

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

June 2015

Chairman's Chunterings

The "Retro" turned out to be as good as, nay better than, had been hoped for. There were many people who contributed to this success and we are extremely grateful to all of them. However it wouldn't have happened without Frank Fennell's drive and determination - well done, Frank.



On a less positive note the James Pringle International Trophy Autotest was not supported as well as it ought to have been. Worse still, the opening round of the Beginners' Championship was called off - only two properly confirmed entries four days before the event. Is this malaise ongoing? If so, how should the Club react? See over for further comment and details of a meeting at which you can voice your opinion.

We discharged our commitment to Tour Ireland. Those who helped seemed to enjoy their day out. Incidentally, although it was UK based it was not overwhelmed with entries.

See you all at the by now traditional Club barbecue/autotest in Woodside at the beginning of June and at JJ's MVAT out of Puddenhill later in the month.



This issue again avails of "professional" pics from Olwen Blair, Peter Boyd, Con Brady, Anne Doran & James Mansfield - Thank you

We have two new scribes Andrew O'Donohoe and Mark Walsh, aided and abetted by Walsh eile/Dempsey/Caulfield - Thank you to them as well



I am sure most of you will have spotted the "deliberate" error in the last Turbine. It was the April issue, not the March one.

Ian



MI Sports Development Officer

Alex Sinclair, CEO, Motorsport Ireland, said: "The appointment of Art as SDO is a significant step towards the future development of motorsport in Ireland. We are excited about the prospect that the appointment could have in helping our hard working volunteer organisations to promote our sport on a grass roots level. There is significant scope within the role to develop relationships with local communities and we look forward to seeing this bear fruit over the coming months and years."

Art McCarrick is a Sligo native and a lifelong fan of motorsport. He had a well established background in tourism and education before he became heavily involved in motorsport over the last 4 years, largely in a PR and business capacity through his work with various drivers



and Rally School Ireland. He was also a presenter on many of the Motorsport Ireland TV broadcasts of events throughout 2014.

Art McCarrick, SDO MI: "I am looking forward to taking up the position and I hope to bring a level of enthusiasm to this job that will be infectious to those that I am dealing with on a daily basis. I look forward to learning from the experience of the clubs and others around me and believe that together we will be able to make a positive impact on Irish motorsport. In particular, I hope to encourage the creation of mentoring programmes within the motorsport family that will enable some of our younger supporters to participate in this exciting and rewarding sport."

The way forward for TDC

The above appointment reminds us again of the decline in interest in all forms of motorsport - certainly the MI promoted branches. TDC is not immune and our events in general are not as well supported as we would like.



Autotesting is particularly close to the heart of the Club. Guy Foster has asked for an opportunity to speak to us on this subject. We are delighted to accommodate him and would ask as many of you as possible who have a view to come along at 8:00 pm to Taylors Three Rock (formerly Taylors Grange), Grange Road Rathfarnham, 53.26869, -6.26243 on Thursday 11th June.

The committee meeting scheduled for that evening will follow the general discussion.

Autotesting, of course, is just one element of TDC's programme. Our other activities are also seem

to be on the wane. Any suggestions as to how the Club might be revitalised are very welcome.

Thanks to Laura Fagan we have a much bigger Facebook exposure. How can we capitalise on this? Depending on how many people turn up for Guy's presentation, the

occasion could be availed of to discuss other issues. Otherwise, a further meeting could be arranged.

The above-mentioned Art does not take up his duties until mid-June. When he does, it would be interesting and constructive to see what his thoughts are regarding our situation. Indeed, given the nature of his post, I'm sure that he would be keen to become part of the solution.

If you would like to discover details of motorsport in Ireland, www.motorsportireland.com is a good place to start.

A younger perspective

Autotesting for me has always been a measure of true driving ability. Very little can change between one person doing a test and another person doing one. Unless it rains, conditions remain fair for everyone. You have plenty of time to walk the course and learn it. Its only down to you and the car. The ability to complete the test in the fastest time is not just about power and the courage to take a section flat out. Autotesting requires skill and the ability to know exactly where your car is in relation to your surroundings.

I came into the sport not knowing anyone. My neighbour had competed previously and gave me the opportunity to use his car in events. I quickly realised that while the autotesting community is close-knit, everyone is keen to see new people competing and happy to help. I am mechanically useless but have never been stuck at an event with a broken car - help is always

at hand. There is always someone willing to point you in the right direction whether it's with mechanical issues, car set-up, driving tips or remembering where to go.

There is a mixture of events around the country with one and two day events on between September and March. For the two day events the majority of the competitors stay in a hotel and have a meal together, and anyone who is up for it heads down to the local town afterwards for a few pints. These are really fun weekends and I've ended up in places I would have never visited otherwise.

Like any form of motorsport some competitors will always have spent more on their cars than others. Yet the amount people spend does not necessarily correlate with how fast they go. This is an extremely cheap form of motorsport with entries costing around €50. The only other major cost being tyres which can

be bought for about €50 each for front tyres - these last four or five events - and rear tyres can be bought for as little as €25 and last around four or five events as well. Competitive cars can be bought from €3k upwards. Compared with drifting, racing, rallycross, rallying or hillclimbing this branch of the sport is so much more affordable while being just as competitive, not to mention good fun.

While I started competing in pure autotesting, I now compete in multivenue autotests (MVAT) and Lanes rallies. My experience in autotesting has allowed me to be much more competitive in both of the latter form of events. I have been doing autotests for quite a few years now and while I only occasionally finish "up the leaderboard" I enjoy it immensely.

Richard



Bonus pics from ALMC Endurance Trial

28th February



John Carroll & Peter Murphy had a disappointing day - the transmission stopped transmitting on the first run through Luttrellstown.



John Frazer & Michael Fitzsimons



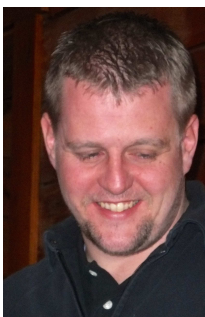
Paul d'Alton, Pat Fay, Barry Crowley



Richard Pender enjoyed the spin with his soon-to-be (the deed may indeed have been done by the time you read this) son-in-law, Mark McLoughlin.



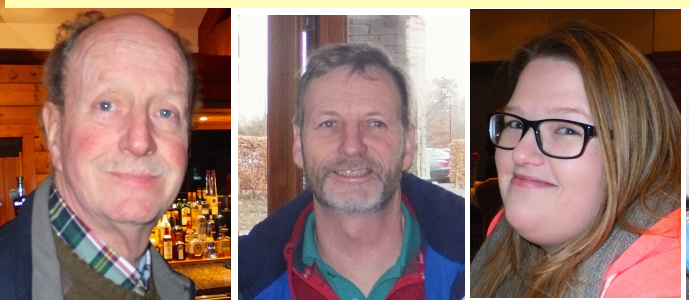
Myles O'Donoghue, Eddie Fitzgerald, Deirdre Doyle



When asked to identify this gentleman, Frank O'Donoghue informed me that it was Peter, brother of Barely Bearable?



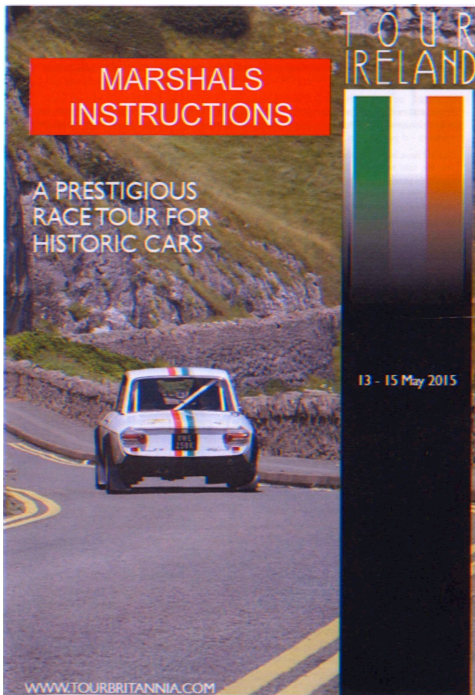
????????????????



Philip Armstrong, Padraig Farrell, Laura Fagan, Brian Laffan



I felt that this image of Peter Lynch was worthy of a BUBBLE competition - do your worst.



to happen, then observing what did happen, more waiting, more observing ... and then home. Given that Wednesday was such a glorious day this was not the penance that might be inferred from the above.

What was terrific about this exercise was the enthusiasm with which everybody responded to the call for help. Given how busy the club has been recently, this was especially commendable.

