

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

October 2015

Chairman's Chunterings

Two events coming up in the near future. Another Club Autotest on 18th October and our Hewison round, the Howard Wilde Memorial Autotest on 15th November, both in Mondello.

Eoin Longworth, 0868179297, has put a lot of work into the Birr Endurance Trial on 11th October. It would be great if you could support him, whether by competing or helping.

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



This little fellow had a bird's-eye view of goings-on in Declan's Burgage canteen



Why does Owen Murray look worried? Find out on Page 16/17

The Club extends its condolences to Myles O'Reilly whose mum (Philip's gran) died at the end of August. Also to John McAssey whose dad died at the end of September



Malcolm Totten, Trevor Foster, James Mansfield, Peter Boyd & Anne Doran were their usual generous selves re. this issue's pics. Leslie McMullan also contributed. Thank you.

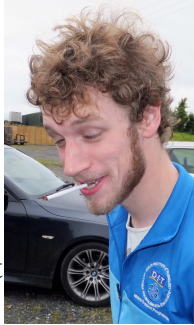
Rachel Anderson, Fiona Fagan and Colm Divilly are the latest literary recruits. Thank you also.



Ian



The Club Autotest theme, revived at Woodside in June, was maintained for this event in Mondello. There was a big change, though, in that autotesting's number one proselytiser, Guy Foster, had offered to get involved in the promotion. His input was instrumental in drumming up a bigger entry (22) than usual. Somewhat ironically this included eight beginners. A reappraisal of the classification of some of these for future events might see one or two promoted to novice.



Helen Caulfield and Mark (R) {*Have they spotted low-flying aircraft? - Ed*}, was the best beginner which, despite the Club appellation, saw him win the Premier Award. He beat brother, Mark, comfortably - Mark's excuse was that it took him a while to get used to the front wheel drive of Matthew's Starlet. Mark's Escort was being rested. Second beginner was Rod McGovern who lost out to the more measured Michael Cullen in their shared ex-O'Donohoe Westfield. It was Rod's autotesting



debut but Michael was returning to the fold after about 30 years (he competed in the Hewison in the mid-80s). Betraying their racing pedigree they used a motorhome to tow the car. This added a touch of "glamour" to our usually more mundane paddock.



Darren Quille's class was apparent with his FTD. Joe Doran



was not too shabby either and was second. Rory Power was third in his



Mini. It had just returned from a spell in rehab with Ken Irwin.

I suspect Darren would have a buyer (if he sought one) for his Westfield in the shape of his friend, Ronan Kearns. When Ronan's Starlet gave up the ghost early on,



Guy had revamped the other classes and this seemed to



Liam

encourage guys like Rory Power and Liam Croston to travel not inconsiderable distances - particularly Liam. They felt their journeys were worthwhile as, indeed, did those others present.

Guy's innovation of a team prize for the double drivers was very competitive. Matthew and Mark Walsh just pipped Michael Cullen and Rod McGovern by 0.7 s.

Matthew, pictured here with





Darren let him finish in the Westfield. Ronan was very impressed.

Ted Gaffney found son



Glyn's Starlet a challenge, to say the least. All was well going forwards but for reasons

best known to itself the gearbox took great exception to Ted's efforts to engage reverse. It is not much of an exaggeration to say that this cost him minutes rather than seconds.



The relative lack of line/pylon penalties and "fails" suggests that the tests had been designed appropriately - well done. Tim Faulkner oversaw proceedings in his customary shy, retiring fashion. Guy's input definitely bore fruit. He has agreed to become similarly involved in the October event. Thank you Guy. Looking forward to an even bigger tun-out then.

Editor



RESULTS

1 Matthew Walsh (Starlet) 623.7s,
2 Rod McGovern (Westfield) 634.7s,

3 Mark Walsh (Starlet) 642.0s.

NOVICES:

1 Anthony Freeney (Westfield) 596.5s,
2 David Meeke (Starlet) 600.5s,
3 Brian Kingston (Ignis) 630.2s.

EXPERTS:

1 Darren Quille (Westfield) 483.4s,
2 Joe Doran (Locost) 501.2s,
3 Rory Power (Mini) 514.7s.

Class winners: Rory Power, Liam Croston (Starlet) 517.9s, John McAssey (Starlet) 569.2s, Mark Doran (Escort) 549.8s.



Anthony

Brian Kingston experimented with spacesavers at the rear. This ploy backfired on the combined test when one of them deflated completely mid-test



Dave, John, Mark



Declan Hendrick, Leo Doyle, Philip O'Reilly



David Quille



Lee Faulkner & Jessie Lyons had their own personal grandstand



Austin Quille introduces DRS to autotesting



Brains Trust - John Boyd, Stephen Briggs, Paul Phelan, Guy Foster & Tim Faulkner

Monaghan MC Endurance Trial

16th August

Local pairing Derek Mackarel & Peter Deery took overall victory by seven seconds in their Starlet. The event consisted of 10 selectives which were each used twice.

The opening loop featured selectives at Monaghan, Ballybay, Latton and Swans Cross. Barrable/Connolly and Mackarel/Deery were tied for the lead with a seven second advantage over Kieran McCarra/Gary McCrudden in 3rd. Following the repeat of these selectives, Mackarel/Deery had taken a five second lead over Barrable/Connolly with Alan & George Shinnors from Limerick moving into 3rd place twenty seconds off the lead. The next section consisted of selectives at Maguire's near Ballinode and Rally School Ireland repeated twice before a trio of selectives at Watterson's Quarry, McAree's and McMeel's that completed the action. Barrable/Connolly then surged in front with a series of fastest times. Mackarel/Deery had a few mechanical problems but stayed in touch. Barrable/Connolly had some issues of their own but held onto the lead to apparently finish eight seconds ahead of Mackarel/Deery. They had, however, incurred a road penalty which dropped them to 3rd. Kieran McCarra/Gary McCrudden set some very fast times in the afternoon to move up to 2nd place to finish seven seconds behind Mackarel/Deery. Alan & George Shinnors took 4th overall and 1st in class A2 with Martin Tynan & Darren McCague completing the top five finishers. Karl O'Donoghue/Evin Hughes took 6th overall and 3rd in class A2.

Thank you to Monaghan MC's website for the text and to Malcolm Totten of Picturesofireland.ie for the pics

RESULTS

1 Derek Mackarel/Peter Deery
(Toyota Starlet) 8m 17s,



2 Kieran McCarra/Gary McCrudden
(Mitsubishi Colt) 8m 24s,



3 Robert Barrable/Damien Connolly
(Toyota Glanza) 8m 29s,



4 Alan Shinnors/George Shinnors
(Toyota Starlet) 8m 44s,



5 Martin Tynan/Darren McCague
(Toyota Starlet) 8m 48s,



6 Karl O'Donoghue/Evin Hughes
(Toyota Starlet) 9m 10s.

Class winners: Mickey Tynan/
Ciaran Tynan (Daihatsu Cuore) 10m 10s.



Karl & Evin

NAVIGATION CARS

1 Peter Farrell/Shane Farrell (Honda Civic) 10m 41s,
2 David Dixon/Gerry Grimes (Mazda 323) 12m 54s,
3 Samuel Patterson/Carol Patterson (Opel Corsa) 13m 21s.
Class winners: Samuel Patterson/
Carol Patterson.



Eoin Longworth & Patrick O'Leary



Seán O'Toole & Mark Walsh



Mark Reilly & Darragh Gibbons



Graham

Other crews "known to us" enjoyed their day out apart from Graham O'Donoghue who overheated (the car that is) and had to retire early on.

