

# TDC Turbine



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

www.tdcireland.com

February 2015

## Chairman's Chunterings

One of the questions in the quiz which followed the AGM was, "How many sporting events did the Club run in 2014?" The answer was 12 which never having done the sum before struck me as "a lot", especially if the couple of social events are included.

There are about 80 paid-up members of the Club, most of whom are competitors, which doesn't come as a huge surprise. However, it does mean that the realisation of these events falls to a relatively small number of people. It must be said that these organisers wouldn't do it if they didn't enjoy it but we should all bear in mind the "goose/golden egg plot", particularly when asked to contribute, in whatever capacity, to help with the running of Club events. Just because you intend to compete doesn't mean you can't be of assistance. Our President is a prime example. He regularly demonstrates his feminine side with his talent for multi-tasking as illustrated by his involvement in event preparations before competing on the day.

I don't mean the above to be taken as a manifestation of "grumpy old man" syndrome to which I occasionally fall prey. We really do have an amazing bunch of people in the Club, the vast majority of whom do pull their weight. What we need is everybody doing their bit. Also, some proselytising to encourage new members wouldn't go amiss.

*One of our "bigger" events took place last week, the MVAT for the David Griffin Memorial Trophy. Mark Doran and his team are to be congratulated on a great day out - all of those who competed seemed to enjoy it immensely. There were 47 of these. In previous years we have had 60 and more taking part. Many of those who have turned out in the past weren't there this year - I wonder why?*

*Mondello's co-operation in the staging of this event is worthy of mention as is their support for other of our events throughout the year.*

**Looking forward to seeing you and many more in 2015**



*We have two new scribes joining the cause in this issue. Paddy Lombard is a test-trialler of yore, who has latterly rejoined the ranks of autotesting. We know the other one well from his top-class photos but, as you will discover when you read his piece, he is equally adept with the pen. It is Peter Boyd. I discovered the piece inside at <http://peespeed.blogspot.ie> by accident! It would be worth putting on your list of sites to visit.*



Ian



**Intro:**

Turkey and ham, pudding and brandy butter and log fires became a distant memory as we rolled into Murphy's Quarry at Gormanston early on St. Stephen's Day for the TDC Christmas Autotest.

With a prompt start requested by the organisers, drivers were encouraged by the inclement weather conditions to get in line, and get rolling.

Walking or rather running the tests prior to the off was akin to a PE long-jump exercise challenge, due to the amount of standing water.

Gormanston is not far from the coast, but had Seamus Murphy laid on an early spring tide for us as a bonus?

The tests were fast and open, on a sandy surface, so if there was any difficulty in aiming for the next pylon, all that you had to do was to follow the tracks...in most cases....thanks

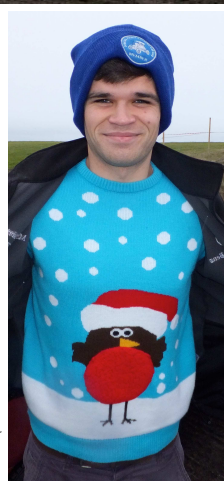
Timmy, thanks twice! (Paddy had two "fails" on Timmy Faulkner's test - Ed)

**Lap 1:**

Lap 1 saw Daniel Byrne plough out



a six second lead over Philip O'Reilly (resplendent in his Christmas jumper), closely followed by Eamonn Byrne, each competing in Starlets. No need for a New Holland T7 (Paddy is an agent for New Holland - Ed) here, although there was a John Deere to hand should the need arise later! Piers MacFheorais was well ahead of Alan Watkins in the RWD class. Wipers on the side windows would be a BMW optional extra if Alan had his way or was he just testing the latest in privacy windows?



Meanwhile, the pressure was on in the Novice FWD class with Niall Murray (below with brother, Eoin)



and Karl Grehan neck-and-neck from the word go. Another to watch here was Keith Quille (who was keeping a low profile) who got his Honda Civic around nicely.

**Lap 2:**

The next lap saw Daniel stretch his lead to almost 15 seconds (that has to be powered by New Holland ... in these conditions!), followed by Eamonn and Philip with nothing to choose between them at this stage... is that oil fired central heating you've got there Philip?...and now with Piers overtaking Frank Lenehan ..... water water everywhere .... including the air intake methinks!

Meanwhile, things were hotting up amongst the novices. Karl was

nicely in the groove now and was holding an imposing 17 second lead over Niall, clearly anxious to get the day's job done and dusted...did someone mention dust? Keith was well in control of the Civic and maintaining his third place, with Dave McAulay close behind keeping him honest.



The rear wheel *Briggsade* (very impressive wordplay - Ed) saw Danny O'Donohoe in my dream



saloon (*memo to self - do the Lotto!*) and Stephen Briggs (another sporting a Christmas jumper) in the MX5 and fighting it out with little between them (good forward planning there Stephen with that Donnybrook Fair hamper in the boot!)



..... Oh to be back in the car park for a flask of hot coffee, a turkey 'sangwich' and a slice of cake but no way with the rain now teeming down, must keep going, no time to relax. A diet of Quality Street was the order of the day, copious supplies thanks to Jo (*daughter, Joanne Lombard - Ed*), but I think I'm



addicted to them now...New Year resolution hello!

### Final lap:

No doubt New Holland was powering Daniel as he stomped home with an almost 17 second cushion over his closest rival Eamonn. Philip was caught on Test 7 and had to be content with third overall. Never one to say die, Frank Lenahan was in his usual fighting



form, but only enough to come in with fourth on the day. Piers was fifth, a hair's breadth ahead of Darren in the Quille Civic.



Mick Kehoe provided plenty of entertainment in his 306, as usual, on (and off) the tests, while Karl flew the flag for the novices on the day, coming out on top and a

credible ninth overall.

### Marshals:

Full marks and well done to the marshals, Christopher & Chris



Grimes, Ron Corry & Damien Phillips and Tim Faulkner



Damien

& Ian McCulloch and results team, Paul who gave up the log fires, the horse racing, and the visitors to

support the handbrake heads on the day, braving the elements to participate in TDC's own version of **FROZEN** ...



Paul

fantasy becomes reality when it comes to autotesting. Chris Grimes & Frank Lenahan also deserve a mention for all their preliminary work.

### Photos:

And congratulations to Peter on his endless feed of super photos, without doubt the best guy behind the lens in motorsport.

Happy New Year & Happy Handbraking to all at TDC.

Paddy



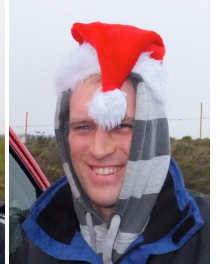
## RESULTS

- 1 Daniel Byrne (Starlet) 592.2s,
- 2 Eamonn Byrne (Starlet) 609.1s,
- 3 Philip O'Reilly (Starlet) 626.4s,
- 4 Frank Lenahan (Starlet) 630.7s,
- 5 Piers MacFheorais (Mazda MX5) 636.0s,
- 6 Darren Quille (Civic) 636.3s,
- 7 Owen Murray (Starlet) 639.0s,
- 8 Mick Kehoe (Peugeot 205) 650.5s,
- 9 Karl Grehan (Starlet) 651.1s,
- 10 Anthony Preston (Starlet) 654.4s,
- 11 Austin Quille (Colt) 655.6s,
- 12 John Maher (Starlet) 658.1s.