FF, in particular,

Kevin

demonstrated again what a glutton for punishment he is with executive duties both days. The Thursday input was lower key for us. FF, Kevin Fagan



FF

Irish motorsport legend Alec Poole decided to add some Celtic delights to this year's Tour Britannia with a Tour Ireland interlude. These took the form of special stage action over Sally Gap and track action at Mondello. TDC became involved as a club was needed to "sponsor" the Sally Gap stages. Our very own Paul Phelan and Frank Fennell were obvious people for Alec to turn to. The committee agreed to our involvement. Our stage inexperience was resolved by Derek Brannigan of the Garda club taking on the C-o-C mantle. "Uncle" Joe Doran was instrumental in his accepting this responsibility. Derek persuaded lots of GSMC members to take on the important roles while TDC adherents were deployed as "safety marshals". This involved a lot of sitting in cars waiting for something



Joe

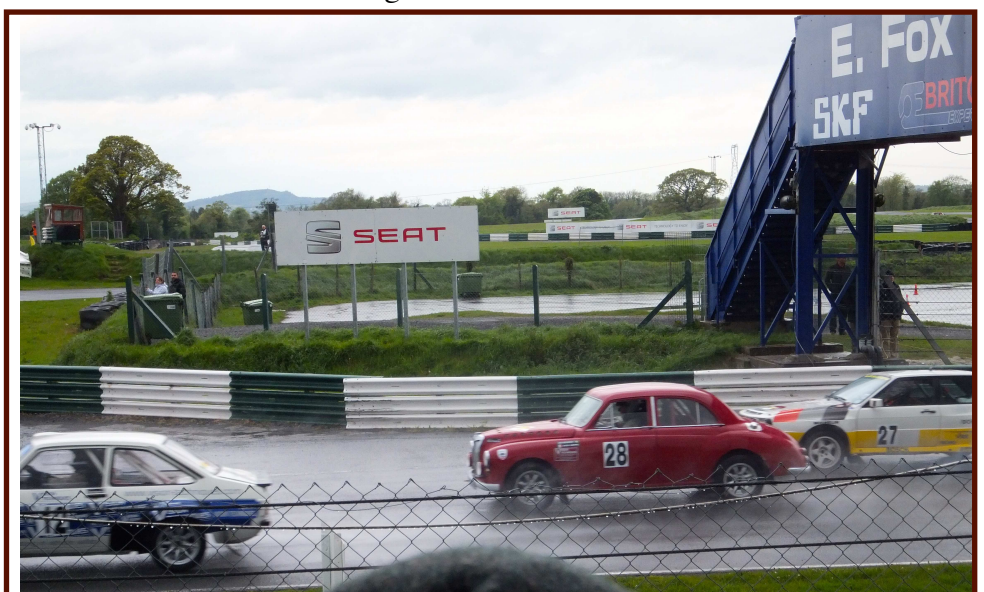


and myself were able to cope with minimal suffering.

Wednesday was a different "kettle of fish". Derek Brannigan deserves another mention as without his and his GSMC colleagues' input we could not have taken on the task.

Despite a slightly disappointing entry (quantity not quality) the collaboration was definitely a positive experience.

Editor



P.S. A piece of useless information which might appeal to Brendan McCoy and those similarly afflicted (e.g. Eddie Fitzgerald) is that Joe Reynolds's Magnette (seen here with Steve Griffin at the wheel) was a Booth Poole assembled machine. This Poole was Alec's dad, Bill.

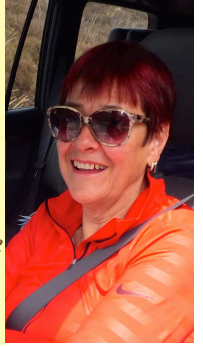
TDC Turbine



Rob Bolton, Dave Meeke & Stephen Briggs seem not to be particularly relishing their day out.



Frank Lenehan was remarkably sanguine about his regularity timing involvement. I suspect it might have been otherwise had Trish Wojnar not been alongside.



Peter & Sheila Murphy



Clockwise from top left: Eamonn King, Judy Lambert, Owen Murray, Tim Faulkner



John McAssey looks suspicious



Glyn Walker & John Wilkinson



Mike Armstrong, Myles O'Reilly & John Farrell take advantage of the grandstand gate being unmanned.



Tony Phillips, Ted Gaffney, Tom Callanan

The "Regularity" cars line up at Mondello for their lap consistency test



Bob Webster



Mick Briggs - one of Alec Poole's henchmen



I had a call from Graham O'Donoghue. He musn't have been too damaged from my company on last October's Birr Endurance Trial as he was wondering would I be available for the Springfling - I was. To save him from having to endure my monologues for the whole day, I travelled up with Frank Lenehan (he has a tendency to make unscheduled detours if left to his own devices!).

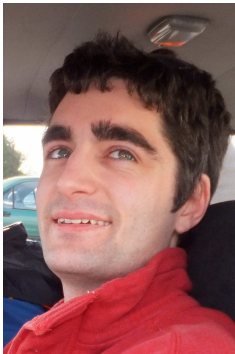


Frank O'D



Frank & Audrey and Graham trailed the Rover 200 up. Karl was having his second outing in the ex-Brian

Murphy Starlet. He had to divert slightly to collect Evin Hughes.

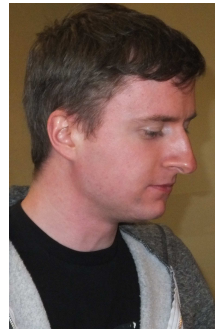


Karl likes to have competent guides and Evin certainly fits the bill - he is the recently crowned National Navigation Champion.

As tends to be the case in motorsport, there was a connection to be made. I had sparred with Erin's dad, Paul, on night events in the dim distant past (an unfortunate corollary to this allusion is the triggering of "nightmares on Sheet 8" recollections.) I used to sit with Rob Bolton while Paul kept his brother, John Gerard, on the straight

and narrow (most of the time, anyway!).

Others to travel north were Francis and nephew, Tom, Rhatigan,



who enjoyed the spin. Richard Pender & Mark McLoughlin were MG ZR (blue) mounted. If there had been a marque competition we (white one) would surely have been in contention, along with the similarly equipped Fergus & Chris Mallon (see pic below). Peter Faulkner was keen to see how his "new" Midget would perform. He



had enlisted Anne Smyth to show him the way. Unfortunately, the driveshafts were unable to cope with the not inconsiderable power generated by this impressive looking weapon.

Malcolm McQueen was at the

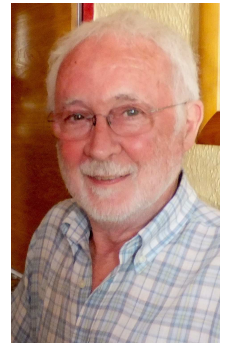


helm for this excellent event which ran like clockwork. The 24 tests were all smooth to begin with. Only very few suffered discommoding wear and tear. A nice day helped, as did the timely generation of results. The catering arrangements in the Cohannon Inn were also first class. An excellent day out - especially if you had an MX5.

Dermot, pictured here with



Kevin receiving their prize from Gerry (event sponsor) & Bronagh McVeigh, was the only non-Mazda crew in the top 9. Frank, partnered as usual by Olwen, reckoned he had



driven almost perfectly (maybe he could have picked up a few seconds) so was slightly disappointed to finish 14th overall. He did win a class prize but his competitive mindset does not rate such too highly. Graham and I were happy with 24th out of the 58 starters.

Editor

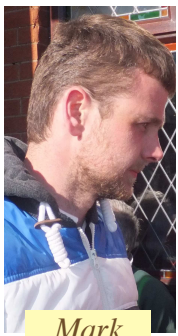


TDC Turbine

RESULTS

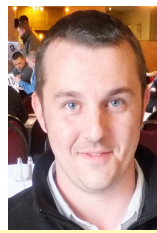


1 Robert Woodside (Jnr)/
Bruce Drummond (MX5) 1577

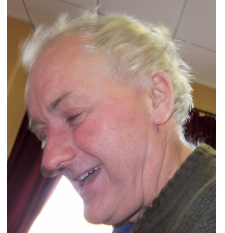


2 Ashley Lamont/
Geoffrey Lamont (MX5) 1605
3 Mark Faulkner/
David Crossen (MX5) 1609
4 Dermot Carnegie/
Kevin Fagan (Escort) 1611.

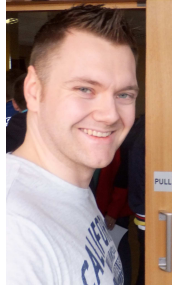
Mark



Norman Ferguson, David Crothers,
Allan Harryman



Eric Patterson, Andy Johnson



The Earney boys - Richard, Colin &
Andrew



Paul Williamson & Connor Kennedy



Are Derek & Anne Smyth doing a
double-take?



Mark & Anna
Brien (above)



Ron Mullen (left)

SNIPPET

Even as Kevin, Frank and myself got on with the consistency tests on the International loop and the rest of the Tour Ireland had their practice session and races on the original circuit, there were others at work preparing for a corporate



day out. The Mondello set-up is very impressive. The cars and the instructors are all immaculately turned out.

The young guns in evidence included Kevins Grogan & O'Hara and our own Niall Murray.

Cookstown MC Braeside Targa Rally

2nd May

Representation from the south was minimal this time. Frank Lenehan



and Karl O'Donoghue/Evin Hughes were both in Starlets. Frank had been putting his new knee under plenty of pressure during the week but to make sure that it was fully functioning this was its third event in successive weekends! Insofar as he would ever be happy finishing outside the top six, he and Olwen were not too disappointed with seventh. Karl encountered a Stop Box which came up a bit soon for him. Being in Endurance Trial

frame of mind, he didn't reverse back to the box. This attracted a substantial penalty which dropped them to 19th. Apart from this he was happy with his day.

As you can see, the usual suspects featured at the top of the leaderboard.