Autotest Supervision

It struck me that we have managed recently to entice some old faces and some new ones to help with events. They are all very welcome. I thought it might be of use to mention some autotesting guidelines.

When timing tests with a stopwatch, seconds and tenths are considered. You do not round off - you just ignore the hundredths (I usually put a bit of tape over the hundredths digit).

When you are ready yourself, tell the driver. He can then start from the first line when he is ready. You start the watch as his front wheel/s cross the second line. Concentrate, as some drivers can catch you out with their unspectacular getaways. You stop the watch when the front wheel/s cross the finish line.



All lines have to be straddled - two wheels only over the line. (If a line is particularly wide it is possible to throw two wheels over the line in one continuous movement - this is OK).

If a pylon or its base is touched/disturbed, it is a fault.

If the ordained route is not followed, the driver gets a "fail". There can be an exception to this. If the driver goes wrong and, in advance of the next manoeuvre, he retraces his steps before resuming the correct route, this is OK - the time loss is his penalty.



QUIZ

October Questions



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



2. Who are these two and what are they up to?



3. Who is this Ronnie Griffin pretender?



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



5. Who is the stubbled wonder?



Responses to valianmcculloch@gmail.com

August Answers

1. Why is this car noteworthy? *It is the Escort of Owain Lloyd & Matthew Vokes which carried them to victory on the TDC ICR in April.*



2. At the production Car Trial, there were 40 drivers? If each had shaken hands with all the other drivers, how many handshakes would there have been? $(40 \times 39) / 2 = 780$

3. Who is applying his auto electrical expertise?
Philip Armstrong



4. Who are these two having a rest before going on duty at Gowran?
Jack Quinn & Mick Kehoe



Rathfriland MC Targa Rally 22nd August

Rathfriland Motor Club, as last year, ran their Targa Rally out of the Sheepsbridge Inn just outside Newry.

There were almost fifty entrants - Frank Lenehan navigated



by yours truly, Christopher Evans navigated by Kevin Fagan and Peter



Faulkner navigated by Derek Smyth were the only representatives



from the South.

The event was composed of five tests, undertaken three times each and then the first test repeated at the very end, making a total of sixteen tests. Two of the tests were on unsurfaced farm lanes and the other three were autotest-style held in yards.

The competition was tight all day – Frank was leading after the

first round with Tim Woodside and David Crothers not far behind.

Unfortunately, Christopher (along with 12 others!) had failed the first test, receiving almost fifty seconds of a penalty.

After the second lap, Frank was still ahead with Tim having failed the ‘dreaded first test’ and Matthew Mason now in second place. Christopher was really trying hard to make up the time he had lost and had three fastest times.

Regrettably, Frank had a pylon on that ‘dreaded first test’ allowing Matthew Mason to take the win. It was good to see that Matthew has now added control to



the pace which he has demonstrated previously.

All in all it was a very well run event and a good day’s rallying around Co Down.

Olwen



RESULTS

1. Matthew Mason / Peter Scott (Micra) 884
2. Frank Lenehan / Olwen Blair (Starlet) 890
3. Eric Patterson / Trevor Haydock (MX5) 904
4. David Crothers / Barbara Kane (MX5) 907
5. Mark Woodside / Andy Blair (MX5) 918

6. Christopher Evans / Kevin Fagan (Escort) 923

7. Stuart Annesley / Stephen Knowles (MX5) 926

8. Robert Woodside Snr / David Allen (Escort) 927



Eric



David



Mark



Stuart



Robert

SNIPPET



Paul Blair clinched the Northern Ireland Autotest Championship a couple of weeks ago in his Westfield. This is a fantastic achievement given the quality of the competition. It is the first time since 1972 that a sports car has been the winning car. Then it was a VW Buggy in the hands of Robert Woodside. While it isn’t particularly relevant it is worth noting that these two fine drivers do demonstrate that nice guys don’t necessarily finish last.



I was reminded that morning, 'what do you have to remember?' and I knew what he was referring to. I usually like to bark some orders, so I said, 'I know, I know, don't say a word. No matter what.' It had been a while since I had sat in The Escort for an actual test. (*"he" is Mark Doran and she is his girlfriend, Rachel Anderson - Ed.*)

I was really looking forward to a day out with these two (The Escort and Mark). I've been a marshal at this event a good few times, so I knew it was a good one. The sun stayed out all day and we got to visit a variety of venues around Wicklow and Kildare, which provided as wide a selection of bumps and jumps as you could wish for!

We assembled at Declan's early where I met a few familiar faces, all eager to let the entertainment begin.

The first few tests were in the direction of Baltinglass so I got to get my head around tulips again (I'm not famous for my directional skills) and guide my driver to the venues. I had only one small error so I was happy enough. There was a bit of pressure, as we were acting as Pied Piper for a number of crews.

Apologies to those we led astray but we didn't ask you to follow us. An iPhone rescued us and got us back on track. I'd like to point out that I only took an early right hand turn. I think the Brantz was out or something ...!

Each test differed from the last. I especially enjoyed the concrete / farm yard venues where it's really demanding thanks to the really tight spaces. I don't think The Escort would agree - it cherishes its quarter panels.

My favourite part of the day was in Bigstone 1, where we had lift off! Slightly different from the jumping I'm used to (on a horse). I think I made Mark laugh going through the sheds as I momentarily forgot my promise to stay quiet and shouted 'YEE HA!' - both times!!!

Least favourite were the slower tests - we got a bit bogged down in some grass and mud. Not quick enough for me! We probably could have won the class had The Escort's quarter panel phobia not hindered progress again going down through the orchard on the last test!

I'm already looking forward to next year!

Rachel



backroads.ie is a website which some of our members frequent. Piers MacFheorais is one such. Prior to Declan's event he decided that he would be quicker on the sort of tests on offer if he had a passenger. He decided to offer the seat on backroads. After quite a bit of to-ing and fro-ing, Colm Divilly offered to take on the role of ballast. Colm has done a bit of circuit racing and some track days but had no awareness of anything like a MVAT. He was so taken with the experience that he put up the post below on "backroads".

I should emphasise that, even though Colm's descriptions might occasionally suggest otherwise, Piers used only first and reverse gear on all of the tests. Also, they all



were "walked" in advance - Ed

It's more or less impossible to describe a day's worth of experiences in a few lines, so I thought I'd jot down just one snapshot from the day that captured what it was all about and some thoughts on how it compares to some of the other motorsporty things I've tried out.

I'll start with the final test of the day (there were 20 of them in total). It starts on a narrow tree-lined rutted unpaved lane. All you can see is the trees either side, a gateway at the end of the lane, and the stone wall standing a few feet beyond and directly perpendicular to the gate. To the left of the gate is another building, and you know that between that building and the other building is a gap with a narrow lane which opens onto a small yard.

You can't see that gap though. Just the trees and the wall perpendicular to the gate. The marshal gives the countdown, and Piers hits the accelerator, not hammering it to the floor, as it needs to be applied smoothly to to minimise the loss of traction. Still, despite the loose surface underneath, we rapidly gather speed. That wall is getting an awful lot closer and there's still no sign of that goddamn gap. I try to sink down into my seat but I'm harnessed in and not going anywhere. Thankfully, half-way down the lane is a stop-box. We



come to a halt until the marshal raises his flag, and then we are underway again, rapidly building back up to too much speed for my liking.