## TDC Turbine



*Owen Murray, Anthony Preston & Eoin Longworth created some interesting splash patterns*



*Cormac Galvin, Patrick O'Leary, Rob 'Santa' Lewis*



*Austin Quille goes undercover*

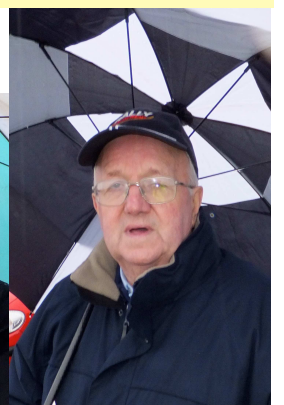


*Keith Dawson, John Maher, Daniel McCarthy, Richard Barnwall, Alan Watkins*

*Paddy Lombard looks surprised as he watches himself avoid a pylon/cone*



*There were a few spectators who must have little faith in Met Eireann. Maybe they wanted to give their umbrellas a good workout. Jeremy & John Caldwell, Dave Cormack, Paul Nolan and John Boyd. I'm not sure that John is a spectator in the accepted sense. He would probably be better described as Peter's minder.*



I'm not sure how many started this event but a phenomenal 92 finished it. In order to facilitate these numbers the field is split in two and the second group starts at the "halfway" test. As last year this strategy worked well even though the weather was less than clement.

There weren't too many invaders from the south. Daniel Byrne & Kevin Fagan flew the flag



with a fine third place. Eamonn had Anthony Preston for company but



an optimistic grab of second as they crossed a yard backfired when the exit from the yard proved to be trickier to negotiate than their pace allowed. Even Eamonn's superhuman powers were insufficient to retrieve the situation. Contact was made with a pallet of concrete blocks which resulted in a significant loss of time and, less importantly(?), some body damage which is a little beyond "polishing out". They finished tenth just ahead of Frank & Joanna Lenehan.



Damien & James Doran felt they



had done better than their finishing position suggests. Owen Murray had an impressed Ronnie



Griffin telling him where to go. Engine trouble about three-quarters way through forced them to retire. Ted & Karen Gaffney were also out in the Golf but they were not seen by any of the other free-staters - a side-effect of the big entry perhaps.

A brief perusal of the results suggests that the first group were slightly favoured by the "draw". This is not meant to take anything away from Robert Woodside &



Dean Beckett who just pipped David



Crothers & Barbara Kane for victory.

Others known to TDC like Norman Ferguson & Brendan Mooney and Steven Ferguson &



Mark King failed to finish. Paul & Olwen Blair did some getting to



know each better in preparation for the Classic Retro in April. They were equal twelfth. Son, Andrew, guided Mark Woodside to fourth.



## RESULTS

- 1 Robert Woodside / Dean Beckett  
MX-5 1092
- 2 David Crothers / Barbara Kane  
MX-5 1095
- 3 Daniel Byrne / Kevin Fagan  
Starlet 1106
- 4 Mark Woodside / Andy Blair  
MX-5 1119
- 5 Mark Faulkner / Trevor Faulkner  
MX-5 1120
- 6 Allan Harryman / Suz Graham  
Mazda Roadster 1123

## Howie Wilde Autotest postscript

At our December committee meeting there were the usual discussions on happenings since we had met previously. The Howie Wilde autotest was the subject of a particularly exhaustive post-mortem. The regular competitors seemed to be happy enough with the tests and the general running of the event. However, the not-so regulars were less enamoured. Their most disquieting observation concerned etiquette. They had started at the time and test requested by the C-o-C. They were surprised at the reluctance of the regulars to follow suit, but carried on. However, when the regulars did get going some of them seemed to feel that they had the right to jump the queue. This is not good enough. Their habit of travelling in packs is intimidating to the occasional participants. When the pack lines up and has another mull as to how to approach the test a further delay can ensue, when somebody else could be getting on with it.

The next observation has been alluded to above. It is the custom of the main contenders to walk all of the tests prior to driving any of them. This is perfectly reasonable but should be completed BEFORE the scheduled start time.

The weather/surface conditions can have an impact and it is understandable that competitors will try to attempt a test when they perceive the circumstances to be most favourable. This gamesmanship can, and does, slow up proceedings. A running order should be adhered to. If a format for this was established, and adhered to, weather/surface anomalies should even out over the season.

Thirdly, the difficulty of the tests needs to be reappraised (again!). The development of the cars, allied to the skill of the regular drivers, is such that the tests seem to get ever more daunting for the occasional participants in "ordinary" cars. Now, it must be said that too often the latter watch the experts and assume that they should mimic their sequence and style of manoeuvre. In order to make the tests sufficiently challenging for the experts, this will not always be possible. Alternative strategies should be employed by the non-experts, e.g. "take a swing at it". Care must be



taken with the design of the tests to ensure that enough room is allowed for "the long way around" to be practicable. Given that very few event organisers are sufficiently "au fait" with what the top driver/car combinations can do, it has been the case for some time that an expert, usually fairly local, designs the tests. This practice should continue if the Hewison Championship is to retain its prestige. However, allowances must be made for the less able cohort. Another practice indulged in by the regulars is that of moving the pylons when

walking the test so as to "improve" it. These adjustments may well be worthwhile but should, at least, be endorsed by the C-o-C.

It is true to say that events are for the competitors - not for the officials. It must be remembered that "competitors" embrace a wide range of ability - all should be accommodated. The experts' needs should not be at the expense of the "rest". Unless there is a "rest", entries will continue to dwindle and events will become less viable. The format/content should be such that the "rest" are encouraged to become more committed to participate more regularly. As it stands, it seems the opposite is the case. Regarding the officials, they are aware that their endeavours are appreciated by the competitors. Gratitude is expressed regularly. However, marshals do not enjoy hanging around while competitors appear to be "faffing around". Making their task less of a chore should be a priority.

There are ways that the concerns outlined above might be addressed by introducing penalties for not adhering to arbitrary time schedules and/or other regulations. This is the case in NI events regarding some of the issues mentioned above. If existing regulations/recommendations were complied with, the situation would improve. The way forward is for common sense to prevail and for this to happen voluntarily. Influential drivers should take the lead.

*The editor would love a response to the above for the next issue.*

SNIPPETS



Nikki Doran has recently become engaged. The lucky guy is Denis Deegan. You may have seen him at the odd event.

*James Fisher who is a regular on Declan's MVAT is recovering from a heart malfunction. We wish him well.*



Shane Dunne has demonstrated promise around the pylons. This is not his only talent. This season he won a medal representing Eadestown in the Kildare Intermediate Football Championship.

*Bonnie Phillips celebrated a significant birthday in 2014. If you look closely you can just about make out which one on the cake. Incidentally, I hope she didn't have to bake the cake herself. She is seen here with Damien, Kate & Eve.*



Niall Murray is to be congratulated on winning both the Northern Ireland Formula Ford 1600 and the All Ireland Formula Ford 1600 titles in 2014.

*Frank Lenehan is currently the subject of an investigation into a breach of golf club etiquette - a very serious charge indeed. The offence occurred at Temple Golf Club Ballynahinch. It is hoped that this indictment looming over his head won't prevent his entering the Northern Lanes Rallies he enjoys so much.*



AGM

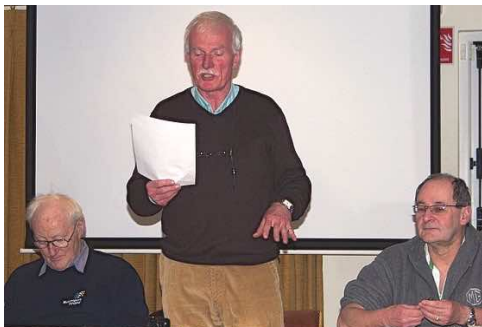
Table Quiz



My TDC weekend began with the AGM and Table Quiz. The venue once again was the Dun Laoghaire Motor Yacht Club on the West Pier that the young Richard Meeke organises for us.



First there were the formalities of the AGM. Timmy as ever managed to



Paul Phelan & Timmy Faulkner look as engaged by Ian McCulloch's logorrhoea as I suspect were the rest of those present.

achieve a zero balance on the books. JJ Farrell and Malcolm Clark, who were stepping down from the committee, were thanked for their hard work over the years. Yours truly, who had been co-opted before Christmas, surprisingly had my position ratified by the meeting.