RESULTS



1 Eric Patterson/Malcolm McQueen (MX5) 1277



2 Robert Woodside (Jnr)/Bruce Drummond (MX5) 1283



3 Allan Harryman/Suz Graham (MX5) 1295



4 Robert Woodside/David Allen (Escort) 1300



5 Norman Ferguson/Brendan Mooney (Peugeot 106) 1304

June Crossword Retro "theme"

1		2			3
4	5		6		
7					

Across

1 No.1 navigator after prologue (6)

4 Competitor and sweeper

supplier with premises in

Newtownmountkennedy (6)

7 He sat with Frank Lenehan for the first time (6)

Down

1 Paul Nolan's guide (4)

2 The winner initially (2)

3 1 across Rory is ----- than Terry (7)

5 Mr. Colton's diminutive first name (4)

6 This changed hands many times (4)

March Solution

F	A	T	H	O	M
L		A			U
A					S
G	A	S	K	E	T
	L		E		A
C	A	N	N	O	N
	N		T		G

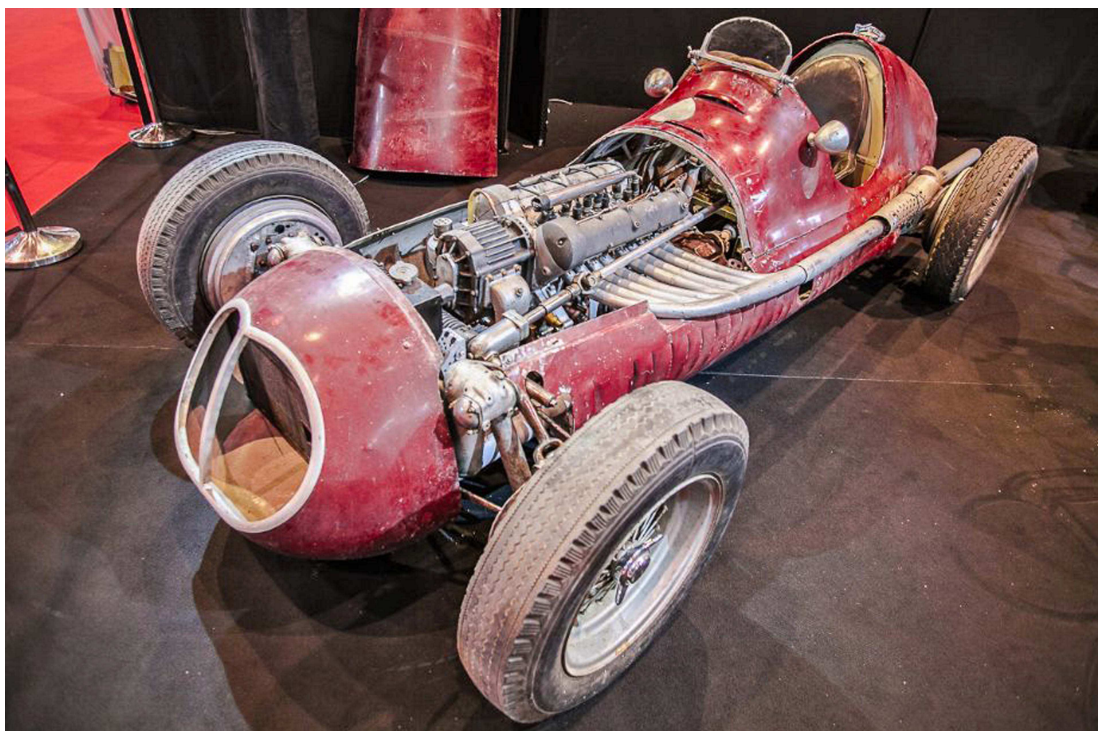
Mention of the Retro holding a test near Goresbridge made me think that nothing much changes in 61 years... Brendan McCoy

AUTOSPORT, JULY 2, 1954



DRIFTING IN THE DUST: Gwynn Dyer, winner of the Kilkenny M.C.'s Navigation Trial on 13th June, puts in some determined motoring with his Austin at the Goresbridge wiggle-woggle test.

Reading of the Dave Griffin Memorial Trial in the February Turbine reminded me that the car he built for Bobby Baird in 1952 was for sale last year (if anyone has had a reasonable Lotto win). Reputed to be the only Formula 1 car built in Ireland (though by the time it was complete the World Championship was actually held for Formula 2 cars) it featured a supercharged 4 cylinder 1500cc Maserati engine. Someone more knowledgeable than me may be able to explain the benefits of 8 exhaust ports from 4 cylinders as per the photo. Brendan McCoy



TDC Irish Classic Retro

24th/25th/26th April

Observations of a contender

What an event!

I met my navigator, Nick Bloxham for the first time on the Friday afternoon. Nick is son of renowned works driver, John Bloxham so expectations were high (*his or yours?* - Ed). When Nick



Andrew and Nick when they'd got to know each other a bit better

saw our car (Mini), I could sense his disappointment. He is used to navigating in full-blown rally cars. Compared to the works spec Mini of



MacWilliam/Sparks, our car looked a little too standard. Nonetheless, Nick put on a brave face and got on with the job at hand.

Before scrutiny on the Friday afternoon, Peter Lynch had managed to have five mechanical problems in his "trustworthy" Cortina (brake caliper, exhaust manifold, throttle cable x 2 and a Brantz failure). Amazingly the car



(pictured here being let go at the start of a test by Keith & John

Byrne) passed scrutiny and the issues were resolved. There is a theory doing the rounds that Peter enters events merely to get the car overhauled.

Walking around the paddock at scrutiny, it was clear that there was some serious machinery taking part. In all there were 63 starters which included four Porsche 911s,



Dilwyn Rees/Tony Newman

two "Big" Healy 3000s, seven highly modified and very quick MG



Noel Cochrane/Paddy McCollum

Midgets, seven Escorts (three of



John Bertram/Andrew Fish

which formed the marque team "Male Escorts"!), six Volvos, eleven Minis, one ridiculously wide



Bas & Gabriella Koyck

Mustang amongst various other saloons and sports cars.

Friday night started with the Prologue. Test 1 in Gowran Park was loose and tight in places with a slalom to the finish. Three Minis were in the top four fastest times and it looked like a promising start to the rally - no doubt Eamonn Byrne (Mini) would have been fastest were it not for a gearbox failure which put him out of the event. The bickering "husband and wife" like veteran pairing of Lynch & Dooley were a creditable 8th fastest on this test which was amazing after a long sabbatical for car, navigator and driver. Test 2 was fast and loose and the RWD cars had it all their own way with Carnegie's highly original



Eamonn



Mk1 Escort 1100 splitting the Midgets of Kelly and Reid. It was



John Kelly

great to see Noel Cochrane right on the pace (another ageing driver in an ageing car!) on the same time as Lynch. There followed a trio of Minis followed by Lenehan in the Datsun. Obviously

Frank's new knee wasn't fully run-in as I would have expected him to be higher up the rankings.

Test 3 and my promising start fell apart when Lynch put in a fastest time, faster than the quick Escorts, 911s and Midgets. Lynch and Cochrane swapped times over the rest of the evening's challenges and so it proved to be a long night in the bar afterwards listening to Dooley and Lynch reminisce about the good old days! Apart from asking me if I regretted selling my Midget, Noel had the decency not to brag about his times.

I knew we had to watch out for Mike "Silent Assassin" Reid. Mike is understated in every way. His car and his driving style are low-key but effective. I had been caught out by this twice in previous events! Right enough he was in or around the top three fastest on the tests. John Kelly's times were a surprise to me. I don't remember the ex-Tom Devaney Midget being that fast in Devaney's hands!

On Saturday morning the event started on time as per the rally schedule (a first for TDC?) (*a bit harsh? - this wasn't an autotest - Ed*). The route book was faultless and marshals were in abundance. Navigators worked hard to try to discern the strange goings-on in Fred Bent's / Michael Jackson's



Michael

heads. Nick the Navigator was getting into the swing of the Irish roads, accents, weather and sense of humour. We started to climb from our overnight position of 33rd and finished the day just

outside the top 10. I was delighted. Nick the Navigator was exhausted! He adjourned to the bar with Dick Pain (*I suspect that David and Diana would be keen to remind you that he was christened Richard - Ed*.) who needed a well-earned drink



after a day in the car with Shane "Houligan" in his Big Healy.

Before the Saturday night section began, there were several contenders. The Lloyd/Vokes Mk2



Escort neat and tidy - they were in the top 4 places on each regularity. The Hall/Taylor Mini was fast



everywhere (too fast in places?!). The 911s of Colton/Pickering and Warren/Woodcock were consistently quick and accurate.

Saturday night started well. The night section was a combination of navigation and regularity. The extremely rapid and front running Hall/Taylor Mini had a shocker! They missed a time point and when trying to get back on time, a driveshaft came adrift from the

gearbox putting them out of contention. Shortly into the night navigation, about 20 of us encountered the Gardaí. With encouragement from the Gardaí, a decision was made to cancel the remainder of the evening and adjourn to the hotel bar. The Saturday evening results didn't stand and Geoff Hall was a very happy man. I met him leaving the bar at midnight to remove the drive shaft and CVs from the car to be ready for the next day's distractions.

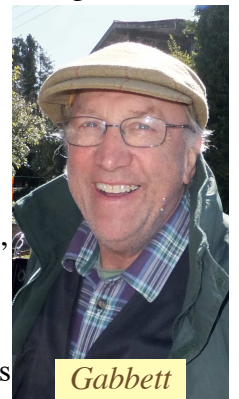
Sunday dawned wet and windy. More regularities and tests. The tests were set out in such a way that they were open enough for all cars and not too difficult for those unused to doing tests. The inclusion of Code Boards slowed the drivers



down. (Joe Murray/Trevor Hamilton have just recorded this one.) The regularities were testing but not impossible to clean. (*Who told you that? - Ed*.)

I can only guess that the names for some of the regularities were devised by Messrs Fennell & Gabbett. "Cow Slip" meant that there was plenty of slipping on cow manure, "Take Off" was a fast section on a grass runway, "Tractor Twist" was a regularity with a tractor or two to avoid, "Catherine's Contortions".....you get the idea!

At the finish the immaculate Mk2 Escort of Lloyd/Vokes was first



Gabbett

home, followed by Hall/Taylor's Mini, Colton/Pickering's 911 and the 911 of Warren/Woodcock. We were delighted to finish fifth overall and first in class but most of all, it gave me great pleasure to come in ahead of pensioners Lenehan (6th), Carnegie (7th) and Reynolds (8th)!



Joe Reynolds/Andy Pullan

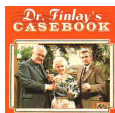
It was great to see some new crews on the event. The brothers, Jamie and Danny are relative



newcomers to the world of Retrospective Trials. Jamie readily admitted to not having a clue how to navigate. It quickly became evident that the North Star was very important in his decisions as to what road to take next. A fast Escort, a fast improving driver and a navigator that needs to improve fast saw them finish well down the field. They had a ball!