And then time slows down for a few milliseconds and we are skimming between the gate posts, bouncing as the surface changes to concrete, and I swear I can feel the air compress in through the half-open window as we skim the edge of the building on the left, with my eyes transfixed on the wall of the building as it buzzes by millimetres away from the car and just inches from my face, jinking into the gap almost completely unsighted, and then time speeds up again and we are hurtling through the yard into another lane and throwing the car into a handbrake turn to reverse backwards into another gateway, before immediately accelerating forwards again and doing a 360 around a pylon. I catch a glance at the look of furious concentration on

Piers face, he is completely in the moment, every shred of him focussed on what he's doing right now AND what he needs to be doing in the following milliseconds to complete the next manoeuvre.

Probably only 30 seconds have elapsed and we're not even half-way through this test yet. So, those 40 - 90 seconds when you are in a test are incredibly intense, even as a passenger. I can't imagine what it's like for the drivers themselves, and I can't grasp where they get the commitment to throw themselves towards hard immovable objects

with only the smallest of margin for error.

A day of auto-testing costs about as much as a trackday, but the tests themselves, while only constituting a small fraction of the day offer a way more intense experience

than a trackday ever could. It's the level of commitment involved, coupled with the fact that there's a competitive element to it. You can be pushing yourself on a trackday and having dices and pushing to improve your times, but it just doesn't compare.

Of course, on a circuit race weekend you get the competitive element, and I guess more wheel time between qualifying and two 12-minute races, but entry fees alone put it on a different cost level. The peak intensity levels I guess are similar, but you do have more time in the race and therefore the criticality of being 'on it' isn't the same.

Anyway, those are just some rambling thoughts, TLDR; multi-venue autotesting is great craic, RWD is right wheel drive and Piers is one seriously committed and skilful driver.

Colm

ORACLE®

(TLDR stands for Too Long, Didn't Read. While Colm may not have read it, I did and it was certainly not too long. It didn't need to be amended either. - Ed)

RESULTS

- 1 Eamonn Byrne (Starlet) 1086.5s,
- 2 Liam Cashman (Starlet) 1096.9s,
- 3 James Wilson (Mini) 1122.5s,
- 4 Kevin O'Rourke (Starlet) 1145.3s,
- 5 Frank Lenehan (Starlet) 1147.0s,
- 6 Philip O'Reilly (Starlet) 1149.1s,
- 7 John Nolan (Starlet) 1150.0s,
- 8 Damien Doran (Starlet) 1156.2s,
- 9 Dermot Carnegie (Mini) 1161.8s,
- 10 Harold Hassard (Sunny) 1187.4s,



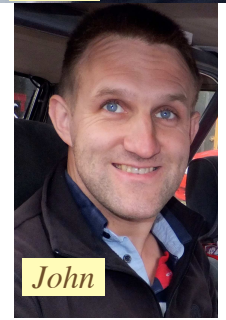
Eamonn



James



Liam



John



Frank



Dermot

TDC Turbine



Damien & dad, James



Dave McAulay



Is Stephen Briggs trying to attack Frank Fennell's record for no. of different passengers? This time he had his sister, Susan. (Does she sew shirts for soldiers?)

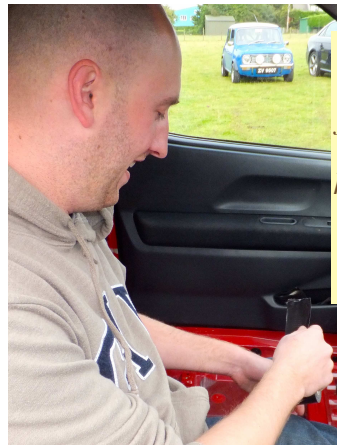


Harold

Class winners: James Wilson, Liam Cashman, Christopher Evans (MX5) 1198.7s.



Christopher, in his new toy



Brian Kingston fabricates a fly-off handbrake with some duct tape.



Steven Bolton signs on with Kevin Fagan



Mark Nugent



Dave O'Neill, James Fisher, Peter Faulkner



Ron Mullen



Dave Fitzgerald



Dermot Carnegie, Matthew & Mark Walsh, John Boyd & Mark FitzSimon get briefed - it is certainly always brief from Declan

TDC Turbine



That's my biro Noel Broderick has behind his ear



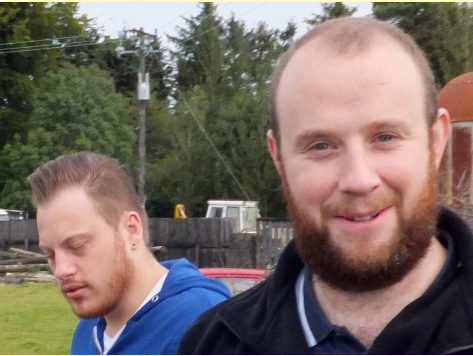
Mick Kehoe, Richard Considine



Colin Sheridan refuels



*Dave Meeke & John Byrne
The blind leading the blind?*



Rory Jermyn & Karl Grehan



Bill White



Austin Quille



Shane & Kevin Dunne



Brendan McCoy



*"Burgage Burgers" on the move.
Aislinn & Niamh Flanagan with
their mum, Trish*



Mark Reilly, Darragh Gibbons



*Peter Auerbach, Ian & Mark
McCandless*

I'm bemused about what's going on here - surely, Mark Doran & Rachel can't have made up a minute on Joe & Joanna. Kevin O'Rourke, Jack Quinn, John Maher & Geoff Long look a bit puzzled too.



John McAssey had an eventful day



With Jay Donegan, Ian McCulloch, James Mansfield, Dave McAulay & Rachel Anderson in attendance, John starts the first test.



All was going well until he reached Egars (the family is heavily involved in fundraising for cancer research - hence the minion).



Here he "kissed" a sturdy RSJ which, at first glance didn't look to have been too calamitous. Appearances can be deceptive.



Norman Eggar doesn't look too upset when John discusses the "damage" to the RSJ.

As John stated in his damage report form - contact with a shed - a barely noticeable scratch on corner RSJ of shed, more obvious harm to rear quarter panel of Starlet.



The witnesses - Jonathan Eggar (above) Conor Duffin, Mark & Herbert Eggar



John's excitement continued at the test in Bryko. The Starlet's handling was now more challenging and he clipped a bulk bag of aggregate which inflicted just a slight reprofiling of the other rear quarter panel. More details for the damage declaration. When Declan visited Bryko the next day to offer recompense, not only was the suggestion declined but he was given €200 to add to the Laura Lynn fund.



While not quite as tricky as last year, Guy Woodcock had come up with plenty to keep both drivers and navigators on their toes. Sixty two crews started the jaunt around the byways of north Wales.



The Escort of Matt Warren & Andy Pullan



prevailed over dad, Howard, with Iain Tullie in the 911.



Are the years beginning to take their toll? Dermot Carnegie & Paul Bosdet completed the top three in another red Escort.

There wasn't too much other Irish input. I made the mistake of asking Ted Gaffney how he had got on. I was treated to a lengthy monologue of his giant-killing



exploits in winning the first two tests outright in his merely 850 Mini. To be fair it was notable. He and Brian Goff were well pleased with their Top 20 finish.

Peter Scott managed to guide Mark Goodwin's Dolomite Sprint into the Top 40.



Further back, but maintaining his reputation for deviating from the norm, was Clifford Auld in Ian Glass's Popular.