Next the prizes were presented to the Beginners and Novices by our esteemed President, Frank Lenehan. The novices was a closely fought affair in which John Kane got the better of Philip O'Reilly. First beginner, with a perfect score, was a delighted Brian Kingston. Over the season he gave quite a few of the novices a run for their money.

	Driver Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total	Best 4
<b>Beginners</b>									
1	Brian Kingston	10		10	10	10		40	40
2	Francis Rhatigan					8	10	18	18
3	Frank Dwyer		10					10	10
4	Liam Delaney		9					9	9
5	Jason Griffin			9				9	9
6	Oliver Devlin				9			9	9
7	Stephen Ross					9		9	9
8	Shane Burns		8					8	8
9	Fintan Lalor			8				8	8
10	Mark Bracken		7					7	7
11	Edward Hollingsworth					7		7	7
12	Michael Culleton		6					6	6
13	Mick Cotter					6		6	6
14	Jane Grehan		5					5	5
15	Declan Donohoe		4					4	4
<b>Novices</b>									
1	John Kane	9		3	9	6	8	35	32
2	Philip O'Reilly			10	10	9		29	29
3	Anthony Freeney	10				7	6	23	23
4	James Mansfield		3	5	8	5		21	21
5	Mark Nugent			9		8		17	17
6	Owen Murray			4		10		14	14
7	William Ryan		10					10	10
8	David Meeke			7		3		10	10
9	Andrew Blair						10	10	10
10	Anthony Culleton		9					9	9
11	Karl Grehan		7			2		9	9
12	Richard Allen						9	9	9
13	Jason Loughrey	8						8	8
14	Michael Raleigh		8					8	8
15	John Nolan			8				8	8
16	David Sheehan				7			7	7
17	Stephen Briggs			2			5	7	7
18	Danny O'Donohoe						7	7	7
19	Whity Moynan		6					6	6
20	Paul Nolan			6				6	6
21	Paddy Lombard				6			6	6
22	Robert Nolan		5					5	5
23	Joanne Lombard				5			5	5
24	Patrick O'Leary		4					4	4
25	Austin Quille					4		4	4
26	Stephen Garahy		2					2	2
27	Mark Kirwan		1					1	1
28	Martin Nugent			1				1	1
29	Adam Geraghty					1		1	1

A more legible version of the above is in the Results section of the website



Then it was time to hand over the reins to Messers (sic) Meeke & O'Reilly for the Table Quiz. This was their first attempt at this task and we didn't know what to expect - just thought if it was a bit less tricky than a Fennell affair it would be a good start.

With the room split up into seven equal teams (no choice of team-mate allowed), six rounds were fired at us. To my surprise I found myself with Paul Phelan (Felix). That was a first for me, even though he probably knows me for nearly 30 years from going to Navigation rallies with "The Vin" many moons ago. The other team member was Matthew Walsh. Halfway through we found ourselves in joint first place and were rewarded with a bonus of two new team members to boot! The table beside us had one of their team members, Maurice McMonagle, go off to collect his children so the remaining pair were donated to us. One was Matthew's girlfriend, Helen Caulfield, and the other a certain Mr McCulloch. These additions could only make the team stronger. With Ian's generosity to buy his new team mates a drink



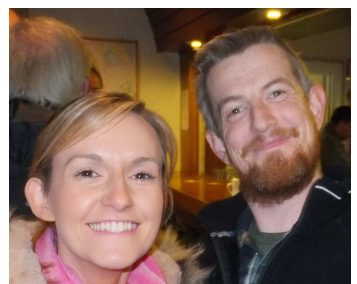
without hesitation (mine's a pint of Heineken) on we plodded through the rest of the quiz. After six gruelling rounds, with a lot of thought going into our answers, we found ourselves at the top of the pile and the 2015 champions. Our

reward was bottles of wine, though the honour and glory would have been reward enough! I decided how six bottles of wine would be divided amongst five people.

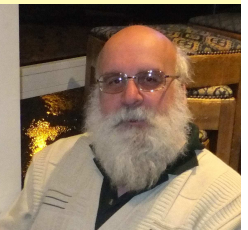
*Below is a selection of AGM attendees/Quiz losers*



*Brian Kingston and the soon-to-be (April) Mrs Kingston, Sarah Barry*



*Frank Fennell, Dave Meeke, Eoin O'Curry, Linda Dempsey, Mark Walsh*

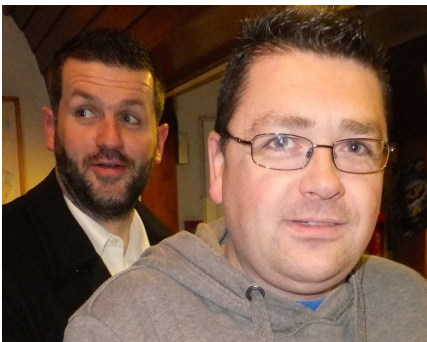


*Trish Wojnar, Stephen Briggs, Alex Lyons, Joe Doran, Declan Lennon*

### Dave Griffin Memorial MVAT set-up

24th January

Saturday morning dawned after six



hours sleep (I had a little nightcap in the Step Inn with Philip O'Reilly & Emer McNamee and Owen Murray) and it was off to Mondello to help set up the tests for Sunday's MVAT. The National circuit was in use so we found ourselves a bit restricted on one or two of the tests. But we got on with what we could get access to. There was a good crew of

TDC members to the fore and they were not long getting stuck in to dropping pylons, moving tyre walls, water dividers and putting up arrows, tape and test number boards. After a quick three hours or so the test sites are looking fit for Sunday's impending action. With the bellies due a feed after all the hard work and with it being lunchtime a

decision was made to go and get some grub in the Osprey Hotel. A skeleton crew would come back to finish off the last of the work to be done.



Owen Murray



Sarah Fagan



Is this a group of "Chiefs" or "Indians"?



Tim Faulkner surveys one of his favourite Sunday spaces



Joe Doran does



Frank Lenehan and Piers MacFheorais confer

## Dave Griffin Memorial MVAT

25th January

With an early call on Sunday morning to my daughter, Sarah, who was giving a hand on "The Vin" test with the rest of the Fagan clan, we found ourselves in a Mondello that wasn't wet and windswept. I headed over to Kev (hard luck) Fitzgerald to have a chat to see how our double driving of - yes, you guessed it - a Starlet, is going to go. With Kev, nothing is straightforward. He had been in the garage until a quarter to one the night before installing new (to us) shocks and a clutch with the help of Damo Phillips. So I assumed we were good to go. Not quite. We still had to have a tyre change. Again, thanks to Damo, new (to us) Yokohama CBTs were fitted. We headed out of the paddock to enjoy a quick blast of 20 tests around Mondello track, access roads and carpark spaces. I gave Kevin the honour of doing the first lap so I wandered off to watch tests

4 & 5 which were beside one another. It's here that I witnessed the sight and sound of the Corry Motorsport Midget - if only I had the money! I'm sure I speak for everyone, but the sound of that car on test 4 out the back of the International Circuit was just mind-blowing. Now back to me and my first lap. A pylon and a trip to the grass (*should committee members, especially new ones, have not taken extra care to avoid Mondello's precious grass?* - Ed) hurt a little. But with the crack I was having I didn't mind that much. After completing lap 1 I kept going straight into lap 2 for more of the same. On returning to look for Kev so that he could jump in for his second lap I thought the clutch wasn't feeling right. With that in mind, I said nothing to Kev and handed it over. True enough, after Kev had finished tests 1 & 2 he

arrived over to "The Vin's" test 3 where the new (to us) clutch was on its last legs. He managed to get through tests 3 & 4 but then the clutch cried "enough". With motorsport and Kev, you never say die. It was onto DoneDeal to try and find something local to buy (not a clutch, a car). We came across a Honda Civic in Carbury for €320 so we set off at the lunch halt. With a text here and there from the seller's wife it looked like we could be on to a winner until we were half-way there when we got another text - sorry, car gone today. As ever, we had tried but it was just not meant to be. As Kev said, "two Kevins double-driving a car don't make a right". At least, he lived up to his nickname.