A fantastic event in every way. I would like to thank TDC, the organising team, the marshals and the owners of the venues that we were lucky enough to visit, for a memorable weekend.

Andrew



Observations of a marshal

April 2015 was to be an important month on the calendar of anyone who has an interest in classic motorsport. It was the first time in six years that the TDC Irish Classic Retro was to run and what a return it was. A practically full entry list of a fantastic array of cars, from 911s to a Morris 8, together with



some notable crews had this event set to be the event of the year or, indeed, the biggest event in many years!

I had been looking forward to it since its revival was announced by TDC in the middle of 2014. Since I started competing on the MVAT/endurance "circuit", everyone who knows me will know my advocacy for more retro cars to be out competing on these events to regulate the sea of pesky Starlets. Finally again the tables have turned and the Classic Retro is alive again; everything I love about classic cars and club motorsport in one weekend!

Originally, I had thought of entering the event, but we eventually decided the intensity and difficulty of the navigation and regularities would get the better of us sooner rather than later on this one, having never done such events before.

So what better way to get involved as much as possible without competing? Marshalling of course! My brother Matthew, myself and our two sidekicks, (*I think they deserve better billing than sidekicks - I suggest that without them you would be lost in every sense! - Ed.*) Linda Dempsey and Helen Caulfield

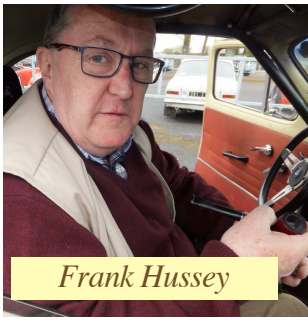
had our names down early as we knew it was going to take as much help as possible for this event to be the success that it was. Any small part we could play to help organisers achieve their goal and the drivers have a good time would be greatly appreciated. In addition to this we get to be involved in the weekend's festivities, get up close to the cars and teams and see some lovely parts of Ireland the route had to offer, it really was a win-win in our eyes.

We left Dublin on the Friday a bit later than planned after a fuel pump failure in the Escort moments after leaving home brought us to a premature halt. I hoped this wasn't a sign of things to come, but thankfully the car ran flawlessly for the rest of the 700 or so kms we were to cover over the next 3 days. We arrived in Gowran Park on Friday afternoon as scrutiny was still underway. The weather had promised to be quite bad over the weekend, but so far Friday had been good as the early summer sun was out for the evening. It was a fantastic sight to see all the classic rally cars out again in one event, the smell of oil and unburnt fuel lingering in the air - bliss. Some crews were already carrying out running repairs and maintenance ahead of the evening's tests and regularities. One onsite mechanic was giving a lending hand to grease the ball joints on Trina Harley &



Sue Shoosmith's TR3, while Simon Echlin was frantically trying to solve a misfire that had reared its

TDC Turbine



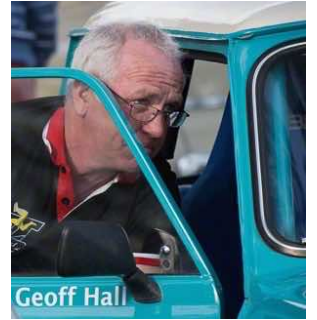
Frank Hussey



Peter & Dougie Humphrey



Clifford Auld



Geoff Hall



The nonchalant approach - Bart den Hartog & Tom Callanan



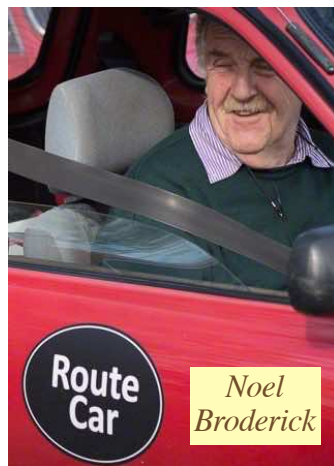
Lee Vincent goes about his business as Frank Lenehan (L) and Philip Armstrong listen attentively



Francis Rhatigan



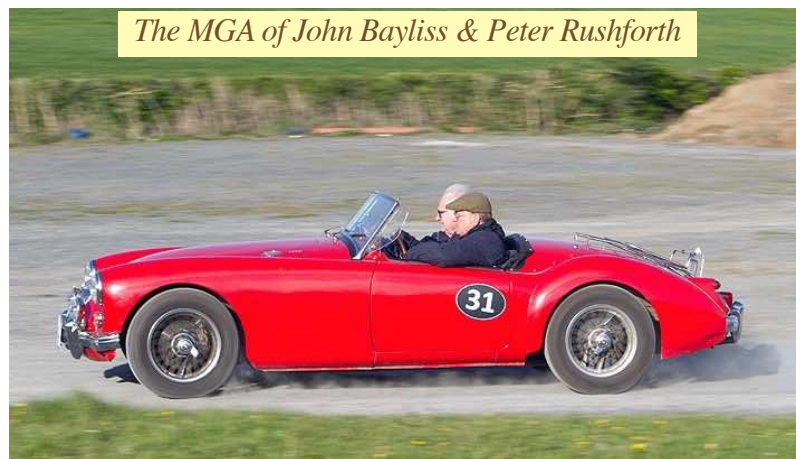
Glyn Walker



Noel Broderick



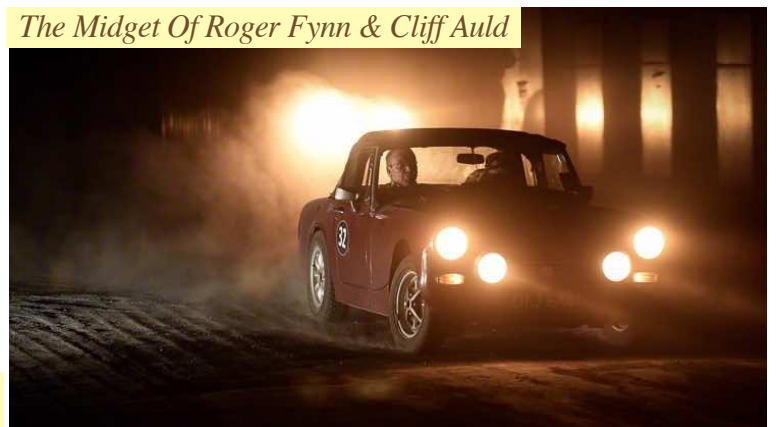
John Boyd



The MGA of John Bayliss & Peter Rushforth



Eddie Colton was a "natural" with the Liège timers, whatever the weather



The Midget Of Roger Fynn & Cliff Auld

head at the worst time possible in his immaculate Escort, a problem that was to plague him for the rest of the event.

Unfortunately however, this is classic motorsport and all part of the fun!



Simon

After the lovely welcome dinner at Gowran Park Racecourse, we headed out to the infield of the track to our regularity time point. It was dusk at this stage, so it was fantastic to see the cars coming towards you with spotlights shining and hear the sound of the carburettors sucking in the surrounding evening air. (The Dances stunning Alfa Giulia Sprint



immediately springs to mind!) As the cars arrived beside us we could see the crews under the red glow of the Brantz tripmeters and rally timers just settling in to the “zone”. Some had forgotten where they put their time sheet, some handed us their route card and one navigator who shall remain nameless, tried to hand me his calculator! Not the most ideal start it has to be said. I was actually quite nervous about using the Liège timer as I had never used one before, but after the first few cars had been through we got used to them; they really are a great piece of kit, especially when multiple cars come at the same time! I was very disappointed to not see Eamonn appear; later I learned he had suffered gearbox failure on the first test – terrible shame after all the

preparation; sometimes motorsport can be very cruel!

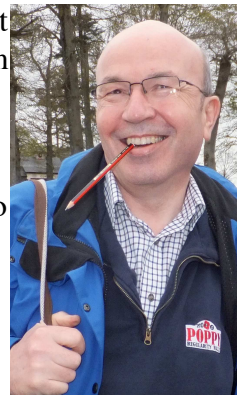
After a well-needed rest for the crews, it was time to attack the Saturday leg. It was dry when we woke, but the clouds loomed and the fact our first time point was up at the top of Mount Leinster didn’t fill me with too much confidence. Sure enough, as we were waiting for Ronnie Griffin to arrive with the clocks, the heavens opened and the fog rolled in. At times the visibility was probably 20 metres or less, which I’m sure was very difficult for the crews, especially as the approach we set up had nothing more than a beer bottle as a pylon - some of the crews loved that one while others cursed us for it! All in good spirits of course!

Coming down out of the fog from Mount Leinster we headed for a farmyard between Carnew and Gorey, a favourite of Frank Fennell’s for catching crews out I believe - and that it did! I would estimate about half of the crews took a wrong lower road into the farmyard which resulted in a dead end. Laughing to ourselves when we heard the crews approaching, then dropping the anchors before a brief silence while they figured out what happened, followed by frantic reversing, made standing out in the lashing rain that bit more bearable.

From here on, the weather decided to take a welcome turn for the better, the rain dissipated, it warmed up and actually turned into a nice afternoon. Our last time point before dinner was just after a bend on a small country road, ideal as the crews didn’t have much notice to crawl on their approach to get their time! Following a nice supper, (where I spent more time looking at the machinery being worked on frantically before the night section and chatting rather than eating) we headed off to get into position for our night section time point. This



was to be the most anticipated section for the crews, especially the navigators of course. Talking to DC and Paul Bosdet at the supper halt, ‘apprehensive’ I think is the best word to describe the feeling in the cockpit of the incredible Escort Mk1.