RESULTS

- | | |
|---|-------|
| 1 Matt Warren / Andy Pullan (Escort) | 14:46 |
| 2 Howard Warren / Iain Tullie (Porsche 911) | 15:07 |
| 3 Dermot Carnegie / Paul Bosdet (Escort) | 15:08 |

SNIPPETS



This is not a picture of Stephen Briggs at a multi-venue though he does reckon the new MX5 would be very 'fit for purpose'. He suspects that Joe Duffy wouldn't be keen on his borrowing this demonstration model for the odd event.



Simon Echlin & Majella McCarron were married on 15th August - TDC wishes them well



Eamonn Byrne's girls, Joanna, Emma & Zoe popped in, as they do, to help him carry home the silverware

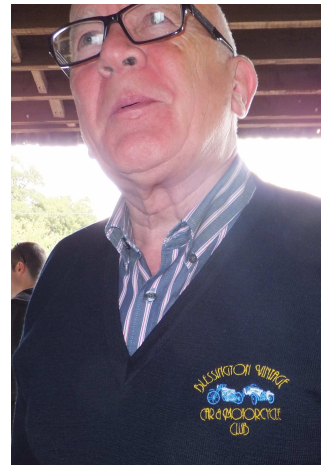
EVEN MORE PICS from Declan's MVAT



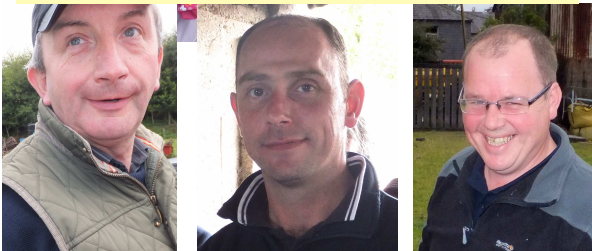
Frank & Audrey O'Donoghue arrived just in time for tea



Frank Fennell looks a bit grumpy



David Ronaldson chose his jumper to resonate with the location (and his age?)



Less familiar brothers Michael Cashman (L), Neil Gaffney, Raymond Wilson

October Crossword

1		2			3
4	5		6		
7					

Across

- 1 Minor manufacturer (6)
4 80s - 90s Toyota model (6)
7 Driver of Car No 2 on 2015 TDC ICR (6)

Down

- 1 Declan & JJ both have one (4)
2 Surname initials of Charles & Henry (2)
3 You can use this stuff, e.g. Red Hermetite, when fitting a gasket (7)
5 Where people can sometimes find obscure parts for their cars (4)
6 ---urettor / ---ohydrate (4)

August Solution

D	R	I	V	E	R
E		X			E
A					D
D	E	L	L	O	W
	V		A		I
S	E	X	T	O	N
	L		E		G

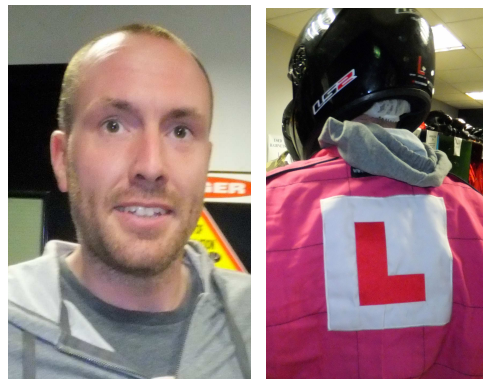


After the success of the first Karting Night in Puddenhill Activity Centre, TDC decided to pay another visit. This time there were a staggering 30 competitors.

Having only gone karting once myself, I was nervous to be competing with all the lads, although that quickly changed when I realised that other girls had been dragged along too. We got into our overalls and looked forward to a great night. Some competitors came all dolled up with their own gear such as racing boots, helmets and gloves. Owen Murray, who had done a great



job persuading so many to come along, was chuffed to not have to wear the dreaded pink overalls. This time they were handed to Dave Sheehan. He had a bad back and he



was wearing them so that we would all remember not to run into him during the races. It was going to be tight at the top this time with more aggressive drivers than in March.

The highlight of the night for

me was the battle between Owen

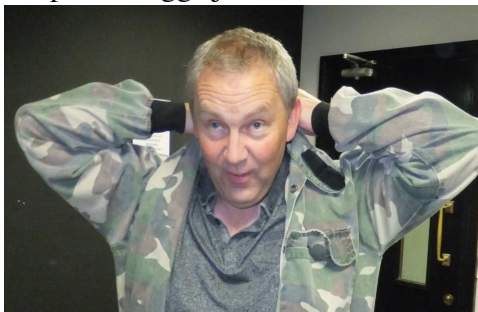


and Frank Lenehan (above with Philip O'Reilly discussing tactics). As they raced around the track the guns were coming out as Owen gave Frank a good few nudges. Most of us weren't happy with Owen but Frank soon showed him who was boss and put Owen into the wall on the straight.

A young Amie Gaffney (still in National School) showed off her skill as she raced around the course to become the youngest ever Grand Prix driver up at Puddenhill.

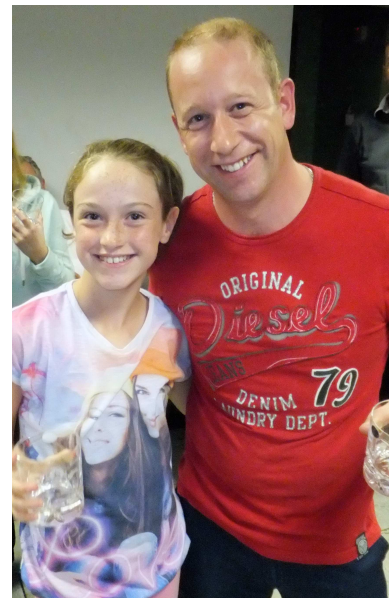
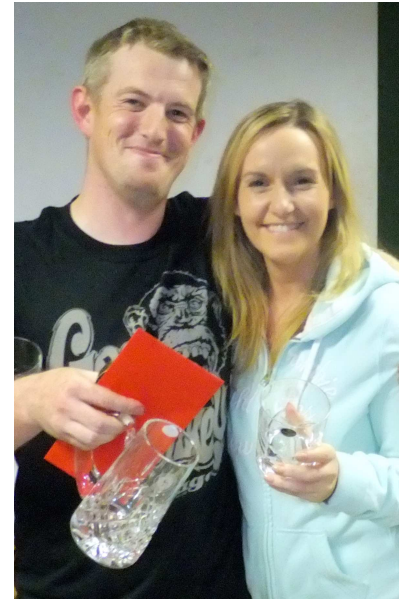
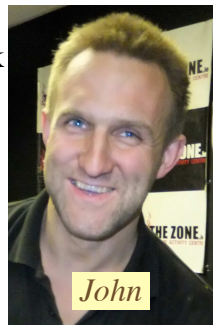
After the karting had ended it was time for the prizes this year we had a few new ones thrown into the mix.

Defending champion, Stephen Briggs just missed out on a



place in the final in his attempt to retain his title. The top three were Mark Walsh, John Nolan and Philip O'Reilly. Fastest lap of the night was posted by John Nolan.

The new prizes were won by Linda Dempsey and Mark Walsh (fastest couple), Amie and Glyn



Gaffney (fastest parent and child) and then there was the wooden spoon for the most careful driver of the night. It was an impressive three metres long and was won by none other than myself.

It was a great night of fun and craic for all. Hope to see a great turnout again next year.