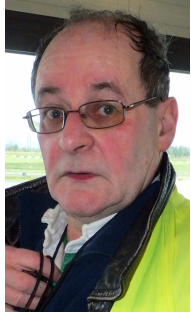
Kevin



There follows a more formal account of proceedings

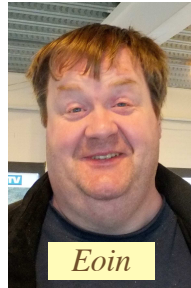
## TDC Turbine

A cool but dry Mondello Park welcomed the 47 competitors who turned up to take part in the TDC David Griffin Memorial MVAT. Along with the good entry a large band of marshals and timekeepers were also on hand to oversee proceedings which were closely governed by Tim Faulkner and Mark



Doran. With a large entry and split group system it meant that all tests would start at the same time in order to keep a steady flow of cars at each test location around the track and perimeter car parks.

Apart from the strong local and club entry, there were also a good



Eoin



Ronan



Mick



Frank

representation from the midlands including Eoin Longworth, Ronan Shanahan, Mick Boland, Frank Dwyer and a few other Birr Motor Club members. There was



James C

also a strong presence of Northern Irish drivers: Will Corry, James Wilson, Robert Woodside, Simon and Jack Brien, James Colville and John Kelly.

With tests starting at 10am it wasn't long until Will Corry, driving his MeGa Midget, had thrown down the



gauntlet to the opposition and set fastest time on four of the first five

### Drivers' briefing



tests to open up a 6 second lead over the Mini of James Wilson with the Mazda MX5 of Robert Woodside a



further 7 seconds in arrears. Best of



the locals was Eamonn Byrne (Starlet) in fourth just 2 seconds off



Woodside's total for the five tests. He had Eddie Peterson in a Mini biting at his heels; just 1 second



separated the multi Hewison Autotest Champions.

Once the first loop of tests was completed it was straight into the second loop where Corry was at the top of the time sheets on all five tests and as others had penalties or made slight mistakes he kept things neat and tidy but also unbelievably quick to extend his lead over Wilson who, though he was right on the limit (and a bit over at times), just couldn't match the pace of the K-series engined Midget. Eamonn Byrne had moved up to third after Woodside



had incurred a couple of time penalties which dropped him back to joint 4th with Peterson. Darren



Quille who is normally seen autotesting a RWD Sportscar was sharing his dad's Mitsubishi Colt and setting some good times to hold onto sixth just ahead of the MX5 of Piers



MacFheorais.

The third loop of tests saw the Woodside MX5 record a couple of fastest test times as the damp track dried out and this saw the Ballynure man reclaim third position behind Corry and Wilson, the three Northern drivers stretching out an advantage at the front, Peterson remained 4th with Darren Quille slotting into 5th ahead of Byrne, who missed a test when the lunch break was called and forgot to go back to it after the break. The resulting "fail" ruined his chances of clawing back time on the leaders.

The final loop of tests saw Corry and Woodside tie on three tests with Corry fastest on the two others. The quick times from the Mazda driver meant he overhauled Wilson's Mini to take 2nd place. Meanwhile some good times from Quille near the end saw him go 13 seconds faster than

Peterson and jump into 4th place. Byrne remained in sixth. Despite some cooling issues which hampered his progress, Piers MacFheorais was able to use his circuit experience to claim 7th place, with the hard charging John Kelly, in another



Corry built Midget, finishing 8th. Nova driver Richard Meeke tied for



time with Kelly but the Northern Irish driver got the 8th spot by virtue of being the quicker of the two on the opening test. The final spot in the top ten went the way of Simon Brien



in another Midget after brake issues with the car earlier saw his son Simon step down from double driving the car in order to preserve the car for his dad. At least Jack's sacrifice was not in vain.

The large entry of rear wheel drive cars meant there was no shortage of entertainers with Joe Doran (Manta),



Danny O'Donohoe (Escort Mk1), Mark Walsh (Escort Mk2) along with the Midgets and MX5s all "playing" to the camera; there was



even the odd Starlet (this is Kevin Fagan's) trying to get in on the act too.

Peter



## RESULTS

1 Will Corry (MG Midget) 1501s,  
2 Robert Woodside Jnr (MX5) 1546s  
3 James Wilson (Mini) 1550s,  
4 Darren Quille (Colt) 1578s,  
5 Eddie Peterson (Mini) 1581s,  
6 Eamonn Byrne (Starlet) 1584s,  
7 Piers MacFheorais (MX5) 1600s,  
8 John Kelly (MG Midget) 1623s,  
9 Richard Meeke (Nova) 1623s,  
10 Simon Brien (Midget) 1640s,  
11 Liam Cashman (Starlet) 1649s,  
12 Kevin O'Rourke (Starlet) 1668s.  
*Class winners:* Liam Cashman,  
James Wilson, Robert Woodside Jnr,  
Joe Doran (Opel Manta) 1715s,  
David Keane (Starlet) 1727s [**Birr Cup**].

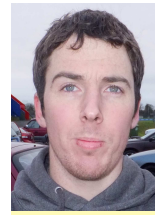




### BIRR POSTSCRIPT

There was a very welcome invasion by members of Birr MC. It was great to see some new faces. They also proved to be good entertainment value. Shane Burns from Ballinasloe managed to get lost en route to Mondello. Ronan Shanahan made a grand entrance with his low loader, carrying two Mick Boland cars and his own. If only the low loader had been a metre longer they could have carried a fourth one! It took Ronan a while to acclimatise to the smaller steering wheel of the

Starlet when he started the event. One of these Starlets was driven by Mick and the other was on loan to Lee Deane. The latter was so impressed that he bought it during the lunch break! Before the deal was done Eoin Longworth managed to wangle a tail-light from this car in exchange for a ham sandwich and a cup of tea. Eoin, not being particularly mechanically minded, then gave Ian McLoughlin a litre of oil for fitting the tail-light. Mike Raleigh had gearbox problems before lunch which blunted his



Ian McLoughlin



Willy Ryan



Mike Raleigh



Shane Burns



David Keane



Lee Deane

challenge for the Birr Cup (Eoin had kindly provided this as an incentive for his Club members). Lee Deane, who fixes tanks for the Irish Defence Forces, couldn't fix it. William Ryan who works for Midland Tyre Services had an air line to hand so was popular in the paddock. The comfortable winner of the Birr Cup was David Keane.

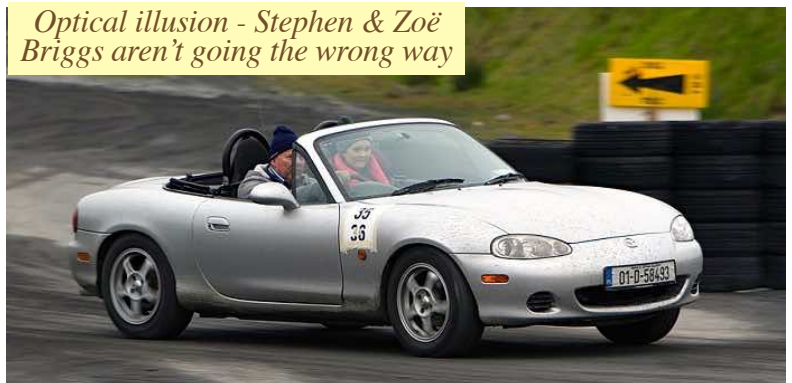
James Wilson really was trying



Tim Faulkner on the prowl looking for potential marshals?