We arrived at our time point on the entry lane to a farm. Here, the crews had to navigate their way into, around and out the other end of the farm. It was starting to get dark at this stage but the weather was nice and clear, if a bit cold. We parked the Escort up and set up our station. As the first few cars came through, we heard the unfortunate news that local Gardaí were stopping crews on approach to our time point checking documents – unfortunately a case of mistaken identity where a member of the local community apparently alerted them to a ‘gang of youths in noisy cars’ hanging about. I don’t wish to offend anyone, but when I looked in the window of most of the cars, there weren’t too many youthful faces to be seen!!!

This probably added to the confusion of some already flustered crews – one of which I can recall in particular – yes that’s you Tim! As the Escort of Martin Nugent and Timmy approached, I could see all was not rosy in the camp. As the car came to a stop beside me, I could see the pure frustration on Tim’s

face – “I’ve been lost four times already!” Tim shouted furiously looking at his tulips and maps, “What regularity are we even on?” “Where are we on the map!?” “Please help!!” It may sound cruel, but we thought this was quite entertaining at the time. Only we knew that they were most definitely not alone in that regard!

Shortly after we left our time point at about 10.30pm we heard that the night-nav section had been sadly cancelled – a shame but unfortunately sometimes these things can happen which are totally outside the organisers control. So it was back to base at the Newpark for some well-deserved R+R for the crews and a bit of chat and craic. We stayed for a while chatting about rally tales from times past in the great company of John Byrne and John McAssey - those guys have



John McAssey

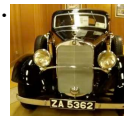
some great stories for us younger generation!

Sunday morning came around and thankfully it was blue skies and bright sun, the perfect end to a fantastic weekend. We had two time points on the Sunday, this time south of Kilkenny, about half way between there and Waterford. We were placed at a triangle in the road which was going to be tricky for the crews. The road naturally veered around to us which would result in a wrong approach - crews had to bypass us and come from the other direction. This caught out a few, but not as many as I expected! Well done Navi’s!

When we finished up down that end of the country we headed back to the Newpark to drop off our equipment and get a bite to eat. Shortly after we arrived the first crews were starting to filter back into the finish at the hotel.

It was fantastic to see so many finishers in these classic cars after such a tough event. All the cars covered in dust and mud, front wheels black from brake dust after the many road miles and challenges of the tests. It is a huge testament to the owners and people who prepare these cars to such a high standard. It really shows that with the correct preparation, classic cars can be more reliable than modern cars – even after being put through such torture for nearly 3 days straight.

From our perspective we had a fantastic time – marshalling on these type of events is by far the best way to get involved in the action bar actually competing. A lot of faces from the crews on this event I recognise from marshalling at events I compete in, so it’s great to give something back. To conclude, the TDC Irish Classic Retro is an event not to be missed, no matter what your involvement! A special well done to all the organisers, route planners etc. for their endless hours of hard work in the lead up. Roll on next time!



Mark
aka heelandtoe

Observations of an also-ran

I drove over to Piers’s house. Piers loaded up the Midget and away we went. No sooner had we reached the M50 but the ‘phone rang. It was Peter Lynch. He was close to Kilkenny but the Cortina was suffering and in need of attention - definitely a case of déjà-vu but in Peter’s case it is to the power of n where n is fast approaching infinity.



He was looking for Bill White’s number so as to source a master welder.

One of the great things about sitting with Piers is that he always knows where he is going. Sure enough, the sat nav had been pre-programmed so it was plain sailing.

Having unloaded and checked in to the Newpark we did the calibration check and returned to the hotel for sustenance. Then Gowran beckoned. The location was ideal for the event’s purposes. There was lots of activity and we were duly scrutineered before signing on. I went off with the bits of paper while Piers walked the tests. There was a fair bit of homework for me to do. I like to deal with everything I am given sraightaway. If you leave it ‘til later/ tomorrow it really is tempting fate. Murphy’s Law dictates that some crisis will occur to use up the time you had hoped would be available for document perusal/planning/ plotting.

Pre-event issues centred on tyres. The sterling exchange rate had quite a bearing on the cost-benefit analysis and ultimately a Yokohama rain tyre was decided upon. Despite some misgivings, Piers found that this suited the car/ conditions. Of more concern to him was the “softness” of the brake pedal - a quirk which has always given a bit of an “edge” to driving the car. The interaction of the hydraulic handbrake and the foot brake also contributes to the uncertainty. Most of the foregoing is pretty academic as the brakes, even when functioning

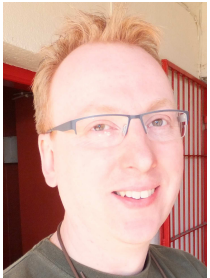
TDC Turbine



The best of the navigators from the Republic were of the female variety - Jo McAllister (pictured here with Andrew O'Donohoe), Nikki Doran (with dad, Joe, in his Manta) & Karen Gaffney. Best boy was Richard Jackson.



Nicky Sparks and I were reminiscing about his having done time in school physics classes presided over by yours truly when Bernard Bradley suggested that his performance "on the maps" had been such that geography would have been a better option.



Paddy McCollum (left) was not impressed by some of his decisions. Noel Cochrane was heard to remark that he had never heard him curse before.



Jason Griffin (pictured here)/ Owen Murray were the most entertaining marshals. Tunes (Owen on guitar) as well as times were on offer



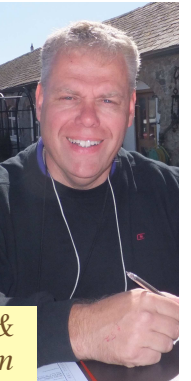
Philip O'Reilly & Kevin Fagan, Karl Grehan



Paul Nolan & Dave Cormack

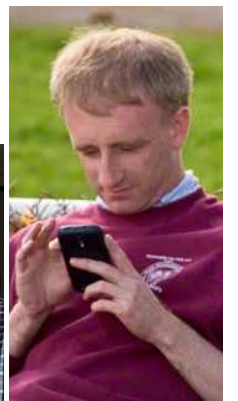


Paul Phelan in the sun without his sunhat - Tsk! Tsk!



John O'Reilly & Ian MacWilliam

Kevin Savage



A serene Anthony Preston. Is he not ever thus?



Veteran (as in experienced) Pat Neville was introducing new blood in the shape of Seán Hassett to the Retro experience - both enjoyed it



A shadowy Michael Kunz



optimally, are pretty miserable. I reassured Piers that part of the charm of driving reasonably original cars from this era was coping with their vagaries. I'm not sure that he agreed with me, though he did become more comfortable with the situation as the weekend evolved.

Anyway, to get back to the point, we had three tests to get us going, followed by food overlooking the racecourse. This allowed the later runners to have a peek at the first regularity. It consisted of just one loop of the ambulance track punctuated by three time checks. It proved to be my apogee as we managed to accrue just 2 s of penalties. Unfortunately after the next test, I went rapidly downhill on the regularity back to Kilkenny. I can't remember ever having been guilty of such ineptitude. Our start number of 54 for Day 2 will give you an idea of the scale of my incompetence. Saturday morning didn't get much better. The "Corries Cross" jogularity had what I would describe as a "trick" less than four miles in. Given that changes in direction are **BOLD** my technique is to highlight these and to use the tables in between - the proliferation of information in places can lead to confusion and the lack of same to timing inaccuracies. Hence, it came as a bit of a surprise when, "Road on left" shortly after the first ITC was really a "turn right" off the road we were on. (I know that, in his defence, Fred would suggest that the steering wheel needed less turning to follow the minor thoroughfare than to stay on the "mainer" road.)

Having retrieved the situation at the expense of a hefty penalty, I decided to take nothing for granted thereafter. I succeeded for the most part, though I did get caught out again in a farmyard near the beginning of the Rosnastraw Regularity - I just didn't identify what looked to be a navigable route out of the yard, though after some

time consuming to-ing and fro-ing did get there eventually. It all came to a premature end not long afterwards when a half-shaft broke on the startline of the Grangecon test. Piers rather cruelly wondered how this could have happened, given the modest power output of the Midget and the less than grippy conditions. I used to carry a spare half-shaft but it is usually so difficult to extract the broken shaft with its twisted splines, not to mention the bit floating around the diff etc. bellhousing, that retrieving the situation is a bridge too far. Even for John Coyle (nearer the camera) and Peter O'Neill who were rescuing competitors in distress courtesy of

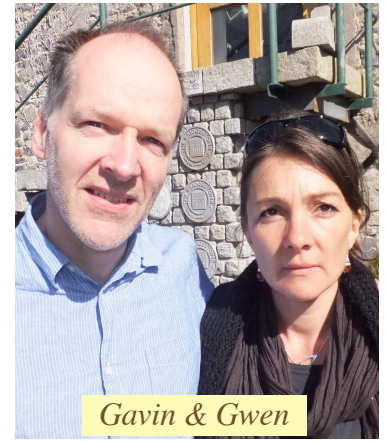


the munificence of Simon Echlin Motorsport. Incidentally, Lucy Whitford and Kathryn Millington received very elegant Simon Echlin umbrellas as their prize for best



"Ladies Crew". It is reassuring that gender imbalance continues to be part and parcel of motorsport. There is a little tale to tell about Lucy. Apparently, she visited a ditch AFTER the Night Leg had been called off.

Piers and I scrounged a lift to the supper halt at the Priory with Mark FitzSimon and Maurice McMonagle and thenceforth to the Newpark with Gavin Millington and Gwen Blouin. Gwen had worked all day Friday before heading from



Belfast to Gowran which resulted in a level of debilitation sufficiently discommoding for them to forgo the night leg. The drive was enlivened by Gavin's account of the evolution of his Rover P6. It is not quite as it appears. Jag back axle, normal gearbox hydraulic handbrake, "coil overs" amongst other non-standard appendages improve its competence. The incorporation of these adjuncts required considerable ingenuity of which Gavin has an abundance.