Fiona



RESULTS

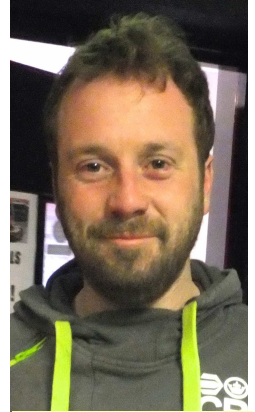
- 1 Mark Walsh
- 2 John Nolan
- 3 Philip O'Reilly
- 4 Matthew Walsh
- 5 Stephen McGrath
- 6 Louis Scanlon



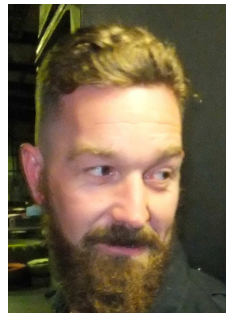
The bear pit



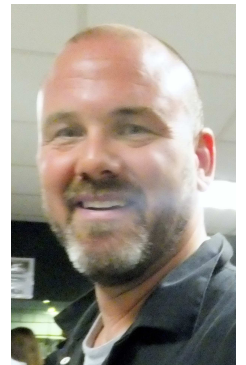
Mick Melady



Declan Furlong



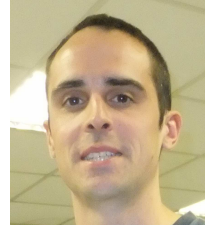
Stephen McGrath



Barry Scanlon



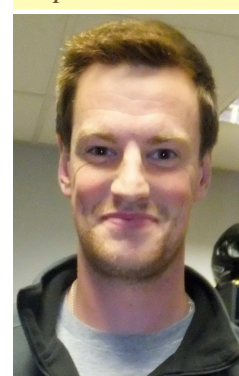
Peugeot pals, Mick Kehoe & Jack Quinn. (They are also work colleagues)



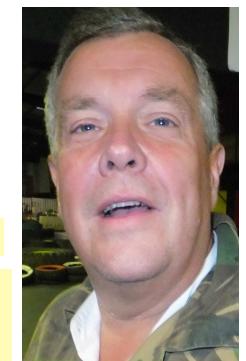
Mark Doran



Kevin Fagan looks tense before the start of the action



Matthew Walsh



Robert Lambert



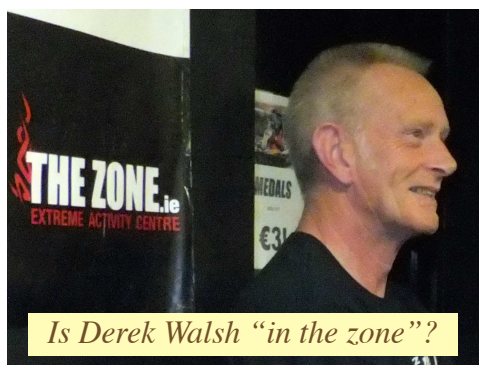
It looks like Judy Lambert has her suit on the right way around. Would it not be difficult to do otherwise?



Louis Scanlon, modelling one of the fetching the under-helmet hair protectors, recommended in the quest for cranial hygiene.



The Gaffneys (Amie, Glyn, Ted, Neil) & Mark Reilly enjoy the healthy option at half-time



Is Derek Walsh "in the zone"?

The Thoroughbred Sports Car Club (TSCC) decided to take a leaf out of TDC's book and held a single venue Charity MVAT at the Kings Hall grounds, Balmoral, Belfast. The event was supported by other car clubs such as MGCC, PPMC, UAC and QUBMC. As the site is due for redevelopment in the future this would probably be the first and last opportunity for a motorsport event to be held there.

There were six tests on a mixture of tarmac and loose gravel with groups of cars moving around the site for four full laps. At the end of the day there was a special treat in store for all the competitors as they were able to line up and do all the tests joined up together to make a massive 4-minute challenge.

Piers upheld southern colours with a fine second place. No doubt he enjoyed himself but, despite being further down the leaderboard, so did I and Shay Crawley.

J



James Mansfield



Shay

RESULTS

- 1 Richard Earney (Mini) 645.66s
- 2 Piers MacFheorais (MX5) 647.62s
- 3 Andrew Earney (Starlet) 662.58s
- 4 Gordon Buckley (GTM Mini) 662.59s

- 5 Michael Reid (Midget) 63.57s
- 6 Raymond Wilson (Starlet) 670.25s

You may wonder at the hundredths precision in the times, but just have a look at the difference between Andrew and Gordon.



Tractor on the move



Cookstown A29 Targa Rally

19th September

This was the second Targa Rally that Cookstown MC ran this year. The first was held in May and was held in lanes/yards mostly north of the town whereas this one used locations mostly south of the town.

There were six tests performed three times each – one was very testy around a farmyard with the other five combining both lanes and some testy manoeuvres.

Due to work commitments (a commercially welcome but inconvenient stint of animal husbandry) my usual driver (Frank Lenehan) had to cancel so I drafted in my substitute driver, usual husband (Paul) at the last minute!



Peter Faulkner, navigated by Anne Smyth was out in his newly



acquired MX5 while Dermot Carnegie, navigated by Mark



Is Mark looking for help?

FitzSimon was in his Mk1 Escort.

The weather stayed fine all day – which was just as well as many of the lanes were slippery enough without any rain to make them worse!! There were a few car casualties where walls/gateposts came off better and a number of drivers found it difficult to stop astride the finish line – blaming the slithery conditions!

The battle for top spot was fought out all day between Robert Woodside Jnr, Mark Woodside and Dermot. On the second test Paul's navigator(!) had 'brain fade' and lost him over twenty seconds! I won't reveal which of my drivers shouts the loudest. 🟢 (Aah! Go on - tell us - Ed) Dermot also blamed his navigator for a couple of mishaps!

He finished forty one seconds behind Robert.

Again Cookstown MC are to be commended on running a very good event.

Olwen



RESULTS

1. Robert Woodside / Suz Graham (MX5) 1482



2. Dermot Carnegie / Mark FitzSimon (Escort) 1523

3. Mark Woodside / Andy Blair (MX5) 1529



4. Damien Mooney / Tony Anderson (Saxo) 1540

5. Allan Harryman / Aaron Martin (MX5) 1547

6. Simon Woodside / Steven Dowds (MX5) 1548

7. Paul Blair / Olwen Blair Nova) 1571

Tractor still moving



Owen was apprehensive as he was in charge of a tractor being towed by Billy Fennan - not an exercise he had indulged in previously. (Owen that is.)



The tractor was being moved to make space for the customers of the Burgage diner.

Jimmy Peak MVAT

26th September



As ever, this well run event featured its usual testy tests which rewarded skill and commitment. It was definitely a Wilson benefit with

Frank Lenehan, Piers MacFheorais and James Mansfield



made the journey north and didn't let the side down. Maybe that needs to be rephrased slightly. Piers and James who were travelling in convoy lost their bearings somewhat and had to be rescued. (See P.S.) They didn't disgrace themselves on the tests, though. Frank made a good decision to follow local man Raymond Wilson. Frank remarked that the marshalling was good. The fact that a "pylon" he nudged wasn't spotted may have coloured his judgment.



James, Sam & Raymond first, second & seventh.