Optical illusion - Stephen & Zoë Briggs aren't going the wrong way





Kevin Fagan does a pre-event check on the Starlet he and Kevin Fitzgerald shared. As you will have read above it gave up the ghost less than halfway through.



Robert Woodside prepares to unleash the MX5



Geoff Long, Clive Peterson, Ronnie Griffin



Seán O'Toole, Zoë Briggs, Mark Nugent



Philip O'Reilly



Rob Bolton, Damien Phillips, Declan Lennon



Austin Quille, Dave Meeke, Alex Lyons



Brian Kingston



Syd Quille, Ciaran Freeney, Ron Corry



John Maher, Bernard Bradley (Mr Glum?), Dave McAulay



Eddie Peterson provides evidence that he is another driver with the cleaning windows fetish



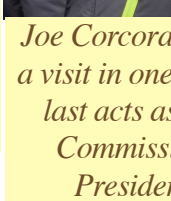
Helen Caulfield, Matt Walsh, Paul Hendrick



Declan Hendrick presents an enigmatic expression



Will Corry's signature clothing looks as neat as his cars and his driving



Joe Corcoran paid a visit in one of his last acts as MI Commission President

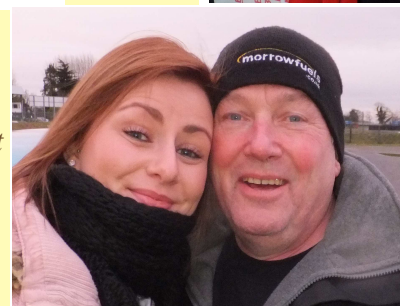


Frank Lenehan

Does Karl Grehan think he is officiating at a pre-London-Brighton style event?



John Boyd was showing off a souvenir from his visit to the Autosport International/ Performance Car Show in the NEC at the beginning of January. He is also responsible for the programmes on P16



Suz Graham & Jim Wilson

**RESULTS**

**GARDA SIOCHANA M C O'GORMAN TROPHY  
SPORTING TRIAL AT AUGHFARRELL,  
BRITTAS, CO DUBLIN: 13th December**

- 1 Fergil Gregory (Erskine-Yamaha) 18 marks,
- 2 Morgan Evans (Mog-Honda) 18m,
- 3 John O'Reilly (Erskine-Kawasaki) 19m,
- 4 Robin Taylor (VW) 19m,
- 5 Craig MacWilliam (Erskine-Yamaha) 22m,
- 6 Paul Needham (Erskine-Honda) 23m,
- 7 Brendan Kilkenny (Kilkenny-Honda) 25m,
- 8 Gordon Watkins (Watkins-Yamaha) 29m,
- 9 David Meeke (BD-Opel) 34m.

**SKIBBEREEN & DISTRICT C C CARBERY  
NAVIGATION TRIAL AT AGHYOHIL,  
ENNISKEAN, CO CORK (ROUND 2 OF  
MUNSTER CHAMPIONSHIP): 6th/7th December**

- 1 David Beamish/Muireann Hayes (Impreza) 1m,
- 2 Colin Duffy/Sam Johnston (Impreza) 3m,
- 3 Owen Murphy/Daire Hayes (Forester) 6m,
- 4 Pakie Duffy/Evin Hughes (Impreza) 8m,
- 10 Trevor O'Callaghan/Patrick O'Leary (Impreza) 63m.

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

- 1 Fergil Gregory (Erskine-Yamaha) 13 marks,
  - 2 Morgan Evans (Mog-Honda) 14m,
  - 3 Christopher Evans (ETE-Yamaha) 17m.
- Brabazon Cup:* Richard Pain.

**MOTOR ENTHUSIASTS' CLUB FREEMAN CUP  
SPORTING TRIAL AT GREENAN, CO  
WICKLOW: 3rd January**

- 1 Paul Needham (Erskine-Honda) 2 marks,
- 2 Christopher Evans (ETE-Yamaha) 4m,
- 3 John Pennefather (Erskine-Suzuki) 4m,
- 4 Willie Fenton (VW) 6m,
- 5 Jonathan Fildes (Erskine-Yamaha) 7m,
- 6 Richard Pain (Kilkenny VW) 7m,
- 7 Morgan Evans (Mog-Honda) 7m,
- 8 David Meeke (BD-Opel) 7m.

**MIDLAND M C AUTOTEST AT LONGFORD  
(ROUND 9 OF HEWISON TROPHY  
CHAMPIONSHIP): 11th January**

- 1 Eamonn Byrne (Mini) 634.0s,
- 2 Daniel Byrne (Mini) 638.9s,
- 3 Steven Ferguson (Mini Special) 640.3s,
- 4 David Thompson (Nova) 640.8s,
- 5 Mark King (Nova) 653.1s,
- 6 Timmy Lynch (Westfield) 669.7s,
- 7 Peter Falvey (Mini Special) 677.2s,

- 8 Chris Grimes (Mini) 681.8s,
- 9 Guy Foster (Mini Special) 682.2s,
- 10 Paul Mooney (Nova) 682.6s
- 11 Paddy Power (Mini Moke) 691.2s,
- 12 Liam Croston (Nova) 695.1s.

*Class winners:* Daniel Byrne, Steven Ferguson, Timmy Lynch, David Thompson.

*Semi-expert award:* James Mansfield (Mini) 963.6s.

**CO MONAGHAN M C NAVIGATION TRIAL AT  
CREMARTIN, CO MONAGHAN: 10th/11th  
January**

- 1 (tie) Mickey Tynan/Ciaran Tynan Impreza),
- Colin Duffy/Muireann Hayes (Impreza),
- Andy Mackarel/Fintan Clerkin (Impreza),
- Gary McElhinney/Damien Connolly (Impreza) 0m,
- 5 (tie) Eoin Corr/Ruadhri Nash (Impreza),
- Derek Mackarel/Seamus McTigue (Impreza),
- Keith McConnon/Micheal McCluskey (Impreza) 1m,
- 8 Ashley McAdoo/Laurence Keenan (Impreza) 1m,
- 9 Trevor Farrell/Noel Hall (Impreza) 2m,
- 10 Fintan Larmer/Sean McCaffrey (Impreza) 2m,
- 11 Martin Tynan/Stephen Thornton (Impreza) 8m,
- 12 Richard Cassidy/Paul Phelan (Impreza) 15m.

**CARRICK-ON-SUIR M C AUTOTEST AT  
WATERFORD (ROUND 10 OF HEWISON  
TROPHY CHAMPIONSHIP) (DAY 1): 17th  
January**

- 1 Eamonn Byrne (Mini) 553.7s,
- 2 Steven Ferguson (Mini Special) 559.4s,
- 3 Daniel Byrne (Mini) 565.2s,
- 4 David Thompson (Nova) 567.3s,
- 5 Mark King (Nova) 577.3s,
- 6 Guy Foster (Mini Special) 581.9s,
- 7 Paddy Power (Mini Moke) 583.8s,
- 8 Chris Grimes (Mini) 588.1s,
- 9 Timmy Lynch (Westfield) 597.0s,
- 10 Darren Quille (Westfield) 604.6s,
- 11 Alan Coyle (Mini Special) 605.5s,
- 12 Liam Croston (Nova) 616.2s.

*Class winners:* Daniel Byrne, Steven Ferguson, Timmy Lynch, David Thompson, Seamus Anderson (Starlet).

*Semi-expert award:* Rory Power (Mini) 732.8s.