On Sunday Piers decided to head for home early to work on his latest project - supercharging one of his MX5s. This is not merely a mechanical challenge. It also involves runs "there and back" on the M50 (conveniently adjacent to Piers's house) with a laptop on the passenger seat to record how the set-up is performing at significant engine revolutions. This procedure then has to be repeated for each gear. The adjustments suggested by the process are then made and it all has to be repeated until Piers is happy - this can take quite some time! On his way back to Dublin he had to make two detours, the first to collect the Midget from Grangecon and the second to deliver it to hospital where it remains awaiting the arrival of a suitably robust driveshaft.

I ended up accompanying the MI steward, Billy Tobin, as he moseyed about ensuring that standards were up to scratch. We had the advantage of maps to find our way around. Fortunately by this time I had recovered my sangfroid,

in this aspect anyway. Less fortunate it seemed were some of the competitors whose progress appeared to be rather disorderly. Their instructions were obviously such that route definition for them was not as straightforward.



Billy



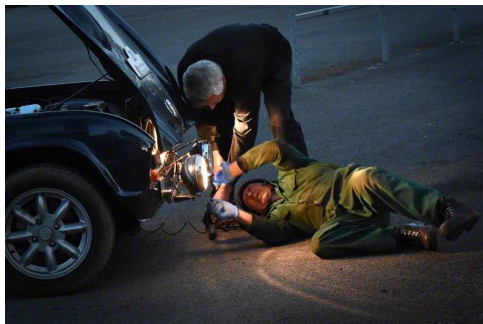
Ronnie

event for a look but, needless to say, was collared to do some work, collecting clocks/sheets on the Saturday. Similarly hijacked was Ronnie Mitchell of Circuit Retro repute.

Billy and I spent so long here that we decided to head straight to the start of the final regularity. Marshals Martin Taylor and Geoff Long were in position. Incidentally, Martin, wearing his Dublin Crystal



hat, was responsible for the Spirit of the Rally award which was won by Steve Wilson/Richard Porter in their Morris 8 for overcoming (almost!) a seemingly never-ending series of trials and tribulations, albeit with the help of Peter Banham. Peter is seen here (just) working on Tom



Callanan's TR4. As we basked in the sunshine my phone rang - there was a potential gap to be filled at one of the ITCs so Billy and I set off "to the rescue". As it happened,

Team Lombard (Paddy, John & Richard) arrived in plenty of time (ca. two minutes before the first car). The time allowed for them to get from their previous commitment had been very finely judged. This meant that Billy and I were free to go. We proceeded to the finish of the regularity. The last component of this was effectively a re-run, in reverse, of the day's first test. It was tackled by what appeared to be a happy bunch of competitors with gusto.

It was then back to the hotel for the final scenes of the drama. There seemed not to be too much "discussion" about the outcome so the meal was fret-free. The good news vis-à-vis the speeches/prizes was that Frank Fennell was given the task of presenting the latter which spared us from one of the former. One of the highlights of the prize-giving was the award of the Vincent Fagan Memorial Trophy. Technically this was won by Martyn



Taylor (right) who fittingly was sitting with Geoff Hall (Vincent would have approved). It was gratifying that the two Michaels' words were received so warmly.

Will this epic be repeated and, if so, when?



Editor



he meditating (having a nap) or just studying the afternoon's paperwork? Richard Yapp had come over to the

Observations of a put-upon/ patient entries secretary

What side of the road do you drive on in Eire?

Can I pay tolls in Sterling ?

We had requested competitors to put the small competition number sticker of the rear side window ...

I have a 2 seater car so where should I put the sticker ?

What time zone is Ireland in?

My car has an FIA cert so do I need IRDS?

I had a long and entertaining conversation re. the dress code for the presentation dinner (smart casual - no jeans)

Driver : Do you think black jeans would be OK?

Me : No, it states no jeans in the final Regs.

Driver: But I thought "no jeans" meant "no blue jeans".

Me: Well I presume it means all colours of jeans. A pair of Chino style trousers might be more suitable for you.

Driver : Sorry for all the emails but I don't want to stand out like a sore thumb but do you think smart black trousers and a good shirt would be suitable.

Me : Yes that would be perfect.

Driver : Final question - sorry! Am I allowed wear jeans during the tests and regularities?

(In fairness I think there is a strict dress code on some of the posher European rallies so he was probably right to check)

Trish



Benny Grainger keeps out of the sun



Ted Gaffney puts his money where his mouth is - AUTOGLYM forever



The winners, Owain Lloyd & Matthew Vokes, with Frank Fennell



Olga Greene in control



Conn Williamson & Maurice Eakin



Ryan Pickering and Charles were third.

Ryan looks like he is saying something - I am reliably informed that this is not unusual.

A more revealing pic of Peter Cox than that on the page opposite



James Pringle International Trophy Autotest

9th May

The James Pringle International Trophy Autotest availed of the hospitality of Butterly's Yard for the second year in a row. Despite some lorry activity during the morning we were made very welcome by Tom O'Reilly who, with his brother Mark, are the men on whose right side we strive to stay. For various reasons, e.g. Guy Foster's damaged foot, neither team was at full strength. The NI team looked to be less affected by the "cry-offs" and so it transpired despite the best efforts of those representing the R of I. There were eight reserves including Austin Quille in his recently acquired (from Richard Pain) Nova. James Mansfield also had a "new" machine -



a Mini saloon found lurking in Ken Irwin's extensive collection of waifish



and strayish machinery. Although he found the tests demanding, James reckoned that he was better able to cope in the lighter and more powerful device. As the day wore on he also decided to pay less heed to pylons and lines so as to achieve a better "flow" -

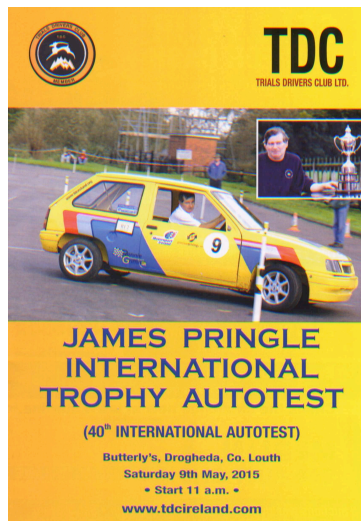


albeit with penalty repercussions. The most impressive sound came from Ashley Lamont's Westfield - his Cosworth engine was making wonderful music.

All present demonstrated the skills championed so enthusiastically by Guy Foster - long may they prosper. The marshalling was up to TDC's usual high standard and Mark



Doran's results programme delivered accurately and speedily. JJ Farrell, Frank Lenehan and Paul Phelan were the main men in action in the run-up to the event. They are to be commended for their endeavours. As are Eamonn King and Joe Doran for the



programme which is a perennially welcome feature of the "Jimmy Pringle". While there were reasons, good and otherwise, for the depleted entry, one has to wonder if running this event is worth the effort.

Editor 

RESULTS

1 Northern Ireland

Steven Ferguson, Paul Mooney, Paul Blair, Mark King 3450.4

2 Republic of Ireland

Chris Grimes, Eamonn Byrne, Darren Quille, Richard Meeke 3680.0

Individual

- 1 Eamonn Byrne (Mini) 843.6
- 2 Paul Blair (Striker) 850.0
- 3 Steven Ferguson (Mini Special) 852.6
- 4 Ashley Lamont (Westfield) 864.6
- 5 Mark King (Nova) 869.8
- 6 Chris Grimes (Mini Special) 875.9
- 7 Paul Mooney (Nova) 878.0
- 8 Paul Phelan (Mini Special) 926.9
- 9 Darren Quille (Westfield) 933.3
- 10 Andrew Blair (Nova) 949.4

Class Winners: Steven Ferguson, Eamonn Byrne, Paul Blair, Mark King



Steven - a study in concentration

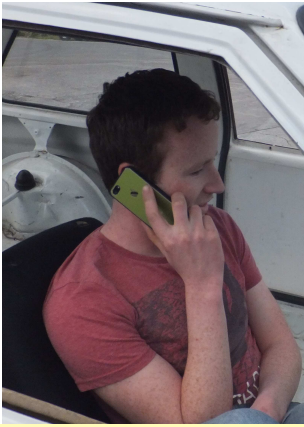


Lorraine McMorrow & Paul Mooney



Mark King & Leanne Glass

TDC Turbine



Richard Meeke used the intervals between tests profitably



Darren Quille

Mark Faulkner was Ashley Lamont's equerry for the day



Paul Blair



George McMillan



Eoin O'Curry



Rob Bolton, Ciarán & Anthony Freeney, Tim Faulkner



Alastair Moffatt, Gemma Price and William made a courtesy call having relieved JJ of his Heinz Special



Chris Grimes enjoyed more fresh air than usual



Nicky & Robert Sparks took a break from their bicycle testing to watch the autotesting



Eamonn's Retro plate, lying forlornly unfulfilled on the floor of his trailer



James Pringle ITA and Hewison Championship Awards

9th May

The prizegiving for the James Pringle ITA and the Hewison Championship took place on the evening of the former in the Step Inn. Last year's flirtation with the CitiNorth Hotel was not repeated. Apparently, the younger folk find the nightlife in the vicinity of Stepside more to their liking. A convivial gathering, expertly managed by Club President Frank Lenehan, enjoyed their dinners before settling down for the awards presentation. Paul Phelan had the lists of who had won what and the trophies had been arranged accordingly. We were fortunate to have Dermot Carnegie on hand once again to present the awards. It really does make the occasion special to have someone of Dermot's standing to do the honours.