RESULTS

- 1 James Wilson (Mini) 693.2s,
- 2 Sam Wilson (Mini) 693.2s,
- 3 Gareth Dillon (MX5) 755.0s,
- 4 Richard Earney (Mini) 762.2s,
- 5 Frank Lenehan (Starlet) 766.1s,
- 6 Harold Hassard (Sunny) 770.7s,
- 7 Raymond Wilson (Starlet) 777.5s
- 8 Piers MacFheorais (MX5) 786.0s

P.S. from James Mansfield

Thanks to Boo McCurry, Harold Hassard and Ron Mullen for guiding myself and Piers around for the second loop of tests and a massive thanks to all our fellow competitors for allowing us to jump the queues in the afternoon to help us catch up after our unplanned scenic tour of the countryside in the morning.

Tractor on the move again



Declan returning the John Deere to its quarters

SNIPPETS



GPS coordinates

There are two bits to these - **latitude** (angle above or below equator, on a globe) and **longitude** (angle right or left of a line running from the north pole to the south pole through Greenwich in London, also on a globe).

The angles are preceded by N or S for latitude and E or W for longitude or “no mathematical symbol” for N and E and a “minus” for S and W.

Everywhere in Ireland is N, W or (), (-).

The angles are usually measured in degrees. For Ireland these range from 51 to 55 latitude and -5 to -10 longitude.

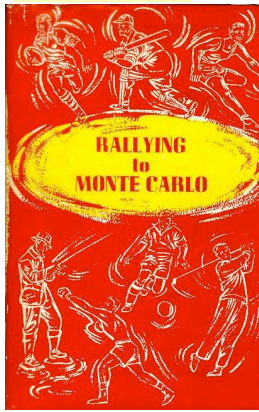
The way fractions of a degree are handled can cause confusion. I find the simplest treatment is to stick to just degrees. This uses decimals for the fractions of a degree. I also tend to use no more than five digits after the decimal point. If you go for, say, seven digits you are not just defining somebody's house, you are defining the room they are in and what chair they are sitting on.

A typical example of my preferred way of expressing GPS coordinates would be:
53.45678, -6.23456

These numbers will be understood by Google maps automatically. On your SATNAV you must choose the format DD.DDDDD (depending on the make it might be annotated slightly differently from this).

The other formats on offer involve fractions of an angle expressed in minutes and/or seconds. It is best to avoid these as they are more finicky when inputting the coordinates.

Returning to the “five digits after the decimal point” mentioned above, if you use Google maps to ascertain the GPS coordinates of a potential destination (right-click on its location and choose “What's here?” it will usually give you six digits. Just ignore the extra digit. As always with SATNAVs it is worth mentioning that some of the routes it suggests can include roads barely suitable for navigation rallies. In these instances, disobey the instruction and an alternative will be generated which you must hope will be less challenging. Old SATNAVs which don't have the latest road upgrades can also add to the excitement.



You will have probably noticed that Brendan McCoy keeps me posted with a regular supply of what might be termed “piffling minutiae”. (Not by me, of course - I relish his communiqués.)

Recently he lent me a book “Rallying to Monte Carlo” written by Mike Couper and published in 1957. This gentleman used to compete regularly in post-war Montes in luxury cars. While he did do his best to finish up the overall classification, his main aim was to win a Concours prize. I have reproduced a couple of paragraphs to give you a flavour.

Attitudes to misfortune in those days were somewhat more casual than ours today:

Soon after leaving, we came across one of those inexplicable accidents that can occur only too frequently whether under normal conditions of motoring or when rallying. The Citroen of the Swiss drivers Berger and Hotz, which was only three minutes ahead of us, was firmly wedged under the back of a lorry with fatal results to the driver. Wreckage was all over the road but already the police were on the spot and there was nothing we could do except take warning. We had seen and talked a good deal with these two young Swiss and it was altogether a sad affair. Before getting into Reims we came upon another hazard of the route, for on the switchback road between Neufchatel and Reims we came over a rise and there was the Bristol of Bill Banks lying in a sorry state, wrecked by the roadside. Apparently there had been a head-on collision with an American car travelling in the opposite direction. Fortunately there was no fatality but it looked pretty grim. We had time in hand, so stopped up the road and took some film. Peter, then asleep, woke up when the Bentley stopped and, opening one eye, looked out and saw the crashed cars. “Ouch!” he said and promptly went to sleep again.

Despite being a very accomplished driver the famous Ken Wharton of International Autotest fame occasionally became unstuck. *Hereabouts even Ken Wharton was off the road. Falling over a ravine with his Ford he landed incredibly on a Citroen which had gone over before him. History relates that while Ken was apologising for damaging the Citroen even more, the French owner, even in those conditions, produced a gem of gallic politeness. “Not to worry,” he smiled, “I am already on top of a Renault.”*

SNIPPET



The Wolseley Rally took place from 17th-19th September. While this is restricted to pre-war cars, there was some TDC involvement. Peter Lynch & Frank Fennell shared a Ford Model

A until the gearbox broke. Frank was able to show off

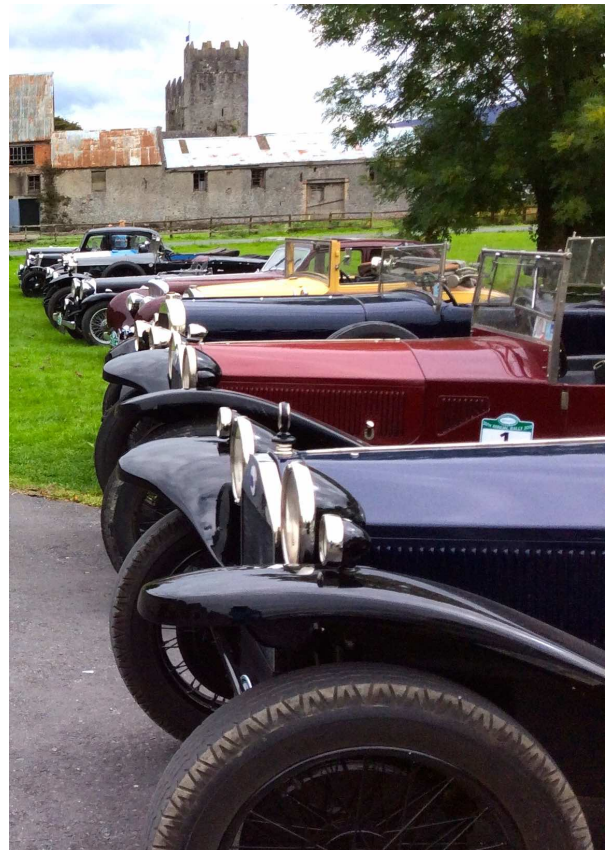


some of his more flamboyant headwear, as you can see from these pictures. You may wonder what he is doing in the Peter Lynch one. You can probably just about make out that he is wielding a gun of some sort. It shouldn't come as too much of a surprise that this was part of a test devised by Mickey Gabbett in which penalty points could be avoided if you

successfully hit effigies of Gabbett with an air rifle. In the other photo there is a rare picture of Ian McCulloch with a pint. Andrew O'Donohoe had JJ Farrell along for the ride in



his Sunbeam. They did well on the regularities but the Sunbeam isn't blessed with the tightest turning circle, especially anti-clockwise, so quite a few of the tests didn't suit them. The winners were Michael, Mary & Richard Jackson in their Lancia Lambda. Ian & wife, Val, and Richard & Jo McAllister did a bit of marshalling.