**CARRICK-ON-SUIR M C AUTOTEST AT  
WATERFORD (ROUND 11 OF HEWISON  
TROPHY CHAMPIONSHIP) (DAY 2): 18th  
January**

- 1 Steven Ferguson (Mini Special) 619.2s,
- 2 Eamonn Byrne (Mini) 620.3s,
- 3 Guy Foster (Mini Special) 633.2s,
- 4 Mark King (Nova) 640.0s,
- 5 Daniel Byrne (Mini) 640.4s,

- 6 David Thompson (Nova) 642.7s,
- 7 Alan Coyle (Mini Special) 650.2s,
- 8 Timmy Lynch (Westfield) 650.6s,
- 9 Chris Grimes (Mini) 653.3s,
- 10 Paddy Power (Mini Moke) 655.6s,
- 11 Darren Quille (Westfield) 661.4s,
- 12 Ian White (Mini) 689.9s.

*Class winners:* Eamonn Byrne, Guy Foster, Timmy Lynch, Mark King, Simon Reid (Starlet).

*Semi-expert award:* Rory Power (Mini) 808.1s.

**CORK M C 1000 SHAKES NAVIGATION TRIAL AT FREEMOUNT, CO CORK (ROUND 4 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 3 OF MUNSTER CHAMPIONSHIP): 17th/18th January**

- 1 David Beamish/Muireann Hayes (Impreza) 61 marks,
- 2 Owen Murphy/Daire Hayes (Subaru Forester) 103m,
- 3 Pakie Duffy/Evin Hughes (Subaru Impreza) 113m,
- 4 Richard Cassidy/Paul Phelan (Subaru Impreza) 179m.

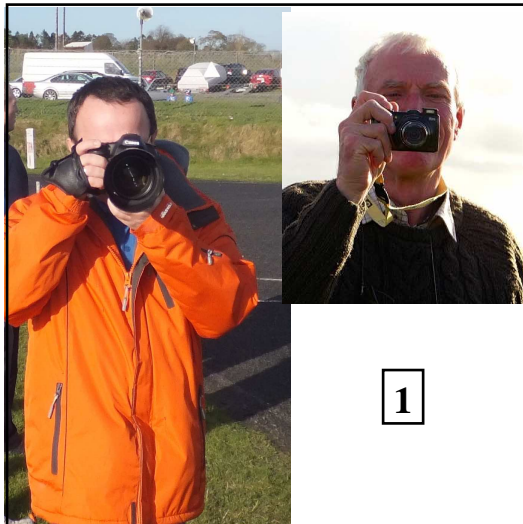
**GARDA SIOCHANA M C KEHOE CUP SPORTING TRIAL AT BOHERNABREENA, CO DUBLIN: 17th January**

- 1 Fergil Gregory (Erskine-Yamaha) 33 marks,
- 2 Christopher Evans (ETE-Yamaha) 37m.

**DONEGAL M C EAMON HARVEY MEMORIAL NAVIGATION TRIAL AT TERMON, LETTERKENNY, CO DONEGAL (ROUND 3 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 24th/25th January**

- 1 Paul Reid/Kevin Gallagher (Subaru Impreza) 0 marks,
- 2 Colin Duffy/Sam Johnston (Subaru Impreza) 1m.

**NAVIGATION LESSON DETAILS on Page 24**



**CAPTION COMPETITION**

There was a disappointing response (none) to this opportunity for readers to reveal their baser instincts.

Rather than let the images go to waste I am including them in this issue as well in the hope that you might have emerged from your post-Christmas torpor.

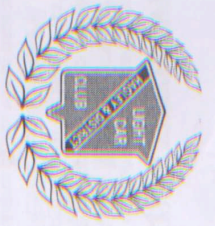
Don't feel obliged to come up with a caption for all of them - even one would be welcome.

The incentive to submit an entry remains the attractive "honour and glory"



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

We are not the only club which produces the occasional publication.



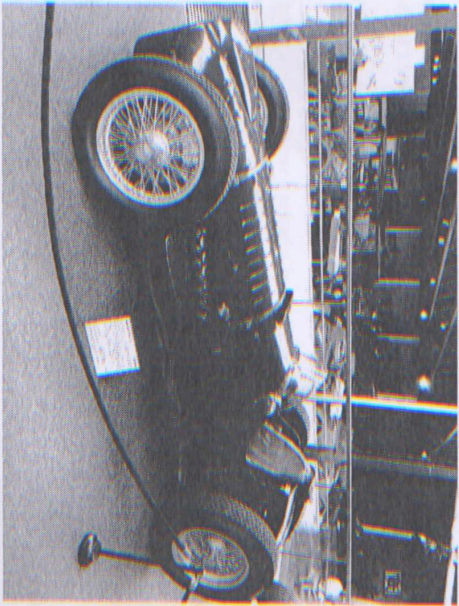
# HAGLEY & DISTRICT LIGHT CAR CLUB

Presents the 58th

## KEN WHARTON

# MEMORIAL AUTOTESTS

Supported by Rybrook Stratford Mini



Ken Wharton's Grand Prix winning V16 BRM at Beaulieu

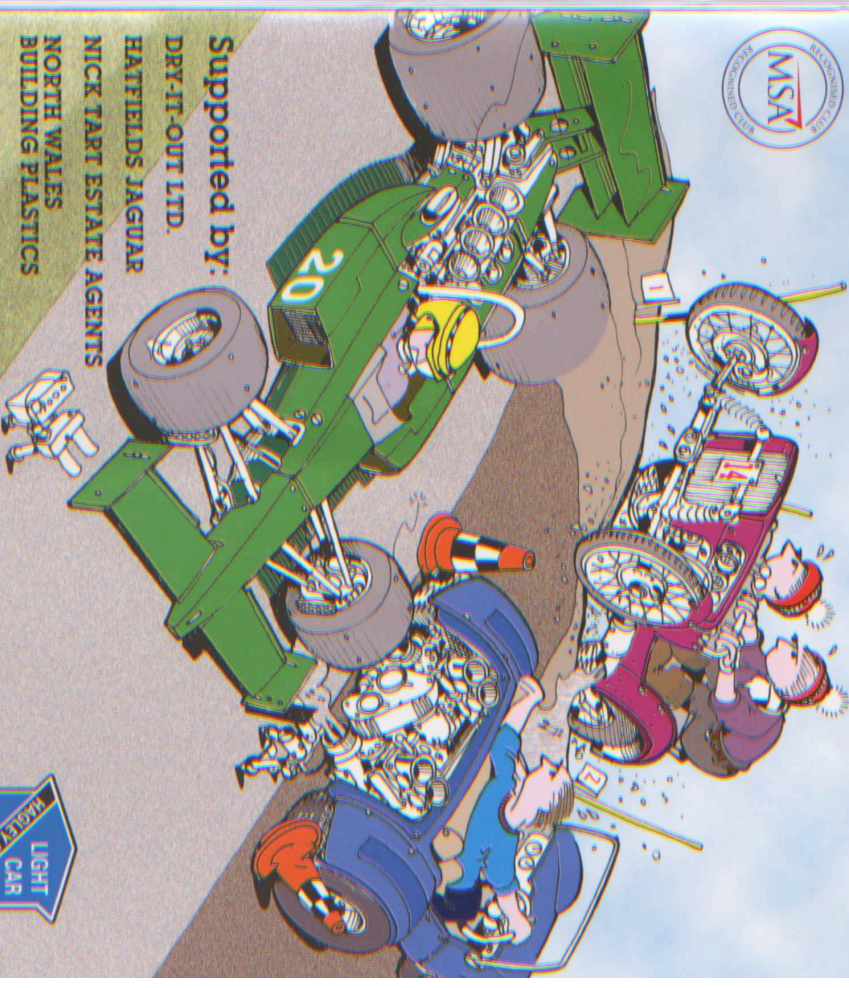
Saturday 18th October 2014  
The Arrow Mill Hotel  
Alcester, Warwickshire  
Commencing at 9.30 a.m.