Winner (Hewison Trophy)



Steven Ferguson	247
Eamonn Byrne	241
Guy Foster	210
David Thompson	209
Timmy Lynch	206
Mark King	203
Chris Grimes	185
Paddy Power	180
Robin Lyons	171
Darren Quille	168

Class Winners

Eamonn Byrne, Steven Ferguson,
Timmy Lynch, David Thompson
Semi-Expert Rory Power
Novice (Europa Cup)
Richard Allen



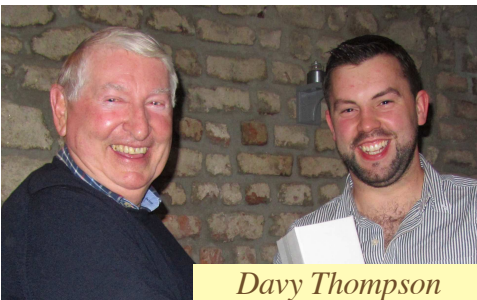
*The James Pringle Trophy winners - N. Ireland with Dermot Carnegie (centre)
Paul Blair, Mark King, Steven Ferguson, Paul Mooney*



Eamonn Byrne



Guy Foster



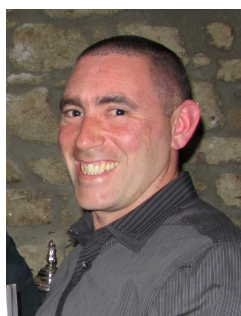
Davy Thompson



Paul Phelan



Andrew Blair



*Alan
Coyle*



Norman Ferguson



Colette & Joe Doran



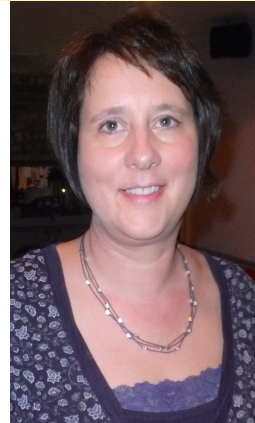
Emer McNamee, Richard Meeke, Philip O'Reilly



Philip Armstrong & Leentje Folens

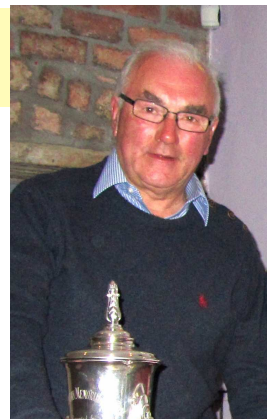


Olwen Blair, Trish Wojnar, Frank Lenehan



Milton
McWilliams

Joanna
Lenehan



Puddenhill, Garristown, 21st
June 2015

PLEASE SUPPORT THESE EVENTS

TDC Club Autotest /
Barbecue



Eoin Longworth twisted my arm again to help out with the drawing of the tests for this year's Birr Autotest weekend. I arrived in Kilcotton, Borris-in-Ossory early on Saturday



Eoin keeps an eye on Piers and Bill

with them Eoin photocopied them for the competitors. Bill did all the hard work, setting out the pylons, heaving heavy objects about and flouting the lines etc.

This year the test layouts were significantly different in order to challenge the competitors a bit more - longer with slightly different types of manoeuvres. There were quite a few furrowed brows when the beginner/novice competitors first examined the drawings, but most relaxed once they walked the tests. The Birr contingent were also having a lot of laughs needling each other over who should be defined as a beginner, novice or expert.

Given the fantastic entry, with 33 competitors on Saturday and 32 on Sunday, (especially given that there weren't that many doing both days) the event went extremely smoothly and quickly.

My MX-5 hadn't been out since the TDC Mondello MVAT in January at which time it decided to roast the engine at every opportunity, so I installed an old head, thermostat & radiator I had lying around (*as you have - Ed*) from the original engine. It all turned out fine with no overheating, although I did get a bit of a fright

when I saw water dripping from underneath - it turned out to be just some puddle water splashed up between tests.

Saturday started at approx 4:30 pm with competitors spreading out between 3 tests, each to be driven 4 times. Test 1 consisted of a tricky wiggle-wobble (moving from grippy to loose and back again) and some reversing onto lines. It took a while to get the hang of and in my RWD car one of the reverses from the middle of the wiggle-wobble onto a gravelly uphill line felt near impossible, but good fun to try.

Test 2's main elements involved an exciting drive over a ramp through a shed onto a line at the far end (covered in lots of loose grit), followed by a wiggle-wobble, line and then back again through the shed, over the ramp (jump) whilst trying to kink right then immediately left upon landing (on grit again), then back over to another tricky reverse. The landing coming back to the shed needed to be accurate!

Test 3 had a fast open reverse, nose throw (J-Turn), reverse, nose throw on extremely grippy concrete. This really felt like a cheese grater on the tyres and was a very physical test, but again good fun to do.

With all the tests completed, John Nolan came out on top. I won



the RWD class as there were unfortunately no other RWDs to compete with - a pity. Maybe some of the Birr locals could dig out some old MX-5's for next year's event?

Sunday was dry again and contained the same tests along with a new one

starting down the bottom of the lane. Bill Ryan designed this one and it turned out to be the most popular, more akin to the types of tests experienced on an MVAT. Alan Auerbach was the winner this time.

It really was a great two days and I'll be back next year for sure, although this time Bill may be in charge of test design.....

Piers



RESULTS (Sat)

- 1 John Nolan (Starlet) 771.6s,
- 2 John McAssey (Starlet) 778.0s,
- 3 Kevin O'Rourke (Starlet) 786.3s,
- 4 Piers

- MacFheorais (Mazda MX5) 788.4s,
- 5 James Driver (Starlet) 814.2s,
- 6 Anthony Culleton (Starlet) 819.2s.

Class winners:

Willie Ryan (Starlet) 845.0s, John McAssey, Piers MacFheorais, David Keane (Starlet) 890.9s.



John McAssey

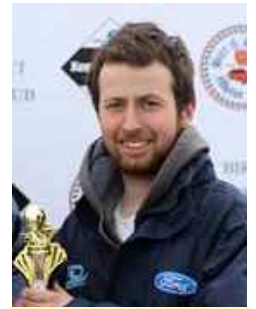
RESULTS (Sun)

- 1 Alan Auerbach (Starlet) 770.8s,
- 2 John Nolan (Starlet) 788.9s,
- 3 Richard Meeke (Starlet) 792.2s,
- 4 John McAssey (Starlet) 801.6s,
- 5 James Driver (Starlet) 806.7s,
- 6 Philip O'Reilly (Starlet) 812.0s.

Class winners: Willie Ryan (Starlet) 843.0s, John Nolan, Piers MacFheorais, Shaun Forde (Starlet) 861.3s.



Batt O'Donoghue was on hand with copious calorie supplies



James Driver



Judy Lambert

QUIZ

June Questions

1. What fuse would be appropriate for two spotlights with 100 W bulbs in a car with 12 V electrics? **10 A, 15 A, 20 A**
2. How long would it take to travel 10 miles @ 30 mph, followed by 3 miles @ 10 mph, followed by 5 miles @ 20 mph? **51 mins, 52 mins, 53 mins**



3. What variety of bird is this, where is it & what event is it watching?

Responses to valianmcculloch@gmail.com

April Answers

ROADS

Crossroads

REVIRDTAES

Back seat driver

SURANCE

Car Insurance

RO AD

Fork in the road

**ON
ROAD**

On the open road

Frank Hussey was wearing this jumper at the ALMC Endurance



SNIPPETS



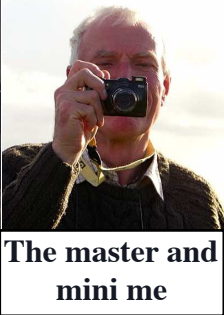
Since last time the Club President has reached a significant milestone - Congratulations, Frank.



Stephen & Fiona Briggs also celebrated a notable anniversary - silver. Well done to them as well.

CAPTION COMPETITION

Clifford Auld confused me (it doesn't take much) with an email in advance of the last issue. For reasons best known to my synapses, not just the wrong end of the stick was grasped but the stick itself was missed altogether. What appeared on P17 ought to have featured here as has now been realised. Sorry, Cliff.



The master and mini me



That cone is STILL in the wrong place

All the right pylons, just not in the right order! (courtesy of Eric Morecambe)



I never imagined Andrew had such a large chip on his shoulder - you live and learn.



I have nothing



RESULTS

CLARE M C AUTOTEST AT CLARE MARTS, ENNIS, CO CLARE (ROUND 2 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 1): 11th April

1 Timmy Lynch (Westfield) 493.9s,
2 Liam Croston (Nova) 508.1s,
Class winners: Rory Power (Mini) 585.1s, Patricia Denning (Starlet) 763.4s.

CLARE M C AUTOTEST AT CLARE MARTS, ENNIS, CO CLARE (ROUND 3 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 2): 12th April

1 Timmy Lynch (Westfield) 631.9s,
2 Liam Croston (Nova) 633.6s,
3 Liam Cashman (Westfield) 678.5s,
Class winners: Rory Power (Mini) 830.0s, Joe Downey (Starlet) 969.6s, Patricia Denning (Starlet) 927.3s.