Some of the cars parked behind McCarthy's Bar in Fethard

RESULTS

CARLOW CAR CLUB RACE MEETING AT MONDELLO PARK: 9th August
BLACKCHURCH MOTORS FIESTA FINAL 2 (12 laps):

- 1 Brendan Fitzgerald 15m 05.88s, 54.82 mph,
- 2 Stephen Kirwan 15m 08.27s,
- 3 Barry Rabbitt 15m 08.28s,
- 4 Ulick Burke 15m 08.51s,
- 5 John Denning 15m 09.78s.

GINETTA JUNIOR IRELAND RACE 1 (14 laps): (Provisional):

- 1 Jordan Dempsey 15m 36.34s, 61.88 mph,
- 6 Darragh Denning 15m 58.58s.

FIESTA ZETEC JUNIOR RACE 1 (13 laps):

- 1 Jack Byrne 16m 18.35s, 54.99 mph,
- 2 Adam Geraghty 16m 50.01s.

GINETTA JUNIOR IRELAND RACE 2 (14 laps): (Provisional):

- 1 Jordan Dempsey 15m 40.90s, 61.58 mph,
- 3 Darragh Denning 15m 57.47s.

SKIBBEREEN & DISTRICT C C AUTOTEST AT CARBERY PLASTICS, CLONAKILTY, CO CORK (ROUND 8 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 1): 15th August

- 1 Paddy Power (Mini Special) 596.0s,
- 2 Liam Cashman (Westfield) 599.2s,
- 3 Don Giles (Westfield) 613.6s,
- 4 Liam Croston (Nova) 622.0s,
- 5 Mike Mulcahy (Mini Special) 650.6s,
- 6 Rory Power (Mini) 658.9s.

Class winners: Rory Power, Mike Mulcahy, Martin Walsh (Starlet Special) 713.8s, Liam Cashman, Stefan Walsh (Starlet) 767.1s, Liam Croston, Brian O'Connell (Micra) 801.1s, George Swanton (Starlet) 738.5s, Davin Jennings 953.4s, Patricia Denning (Starlet) 909.5s.

SKIBBEREEN & DISTRICT C C AUTOTEST AT CARBERY PLASTICS, CLONAKILTY, CO CORK (ROUND 9 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 2): 16th August

- 1 Timmy Lynch (Westfield) 575.2s,
- 2 Liam Cashman (Westfield) 588.4s,
- 3 Paddy Power (Mini Special) 593.8s,
- 4 Don Giles (Westfield) 625.7s,
- 5 Peter Desmond (Westfield) 634.9s,
- 6 Liam Croston (Nova) 635.4s.

Class winners: Rory Power (Mini) 644.3s, Paddy Power, Liam Cashman, Michael Lynch (Starlet) 687.9s, Liam Croston, Brian O'Connell (Micra) 762.5s, David Nyhan 836.4s, George Swanton (Starlet) 703.1s, Patricia Denning (Starlet) 774.5s.

CO KILDARE M C RALLYCROSS AT PALLAS KARTING, TYNAGH, CO GALWAY (ROUND 5 OF MCLOUGHLIN INDUSTRIAL FLOORING NATIONAL CHAMPIONSHIP): 23rd August
SUPER FINAL:

- 1 Geoffrey Dolan (Opel Astra) 5m 12.16s,
- 2 Thomas O'Rafferty (Ford Fiesta) 5m 20.78s,
- 3 Derek Tohill (Ford Fiesta) 5m 21.83s,
- 4 Pdraig Leeson (Vauxhall Corsa) 5m 31.54s,
- 5 Noel Greene (Mitsubishi Lancer Evo 9) 5m 32.58s,
- 6 Pearse Browne (BMW Compact) 5m 33.27s.

MODIFIED A FINAL:

- 1 Pdraig Leeson (Vauxhall Corsa) 4m 25.58s,
- 2 Derek Tohill (Ford Fiesta) 4m 28.00s,
- 3 Patrick Ryan (Vauxhall Nova) 4m 38.76s,
- 4 Pearse Browne (BMW Compact) 4m 38.92s.

MODIFIED B FINAL:

- 1 James McVicker (Clio) 4m 47.63s,
- 2 Philip Kelly (Toyota MR2) 4m 48.59s,
- 3 George Tohill (BMW Compact) 4m 49.37s.

STOCK HATCH 16 VALVE A FINAL:

- 1 Niall Murray (Peugeot 106) 4m 40.93s,
- 2 Eoin Murray (Peugeot 106) 4m 41.93s,
- 3 John Ward (Peugeot 106) 4m 57.22s,
- 4 Keith Kerrshaawe (Citroen C2) 4m 58.27s,
- 5 Derek Lenehan (Peugeot 106) 5m 00.41s.

RALLY CAR A FINAL:

- 1 Sam Johnston (Honda Civic) 4m 34.84s.

CORK M C AUTOTEST AT BALLYVOURNEY, CO CORK (ROUND 1 OF HEWISON TROPHY CHAMPIONSHIP AND ROUND 10 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 5th September

- 1 Robin Lyons (Mini) 537.3s,
- 2 Paul Blair (Striker) 540.6s,
- 3 Eamonn Byrne (Mini) 542.9s,
- 4 Steven Ferguson (Mini Special) 544.4s,
- 5 Timmy Lynch (Westfield) 550.1s,
- 6 Paddy Power (Mini Moke) 554.6s,
- 7 Daniel Byrne (Mini) 560.3s,
- 8 Darren Quille (Westfield) 571.4s,
- 9 Alan Coyle (Mini Special) 571.9s,
- 10 Guy Foster (Mini Special) 576.0s,

11 Liam Cashman (Westfield) 578.1s,
 12 Chris Grimes (Mini) 578.7s.
Class winners: Eamonn Byrne, Steven Ferguson, Martin Walsh (Starlet Special) 731.0s, Paul Blair, Andrew Blair (Nova) 610.7s. .
Novice Award: Brian O'Connell (Micra) 789.3s.

MUNSTER C C AUTOTEST AT BALLYVOURNEY, CO CORK (ROUND 2 OF HEWISON TROPHY CHAMPIONSHIP AND FINAL ROUND OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 6th September

1 Robin Lyons (Mini) 569.1s,
 2 Darren Quille (Westfield) 574.6s,
 3 Paddy Power (Mini Moke) 579.0s,
 4 Steven Ferguson (Mini Special) 580.7s,
 5 Timmy Lynch (Westfield) 582.8s,
 6 Eamonn Byrne (Mini) 588.3s,
 7 Daniel Byrne (Mini) 591.9s,
 8 Chris Grimes (Mini) 602.6s,
 9 Liam Croston (Nova) 606.7s,
 10 Guy Foster (Mini Special) 607.5s,
 11 Paul Phelan (Mini Special) 621.8s,
 12 Andrew Blair (Nova) 625.1s.
Class winners: Eamonn Byrne, Paddy Power, Martin Walsh (Starlet Special) 664.9s, Darren Quille, Liam Croston.
Novices: 1 Brian O'Connell (Micra) 782.4s, 2 Davin Jennings (Starlet) 861.8s, 3 Damien Jennings (Starlet) 1020.7s.