*Official Programme*

Hagley and District Light Car Club

October 2014

# Between the Scenes



Supported by:

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TTC GROUP

WILL-HIRE



Established 1935



*Those of you who have already entered should attend to your accommodation requirements -*

*Newpark Hotel 0567760500*

**Slots (not many though) still available for the standard entry fee of €575.**

*Ongoing dialogue on the website*

**If you fancy marshalling, please let us know.**

### Entry list so far

Rich Harrison Peter Boyce MGBGT  
 Robert Ganly Leigh Powley Volvo 1962  
 James O Mahony Kerrie Barry Volvo 122 S 1964  
 Michael Reid John Lindsay MG Midget  
 Roy Perkins Peter Ward Porsche 911 S 1972  
 Nick Pullan Ian Canavan Imp  
 Ken Jones Richard Bestwick MGB  
 Dermot Carnegie Paul Bosdet Escort Mk1 1971  
 Robert Dance Graham Dance Alfa Giulia Sprint 1965  
 Paul Blair Olwen Blair Escort Mk1 1971  
 Piers MacFheorais Ian McCulloch MG Midget 1969  
 Martin Nugent Timmy Faulkner Escort Mk1  
 Andrew O'Donohoe TBA Mini 1979  
 Frank Lenehan TBA Datsun Cherry  
 Ernie Campbell David Johnston Peugeot 104 ZS 1976  
 Karen Gaffney TBA VW Golf GTI 1983  
 Ted Gaffney TBA Morris Mini 1963  
 Philip Armstrong Frank Hussey Volvo PV544 1964  
 Bernard Bradley William Kelly Escort Mk1 1972  
 Tom Callanan TBA Triumph TR4  
 Danny O'Donohoe Jamie O'Donohoe Escort Mk1 1974  
 Francis Rhatigan TBA MG Midget  
 Richard McAllister Jo McAllister Volvo 122  
 John Bertram Andrew Fish Escort 1972  
 Mark Doran Mark O'Neill Escort Mk1  
 Joe Doran Nikki Doran Opel Manta  
 Geoff Hall Martyn Taylor Mini  
 Peter Lynch Rory Dooley Cortina GT

Declan Hendrick TBA Starlet  
 Myles O'Donoghue Frank O'Donoghue BMW 2002  
 Frank Fennell TBA Mercedes 300 SE  
 Shane Houlihan Richard Pain TBA  
 Jim Hendry Graham Couser Triumph TR3  
 Chris Head Bardwell Golf GTI Mk2  
 Colin Forster Henry Carr Mini  
 Simon Echlin TBA Escort Mk2  
 Paul Nolan Dave Cormack TBA Starlet  
 Eamonn Byrne TBA Mini  
 Des Bruton TBA Hillman Avenger Tiger  
 Eddie Peterson TBA Mini  
 Steve Griffin TBA Opel Kadett  
 Craig MacWilliam Nicky Sparks Escort MK1 1970  
 Conn Williamson Maurice Eakin BMW 2002 1971  
 David Smith Anthony Tindall BMW 2002  
 Rachel Vestey Owen Turner Austin Mini  
 Sue Shoosmith Trina Harley TBA  
 Peter Humphrey Dougie Humphrey Volvo PV544  
 Roger Jenkins TBA MGBGT  
 Roger Fynn Clifford Auld MG Midget  
 Robin Eyre-Maunsell Matthew Vokes Escort Mk2  
 Roger Powley Brian Goff Porsche 911  
 Philip O'Reilly Alex Lyons Starlet  
 Benny Grainger David Howard Mini Cooper  
 Colin Evans Shon Gosling MGBGT  
 Lucy Whitford Kathryn Millington Mini Cooper  
 Tim McKie Gavin Millington Rover P6  
 Andy Hennessy Peter Murphy Ford Anglia  
 Rod Hanson Clare Grove Volvo Amazon 123 GT

QUIZ

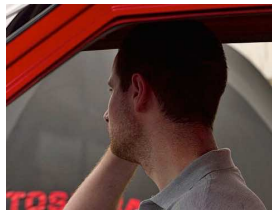
Responses to [valianmcculloch@gmail.com](mailto:valianmcculloch@gmail.com)

December Answers

1 John Kane is trying to avoid me



4 Rocket Ronnie Griffin makes do with two wheels



5 Paul Mooney is contemplating

2 Tim Faulkner is proclaiming his dual citizenship



3 Oliver Devlin, Bill White, Ciaran Freeney are glowing.



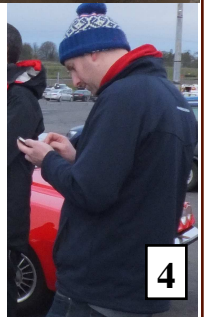
8 Timmy Lynch is muffled at the Howie Wilde?



6&7 Joanna Lenehan & Liam Cashman are the imbibers

October Questions

1. Who are the three "donkeys"?
2. Whose car is confirming its femininity?
3. Who is worried about losing his hat?
4. Who wasn't paying attention at the MVAT Drivers' Briefing?



February Crossword

1		2			3
4	5		6		
7					

Across

- 1 There are four of these on most cars - essential for mobility (6)
- 4 A more-or-less flat "hillclimb" (6)

7 A type of light used when adjusting engine timing (6)

Down

- 1 Lewis Hamilton had 11 of these in 2014 (4)
- 2 International plate for Egypt (2)
- 3 World champion on two wheels and four (7)
- 5 Slang for cylinders (4)
- 6 Most engine blocks are made of the "cast" variety of this metal (4)

December Solution

C	R	A	N	K	S
A		C			U
R					R
B	U	M	P	E	R
	N		I		E
N	I	N	E	T	Y
	T		R		S

## SNIPPET

That collector of motorsport trivia/memorabilia (delete as you think appropriate), Eddie Fitzgerald forwarded the entry list below. There are some names you might recognise.

24/25 February, 1973

HELLFIRE RALLY 1973 - ENTRY LIST  
SPONSORED BY TUDOROSE BYLONS

No.	NAMES	CAR	TOWN
<del>1</del>	E. Cotter/P. Phelan	B.M.W. 2002	Galway
2.	J. Tansey/R. Inglis	Escort B.D.A.	Blackrock
<del>3</del>	B. Fagan/B. Doyle	Escort T.C.	Donnybrook
<del>4</del>	N. Smith/R. Foot	Escort T.C.	Greystones
5.	W.A. Poole/K. W. Johnston	B.M.W. 2002 TI	Dublin
6.	D. O'Brien/D. Johnston	Cooper S	Athlone
7.	R. Maharry/F. O'Donoghue	Escort B.D.A.	Killiney
<del>8</del>	J. Reid/D. Kavanagh	Wolseley Hornet	Dublin
9.	P. McGuire/J. O'Brien	Lotus Cortina	Dublin
<del>10</del>	J. Dempsey/R. Murphy	Wolseley Hornet	Galway
11.	Greg O'Gorman/Leo Whyte	Escort	Cork
12.	G. Forde/J. Cusack	Lotus Cortina	Maynooth
13.	F. Newport/T. Bourke	Lotus Cortina	Sligo
14.	G. Britton/H. Lauder	Vauxhall Ferenza	Killiney
15.	L. Sheridan/T. Kellett	Cooper S	Meath
16.	M. McMenamin/C. McNally	Ford Escort	Blackrock
17.	J. Gaffney/R. Harris	M.G. Midget	Dublin
18.	T. P. Smith/L. Fannin	Escort T.C.	Monaghan
19.	J. Farrell/C. Farrell	Escort G.T.	Meath
<del>20</del>	J. Gannon/D. Carramon	Cooper S	Longford
21.	M. Breslin/M. O'Sullivan	Viva G.T.	Dublin
22.	M. Waters/J. Rafferty	Escort 1100	Enniskerry
23.	P. Driver/N. Driver	Mini 1000	Enniskerry
24.	I. Mackey/J. J. Doyle	Mini 850	Clontarf
25.	P. Byron/M. Byron	Fiat 128	Tallaght
26.	S. McDonnell/B. Hendrick	Cartina G.T.	Meath
27.	G. Wynne/I McCulloch	Mini 850	Dublin
28.	C. Foley/R. Bruton	Lancia 1.3 Rallye	Dublin
29.	N. Fenton/R. A. McKay	Cooper S	Dublin
30.	P. Wheatley/D. Smyth	Hillman Imp	Clontarf
31.	D. Quinn/N Franklin	Lancia	Dublin
<del>32</del>	A. G. Pinkster/A.N. Other	Stillette	Tallaght