MOTOR ENTHUSIASTS' CLUB WEEKEND SPORTING TRIAL AT SNOWHILL, SLIEVERUE, CO KILKENNY: 11th/12th April

1 Christopher Evans (ETE-Yamaha) 9 marks,
11 Richard Pain (Kilkenny VW) 32m.

IRISH MOTOR RACING CLUB RACE MEETING AT MONDELLO PARK: 18th/19th April

BAKER AUTOMOTIVE STRYKER RACE 1 (16 laps):

1 Alan Auerbach,
2 Alan Watkins,
3 Dave Griffin.

BAKER AUTOMOTIVE STRYKER RACE 2 (13 laps):

1 Alan Auerbach,
2 Alan Watkins,
3 Mark Baker,
4 Des Meehan,
5 Dave Griffin.

HISTORIC RACE (13 laps):

1 Michael Doyle (Lotus Elan),
2 Steve Griffin (MG Midget).

CO KILDARE M C RALLYCROSS AT PALLAS KARTING, TYNAGH, CO GALWAY (ROUND 2 OF MCLOUGHLIN INDUSTRIAL FLOORING NATIONAL CHAMPIONSHIP): 10th May

MODIFIED B FINAL:

1 Willie Coyne (Opel Corsa) 4m 53.38s,
2 Vincent Deery (Vauxhall Nova) 4m 59.33s,
3 Lloyd Spendlove (Lotus Exige) 5m 04.88s,
4 Philip Kelly (Toyota MR2) 5m 06.35s,
5 Gordon Lynch (BMW E46) 5m 07.43s,
6 George Tohill (BMW Compact) 5m 07.80s.

STOCK HATCH 16 VALVE A FINAL:

1 John Ward (Peugeot 106) 5m 02.48s,
2 Derek Lenehan (Peugeot 106) 5m 04.64s,
3 Declan Nolan (Peugeot 106) 5m 12.06s,
4 Paul Nolan (Peugeot 106) 5m 14.85s.

SKIBBEREEN & DISTRICT C C NORMAN GILES MEMORIAL AUTOTEST AT KILBROGAN, BANDON, CO CORK (ROUND 4 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 1): 23rd May

1 Timmy Lynch (Westfield) 503.8s,
2 Ian White (Mini) 534.2s,
3 Liam Croston (Nova) 554.4s,
4 Alan Clarke (Mini Special) 554.7s,
5 Liam Cashman (Westfield) 559.9s,
6 Michael Cashman (Corsa) 566.8s.

Class winners: Ian White, Alan Clarke, Martin Walsh (Starlet Special) 609.0s, Liam Cashman, Stefan Walsh (Starlet) 621.6s, Liam Croston, Brian O'Connell (Micra) 735.9s, George Swanton (Starlet) 722.0s, Sharon Lynch (Starlet Special) 741.7s.

SKIBBEREEN & DISTRICT C C NORMAN GILES MEMORIAL AUTOTEST AT KILBROGAN, BANDON, CO CORK (ROUND 5 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 2): 23rd May

1 Timmy Lynch (Westfield) 501.5s,
2 Liam Croston (Nova) 523.3s,
3 Liam Cashman (Westfield) 527.7s,
4 Don Giles (Westfield) 542.3s,
5 Peter Desmond (Westfield) 546.1s,
6 Mike Mulcahy (Mini Special) 566.9s.

Class winners: James Mansfield (Mini) 607.3s, Mike Mulcahy, Martin Walsh, Liam Cashman, Michael Lynch (Starlet) 610.3s, Liam Croston, Brian O'Connell (Micra) 691.5s, George Swanton (Starlet) 675.1s, Patricia Denning (Starlet) 677.5s.

APPRECIATION

Simon McKinley

It was as the cars arrived back into Kilkenny on the Saturday night of the TDC Retro that word began to spread that Simon McKinley had been killed earlier that evening, competing in a hillclimb in the Burren. The sense of shock and anguish spread by word of mouth, then by social media across Ireland and around the world over the next few days. Simon was best known in the TDC for his appearances in a Cinquecento. He was one of the founders of the Cinquecento Challenge. His times in the recent ALMC Endurance Trial were described as ‘supernatural’ by one, usually restrained, observer. But hillclimbs were Simon’s first love and, despite it being said that making a speech was the only thing to frighten him at an event, it was where he found the fame and respect that belied his 34 years.



Growing up, Simon was surrounded by Dinky cars and mini trials bikes but always had an eye on his father Peter’s hillclimb RS2000. It was at the end of the last century when Simon and close friend Senan O’Connor entered the Cruagh Hillclimb in a Mk II Fiesta that was rumoured to be a Transition Year project. The organisers looked kindly on the teenagers but they didn’t trouble the timekeepers for the next few years. That was until Simon persuaded his father to lend him the Escort, at that stage running a 200bhp Pinto engine. Almost immediately Simon became the fastest saloon at most events. In Holywood in 2003 the only saloon to beat him was a Metro 6R4; he was clocked at 112mph through the speed trap first thing on Saturday morning and all the way through to the final run on Sunday. He was consistent – flat out all day, every day.



As the years progressed Peter purchased some impressive looking but decidedly second-hand single seaters and occasional outings showed Simon taking to these like a duck to water. They eventually acquired a Lant RT2 rolling chassis, a South African copy of a Ralt F2 car, to which they fitted a 2.4 BDG with a Warrior 16v head. Simon revelled in the 300bhp, using it to break traction in the wide slicks and drift the car like an autotester. He toyed with it and played with it without ever losing control. In 2010 he used it to beat his friend Paul O’Connell and take his first of three Irish Hillclimb Championships. In the Phoenix Park, spectators cheered on the wide red racing car with its ancient tyres beginning to flay as the driver power slid it around the corners trying to keep up with the faster Libre cars. The word went around - ‘Gilles Villeneuve!’ because that was the only one they could compare Simon to. In 2012 and 2013 small Irish teams entered European hillclimbs in France and Luxembourg. While the Lant was never going to beat the carbon-fibre monocoques and F1 derived V8s that dominate in Europe, Simon was so popular with the crowd in St Gueno that they demanded extra demonstration runs from him. He obliged by smiling and waving at the forest of camera phones as he broadsided the Lant around the open hairpin at 100mph. Unlike Mansell, he kissed the kerb and continued on in a display of effortless perfection.



Development work continued on the white Escort with a Warrior head and a whole lot of home fabrication bringing power up to 315bhp, while keeping weight down to 810kg. Simon put a huge amount

of thought and effort into improving both cars on a very limited budget. There was talk of a home-made wind tunnel and a DRS system based on a CocaCola bottle but it was hard to know what was clever engineering and what was just another McKinley wind-up – ‘who needs an F duct?’.

Ford Escorts have always caught the imagination of the public and when YouTube started in 2005 footage of rallying Escorts became as popular there as on TV. Within a couple of years uploads of ‘Simon McKinley, white Escort’ began to appear alongside searches for ‘Ari Vatanen’ and other maestros. Though he loved to clown around in private, Simon would run a mile from a camera unless he was strapped into a car, so it’s a sign of his ability that (as of mid-2015) videos of him have been watched over 2 million times on YouTube. There were plenty of opposite -ock thrills as the oversteering Escort kicked up dirt and cut back the verges but no spills; he was right on the limit but rarely over it and never harder on the car than he had to be.

Though never one for public speaking, Simon was happy to represent competitors on the hillclimb committee, ensuring that the sport stayed as inclusive and achievable as possible – ‘we need rules, but let’s not make it difficult’. This passion for sharing his enjoyment and welcoming newcomers continued in the paddock after events where more than one potential recruit was asked to ‘sit in and try that’. When Simon met his wife, figure skater Deirdre Delaney, it was clear that he was never going to make an ice dancer (though he did memorably try the Lant in the snow) so he prepared an Opel Lotus for her to hillclimb. She despaired of his oily race suit as he worked on their cars in the paddock and helped out anyone else who needed a hand, as happy under a car as in one. Baby Rory McKinley arrived in Spring 2014 and quickly made himself at home playing in the cockpits of Reynards and Radicals at an age when most have to rely on Messrs Fisher Price for automotive amusement.

Competition in hillclimbing can be patchy and in 2013 Simon availed of a new trailer to take both the Escort and the Lant to quieter events. Returning down the hill with the double-drives he managed to get in a couple of runs in each car and, in Wexford, he managed the unique achievement of finishing first and second in the same event – Simon McKinley, Lant beating Simon McKinley, Escort by 1.85 seconds! On other occasions he would be up against specialised Gould and Pilbeam cars with twice the horsepower. While most would ease off and be content with a podium place Simon would always tighten his belts and go looking for that extra tenth.

Thus it was in the Burren on April 25th with a paddock full of family, friends and admirers. Amongst the fellow competitors who lined the hill up the Naul cemetery for Simon’s last journey four days later were champions from rallycross, saloons and single seaters as well as hillclimbers. All had come to pay their respects to one of the true legends of Irish motorsport.

To Simon’s wife Deirdre, son Rory, parents Peter and Margaret and sister Chloe we offer our deepest sympathy.

“Driving is the paintbrush I use to colour my life.”



B McC

As usual the combined forces of Eamonn King and Joe Doran were responsible for the fine programme for the International Autotest. These two pages are an attempt to give our loyal advertising supporters a bit more exposure.

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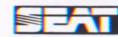
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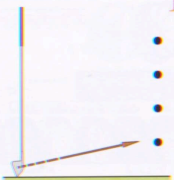
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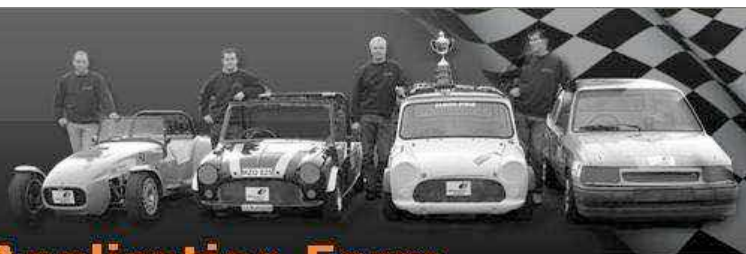
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Address: _____

Town: _____

County: _____

Tel: (H) _____ (W) _____

(M) _____ (Fax) _____

Email: _____ @ _____

Date of birth: ____/____/____

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

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Important Notice:

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

List of Vehicles:

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

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

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

Signed:-

Date: ____/____/____

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

Membership Fee: €20

Philip O'Reilly
23 Stepside Park
Enniskerry Road
Dublin 18