LEINSTER TROPHY RACE MEETING AT MONDELLO PARK 19th/20th September
BLACKCHURCH MOTORS FIESTA RACE 1 (7 laps):

1 Brendan Fitzgerald 15m 37.59s, 58.50 mph,
 2 Barry Rabbitt 15m 40.02s,
 3 Stephen Kirwan 15m 43.87s,
 4 Shane Kenny 15m 45.46s,
 5 John Denning 15m 45.61s.
BLACKCHURCH MOTORS FIESTA RACE 2 (6 laps):
 1 Ulick Burke 15m 07.92s, 51.78 mph,
 2 Barry Rabbitt 15m 08.75s,
 3 Stephen Kirwan 15m 09.48s,
 4 Michael Tumulty 15m 10.11s,
 5 John Denning 15m 11.79s.
SEAT LEON SUPERCOPA CLASS (8 laps):
 1 Niall Murray 16m 00.83s, 65.24 mph,
 2 Barry English 16m 04.29s,
 3 Michael Cullen 16m 05.69s.
Fastest lap: Murray 1m 49.433s, 71.61 mph (Class record).

SEAT LEON SUPERCOPA CLASS (6 laps):
 1 Niall Murray 13m 37.38s, 57.52 mph,
 2 Rod McGovern 13m 53.02s.
Fastest lap: Murray 2m 02.635s, 63.90 mph.
ASK SUPERCAR RACE 1 (8 laps):
 1 David O'Brien 15m 13.21s, 68.65 mph,
 2 Peter Barrable 15m 24.71s,
 3 Graeme Colfer 15m 25.58s.
ASK SUPERCAR RACE 2 (8 laps):
 1 Peter Barrable 15m 12.67s, 68.69 mph,
 2 David O'Brien 15m 13.66s,
 3 Philip Jones 15m 24.24s,
 4 Bob Cameron 15m 32.17s,
 5 Graeme Colfer 15m 45.88s.
BAKER AUTOMOTIVE STRYKER RACE 1 (8 laps):
 1 Alan Auerbach 15m 30.66s, 67.36 mph,
 2 Dave Griffin 15m 33.94s,
 3 Alan Watkins 15m 40.15s.
Fastest lap: Auerbach 1m 55.287s, 67.97 mph.
BAKER AUTOMOTIVE STRYKER RACE 2 (8 laps):
 1 Alan Watkins 15m 32.68s, 67.21 mph,
 2 Dave Griffin 15m 43.04s,
 3 Mark Baker 15m 43.88s,
 4 Andrew D'Alton 15m 58.92s,
 5 Damian Roddy 15m 58.96s.
Fastest lap: Watkins 1m 55.574s, 67.80 mph.
GINETTA JUNIOR IRELAND RACE 1 (7 laps):
 1 Jordan Dempsey 15m 31.56s, 58.88 mph,
 2 James Roe 15m 31.85s,
 3 Samuel Harron 15m 33.76s,
 4 William Harron 15m 34.56s,
 5 Darragh Denning 15m 37.65s,
 6 Cameron Fenton 15m 45.53s.
FIESTA ZETEC JUNIOR RACE 1 (7 laps):
 1 Adam Geraghty 17m 08.92s, 53.31 mph.
Fastest lap: Geraghty 2m 20.874s, 55.62 mph.
GINETTA JUNIOR IRELAND RACE 2 (8 laps):
 1 Jordan Dempsey 16m 36.98s, 62.88 mph,
 2 Darragh Denning 16m 53.20s.
FIESTA ZETEC JUNIOR RACE 1 (8 laps):
 1 Jack Byrne 18m 40.51s, 55.95 mph,
 2 Adam Geraghty 18m 51.51s.
HISTORIC RACE 1 (8 laps):
 1 Stephen Doyle (Lola T212 FVC) 15m 22.92s, 67.92 mph,
 2 David Kelly (Crossle 9S) 15m 23.11s,
 3 Jackie Cochrane (Sunbeam Tiger) 15m 57.27s,
 4 Steve Griffin (MG Midget) 16m 02.93s,
 5 Billy Crosbie (Lotus 7) 16m 16.84s.
HISTORIC RACE 2 (7 laps):
 1 Stephen Doyle (Lola T212 FVC) 14m 58.78s, 61.03 mph,
 2 Steve Griffin (MG Midget) 15m 20.09s,
 3 Billy Crosbie (Lotus 7) 15m 20.79s.

CARLOW C C AUTOTEST AT GARRYHILL, CO CARLOW (ROUND 3 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 1): 26th September

- 1 Paul Blair (Striker) 706.1s,
- 2 Steven Ferguson (Mini Special) 707.2s,
- 3 Eamonn Byrne (Mini) 711.2s,
- 4 Robin Lyons (Mini) 712.5s,
- 5 Guy Foster (Mini Special) 723.3s,
- 6 Daniel Byrne (Mini) 726.3s,
- 7 Paddy Power (Mini Moke) 727.8s,
- 8 Darren Quille (Westfield) 738.9s,
- 9 Timmy Lynch (Westfield) 739.3s,
- 10 Alan Coyle (Mini Special) 749.5s,
- 11 Chris Grimes (Mini) 758.4s,
- 12 Andrew Blair (Nova) 774.6s.

Class winners: Eamonn Byrne, Steven Ferguson, Darren Quille, Andrew Blair.

Best semi-expert: Rory Power (Mini) 863.1s.

CARLOW C C AUTOTEST AT GARRYHILL, CO CARLOW (ROUND 4 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 2): 27th September

- 1 Steven Ferguson (Mini Special) 626.6s,
- 2 Eamonn Byrne (Mini) 632.0s,
- 3 Robin Lyons (Mini) 635.7s,
- 4 Daniel Byrne (Mini) 637.4s,
- 5 Guy Foster (Mini Special) 638.5s,
- 6 David Thompson (Nova) 650.8s,
- 7 Darren Quille (Westfield) 652.8s,
- 8 Timmy Lynch (Westfield) 652.9s,
- 9 Chris Grimes (Mini) 660.4s,
- 10 Ian White (Mini Special) 669.3s,
- 11 Liam Cashman (Westfield) 677.7s,
- 12 Andrew Blair (Nova) 702.0s.

Class winners: Eamonn Byrne, Guy Foster, Darren Quille, David Thompson.

Best semi-expert: Rory Power (Mini) 746.0s.



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THESE EVENTS**

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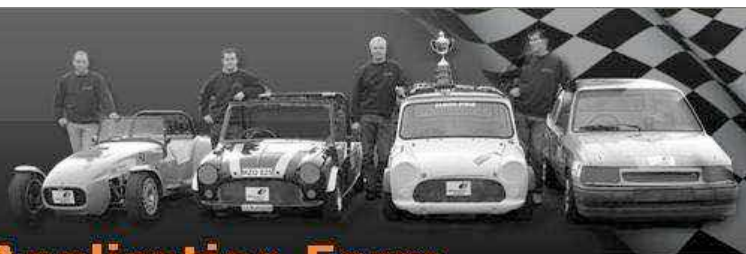


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TDC IRELAND TRIALS DRIVERS CLUB



Membership Application Form

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

Full Name: _____

Address: _____

Town: _____

County: _____

Tel: (H) _____ (W) _____

(M) _____ (Fax) _____

Email: _____ @ _____

Date of birth: ____/____/____

Membership Number if renewal: _____

For official use only

Web

Fee received € _____

Method & Date Rcvd _____

Membership No _____

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

Classic Retrospective Trials ☐

Multi-Venue Autotesting ☐

Autotesting ☐

Marshalling ☐

Other ☐

Important Notice:

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

List of Vehicles:

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

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

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

Signed:-

Date: ____/____/____

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

Membership Fee: €20

philiporeilly@live.com

0872686333

Philip O'Reilly
23 Stepside Park
Enniskerry Road
Dublin 18