Compact) 4m 11.86s,  
 5 Lloyd Spendlove (Lotus Exige) 4m 13.56s,  
 6 Willie Coyne (Opel Corsa) 4m 16.68s.

**SUPERCAR A FINAL:**

1 Derek Tohill (Ford Fiesta Mk 7) 3m 19.42s,  
 2 Noel Greene (Lancer Evo 9) 3m 29.23s.

**MODIFIED A FINAL:**

1 Padraig Leeson (Vauxhall Corsa) 3m 29.20s,

2 Patrick Ryan (Vauxhall Nova) 3m 35.04s,  
 3 Willie Coyne (Opel Corsa) 3m 37.47s,  
 4 Pearse Browne (BMW Compact) 3m 37.67s,  
 5 Lloyd Spendlove (Lotus Exige) 3m 38.45s.

**MODIFIED B FINAL:**

1 Richard Francis (Ford Escort Cosworth) 3m 54.42s,  
 2 Philip Kelly (Toyota MR2) 3m 56.45s,  
 3 Gordon Lynch (BMW E46) 3m 57.04s,  
 4 Chris Grimes (Vauxhaall Nova) 3m 59.99s.

**STOCK HATCH 16 VALVE A FINAL:**

1 Eoin Murray (Peugeot 106) 3m 38.55s.

**MOTOR ENTHUSIASTS' CLUB KILKENNY CUP  
 SPORTING TRIAL AT RUSSELLSTOWN,  
 BLESSINGTON, CO WICKLOW: 28th November**

1 Jonathan Ralph (Kilkenny-Honda) 16 marks,  
 7 John Bolton (Grasshopper VW) 26m,  
 12 David Meeke (BD-Opel) 29m.

**LEINSTER MC RACE MEETING AT  
 MONDELLO PARK FIESTA 6 HOUR  
 ENDURANCE RACE: 29th November**

1 Southside Motor Factors (Neil Tohill/Gerard Tohill/  
 Damien Faulkner/Keith Dempsey) 273 laps, 51.18 mph,  
 2 Murray Motorsport T14 (Hugh Grennan/Dave  
 Maguire/John Farrelly/Rod McGovern) 273 laps.



**URGENT**

*Reminder about our Social event  
 on Saturday, 5th Dec. We will be  
 doing clay pigeon and rifle  
 shooting in  
 Newtownmountkennedy from 2pm*

*and then going to The Step Inn for finger food  
 from about 6. It would be great to see as many  
 members as possible on the day whether it's for the  
 shooting or the  
 banter in the Step  
 afterwards, or  
 both! There are a  
 good few people  
 booked in already  
 so it it looks like  
 it will be great  
 craic.*

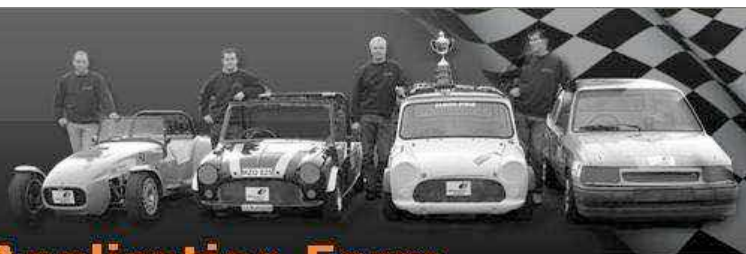
*For more details  
 or to book your  
 place contact  
 Owen Murray  
 (0878175087)*







# TDC IRELAND TRIALS DRIVERS CLUB



## Membership Application Form

Please complete the form legibly as fully as possible in uppercase/capitals & tick boxes were appropriate.

Full Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Town: \_\_\_\_\_

County: \_\_\_\_\_

Tel: (H) \_\_\_\_\_ (W) \_\_\_\_\_

(M) \_\_\_\_\_ (Fax) \_\_\_\_\_

Email: \_\_\_\_\_ @ \_\_\_\_\_

Date of birth: \_\_\_\_/\_\_\_\_/\_\_\_\_

Membership Number if renewal: \_\_\_\_\_

### For official use only

Web

Fee received € \_\_\_\_\_

Method & Date Rcvd \_\_\_\_\_

Membership No \_\_\_\_\_

Please indicate your area(s) of interest in Motorsport in order of preference. (1-5)

Classic Retrospective Trials ☐

Multi-Venue Autotesting ☐

Autotesting ☐

Marshalling ☐

Other ☐

### Important Notice:

In accordance with the Data Protection Act, we will never release your postal or email address to another club or other third party without first obtaining your permission. However, we reserve the right to release your details to the emergency services, the venue owners and/or our insurers in the event of an accident.

### List of Vehicles:

| Make: | Model: | Year: | Race Category | Body Type: | C.C. | Fwd/Rwd |
|-------|--------|-------|---------------|------------|------|---------|
|       |        |       |               |            |      |         |
|       |        |       |               |            |      |         |
|       |        |       |               |            |      |         |

I wish to apply for membership of **Trials Drivers Club** for 12 months from 1<sup>st</sup> January and agree to abide by the Rules of the said Club.

*I declare that I shall not drive any part of a competition which takes place on the public roads unless I hold a valid motor vehicle driving licence. I am acquainted with and agree to be bound by the General Regulations of Motorsport Ireland.*

Signed:-

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

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

**Membership Fee: €20**

**philiporeilly@live.com**

**0872686333**

**Philip O'Reilly**  
**23 Stepside Park**  
**Enniskerry Road**  
**Dublin 18**