### **Parts for Cars ALMC Endurance Trial 2015**

ALMC , the founder of Endurance Trials in Ireland is delighted to announce the re-launch of their Spring Endurance Trial, with the support of Double European Rallycross and Touring Car Champion – Derek Tohill and his business “Parts for Cars.ie” in Blanchardstown, Dublin. During the 2014 season, Derek competed in the 2014 FIA World Rallycross Championship for the LD Motorsports World RX team in a 600BHP Citroën DS3.

*The 2015 Endurance Trial returns to its spiritual home at Luttrellstown Castle & Golf Club. Not only is this the event HQ but there will also be two runs of the legendary Luttrellstown grounds trial, the second and longest, being in darkness. The event is being run by new COC – Conor Crowley, who originally launched the ALMC Multi Venue Autotest and is aided by Route Co-ordinator – Frank O’Donoghue.*

“As the founding club for Endurance Trials in Ireland, we needed to re-think our event and make sure that not only could we offer competitors value for money but also make sure that the event tested competitors over the course of the day and offered a genuine endurance experience which was above all else, fun. I am delighted that Frank has “discovered” new never seen before Selectives and I am anticipating that competitors will cover 50 kms over challenging Selectives including the now famous Luttrellstown tests.” – Conor Crowley

*The event will also be the first round of the new Irish Endurance Championship. The event and also the Championship will appeal to all Endurance, Autotest and Navigation competitors and with the introduction of a new 1.0 litre class by the Navigation committee, the organisers believe that this event will hold even more appeal than before, especially for any novice competitor who wants an introduction to a cost effective form of Motorsport.*

The entry fee is €225 ( including Standard IRDS and Personal Accident Insurance) and regulations for the event which takes place on Saturday 28<sup>th</sup> February 2015 are now available online at [www.almc.ie](http://www.almc.ie).

If you have any queries, please contact the Event Secretary - Dawn Popham at [endurancesecretary@almc.ie](mailto:endurancesecretary@almc.ie) or COC - Conor Crowley at [endurancecoc@almc.ie](mailto:endurancecoc@almc.ie) or **086 8513313**.

**Parts for Cars - [www.partsforcars.ie](http://www.partsforcars.ie) ALMC Motor Club Limited - [www.almc.ie](http://www.almc.ie)**



*I happened to be looking for some info from an old Turbine on the website and noticed that the first one in this manifestation had appeared in February 2009 (cover page below) which makes this edition the thirty seventh.*

*I suspect that Joe Doran and, indeed, most other Club members will be happy enough with how the Club has evolved in the last six years.*

*As the assembler of this literary and photographic extravaganza, I would like to take this opportunity to acknowledge all of those who have contributed in whatever fashion to its pages.*

Ed



### Chairman's Chatterings

Welcome to 2009 and, what I hope will be, a resurgent TDC.

A number of new faces, and some old, seven extra bodies altogether, have been persuaded to join the committee. I trust that they will work with the stalwarts that remain to make TDC bigger and better than ever.

Already, Piers MacFheorais has put a huge amount of work into overhauling the website, now to be found at [www.tdcireland.com](http://www.tdcireland.com) (the old address will continue to work for the foreseeable future, as well as the new one). His new format is easy to navigate and affords you the opportunity to have an input and air your views. Also, you can download membership application forms, regs, entry forms, etc.

While not as radical, Ian McCulloch has put together this newsletter (the *Turbine* title has been used in the past – I hope this one will appear more regularly than its predecessor). It was felt that our mature members, in particular, would be more comfortable with the traditional paper format. Much of what the *Turbine* contains can be found on the website – indeed the complete publication is being posted there.

There are other initiatives: Owen Whelan is masterminding a text assault to supply you with significant information and Joanna Doran is being a very pro-active Membership Secretary.

Of the events the club is promoting this year I would single out the inaugural James Pringle International Trophy Autotest for your support – Jimmy deserves it!

One of the main aims is to build up club membership so try to persuade all your friends, and even enemies, to join up. I also hope that all of our members will remain in the club in the future. If any of you would like to contribute in any way to the club, whether by writing on the website or in the newsletter, if you fancy marshalling or organising events, please let me know. I would be delighted to hear from you.

Joe



# TDC IRELAND TRIALS DRIVERS CLUB



## Membership Application Form

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

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

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

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

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

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

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

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

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

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

### For official use only

Web

Fee received € \_\_\_\_\_

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

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

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

Classic Retrospective Trials ☐

Multi-Venue Autotesting ☐

Autotesting ☐

Marshalling ☐

Other ☐

### Important Notice:

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

### List of Vehicles:

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

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

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

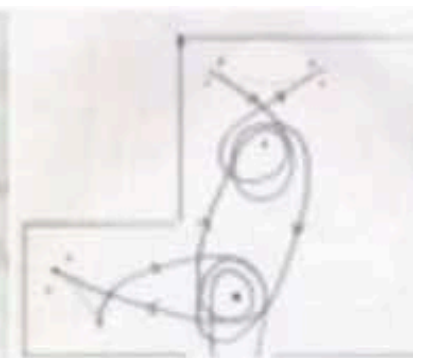
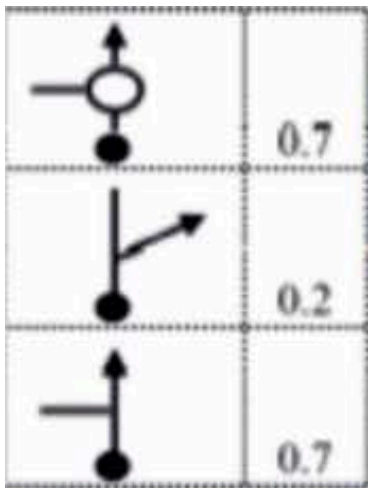
Signed:-

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

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

**Membership Fee: €20**

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



**Wednesday 18th  
February 2015  
7:00 pm**

**ALL WELCOME**



Taylor's Three Rock (formerly Taylor's Grange), Grange Road Rathfarnham, 53.26869, -6.26243.  
*This exercise is designed to enlighten navigators taking part in the forthcoming Irish Classic Retro though any hot seat occupant should find it useful. Indeed, drivers could benefit as well.*

**Please let us know if you plan to come along by posting a response here. Alternatively, email Ian McCulloch at [valianmcculloch@gmail.com](mailto:valianmcculloch@gmail.com)**

Keep the following Wednesday free in case a follow-up session is needed.

No equipment required.



Stephen Briggs's MX5 splashes its way around Murphy's Quarry on St. Stephen's Day. St. Stephen is the patron saint of stonemasons so the venue was appropriate. Unlike the saint we didn't stone our Stephen to death when he finished further down the field than might have been expected. We await developments as to whether he is recommended for beatification. His contribution to the well-being of the Club is deserving of his being a candidate.

Watch the website for details of a karting outing on a Friday in the near future

