

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

April 2016

Presidential Platitudes

It's been a while since we have featured a luminary on the cover page. This legend is always worth acknowledging.

PAUL PHELAN in action at the recent Monaghan Autotest



I will be brief.

The February Turbine made it by mail as did membership cards in the form of personalised MI calendars.

The website is being revamped.

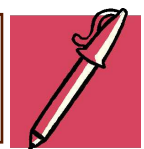
There are volunteer contributors to our Facebook page. Please encourage them with your own posts.

The Club Championship is more inclusive than before - please join in.

Please continue to support Club events in whatever capacity.



To supplement the list of established contributors, Clifford Auld, Darragh Gibbons, Emer McNamee, John Delaney, Leslie McMullan and Adrian Hanna have had laudable inputs to this issue.



Frank





On its 100th competitive appearance, James Wilson steered KOI to its third win in a row on this event to make a total of five.

49 cars, including a good few from the south (TDC was delighted to have been included on the list of invited clubs) started the event. There were two tests to begin with in Delamont itself, then a loop of tests around the Downpatrick area, on to Ardglass and back to Delamont for the lunch break. Soup and sandwiches were provided for all the competitors before they headed out for another loop starting with a test combining the two car-parks at Delamont. Unfortunately two tests in the afternoon had to be cancelled making a total of 18 tests on the day. There were 44 finishers.

In a Mini clean-sweep James Wilson prevailed over Robert Dickson with Sam Wilson just 0.7 seconds behind.

As ever, gratitude is due to all of those who had an input into what was a great event.

RESULTS

1 James Wilson/Stephen Kearney
Mini 964.8

2 Robert Dixon/Catherine Dixon
Mini 974.1



3 Sam Wilson/Simon Brewster
Mini 974.8



4 Norman Ferguson/Brendan Mooney
Mini 983.3



5 Simon Woodside/Steven Dowds
MX5 992.3



6=Eric Patterson/Raymond Donaldson
MX5 1006.3

David Crothers/Barbara Kane
MX5 1006.3



Eric, Raymond D, David

8 Richard Meeke/Aileen Mooney
MX5 1011.1

9 Raymond Wilson/Ernie Hunter
Starlet 1020.5

10 Piers MacFheorais/Ian McCulloch
MX5 1025.5



Aileen & Richard had looked at the weather forecast, as had Frank



Britney & Raymond W



Piers, Noel Tim

11 Noel Cochrane/Trevor Reid
Midget 1029.6
12 Frank Lenehan/Tim Faulkner
Starlet 1044.5

A more personal perspective

A phone call from Frank Lenehan is usually about a TDC financial matter or event issue. This time it was an invite to sit beside him on the MGCC Ulster Centre's very well-regarded Derek Walker Multi-Venue autotest. It didn't take me long to say

yes, and the night before the event saw us travel North for a few pints and an "overnight" in a fabulous converted mill boutique hotel. Maybe a bit too boutique, as our 7:00 am Saturday start beat the chef's working hours - our fried breakfast came courtesy of the MG club at the start.

Scrutiny and registration completed, I got reviewing the Tests book which suffered from plentiful use and the wet (as in very!) during the day. A long wait due to an ageist seeding protocol (Classic cars rightly go first on an MGCC event) proved useful as while watching Test 1 we noticed some of the early competitors



P.S. There was something almost surreal about driving into a seemingly derelict Delamont Country Park at 8:15 am on a Saturday morning in the depths of winter only to find it a hive of



activity. There were cars everywhere. While these were being scrutineered the occupants marvelled at the "pop-up office", which Laura Reid and Carol Willis womanned with their customary



efficiency to deal with the administrative needs.

Meanwhile, those culinary virtuosi, Sharon Carson and Lucinda McKee were attending to our dietary needs in their "pop-up diner". This welcome facility was available throughout the day.



Declan & Paul Hendrick, Ron Mullen



Eric Martin & Sam Baird



Simon Corry, Ken McEntee & Bryan Mutch



Paul Williamson & Conor Kennedy

double-circling a pylon. On checking, it was actually correct and the start of a busy day for me. Mr. L. does "be prepared" and advised that I was required to walk and learn all the tests, on the off-chance that he might suffer brain-fade.

The first couple of tests were grippy, despite much rain and, contrary to my expectations, our progress was not smooth and graceful, as one would expect. A recalcitrant handbrake had Frank doing his best Ernest Hemingway impressions (the



Richard & Matthew Deering

Gordon Buckley delivers a cautionary monologue



Harry Wilson



Ronnie Kerr



Bob Cairns



Jack Brien

deep-sea fishing, not bottle of whiskey ones!), pulling very hard to get a response. High-profile tyres expected to cope with anticipated muck and gravel later just had the front of the car hopping around pylons, and 'flowing' performances disappeared from the agenda.



John Kelly tries to decide if he's got tea or coffee



Mark Mulligan fabricates computes the results



Roger Fynn and the iniquitous ubiquitous Clifford Auld

Colin Earney

Then out into the countryside and the farm, yard and lanes-ey tests. Sans Brantz, navigation was by roadbook and stopwatch - I gave myself a pat on the back for missing just one turn-off all day; the road-books on these and the Targa events actually tend to be virtually error free. Virtually!

A waste-recycling site with a "free-form" 180 direction change and lots of water was a total blast! And we got a second run later. Enjoyed there! Then to a couple of tests I had previously visited on a Lanes rally. The first included a blare down a gravel track and then reverse over a not-obvious line somewhere on the right! RJD (Robert Dickson - Ed) was later seen on video at the subsequent manoeuvre, still looking for said line! To those in the know, a

very slippery woodyard followed; we got close!!! on the inside around the back where it gets very tight but good enough (a miss is as good as a mile).

Test 6 was the star of the day! A big, manured, mucky, gravelly, lanes-ey farmyard! Super! Leslie McMullan's photos show event winner James Wilson Scandinavian flicking down the end of the gravel lane before a 90 left and 90 left into storage bay: check it out at <http://www.stopastride.com/index.php?/category/52/start-120>. Hendo (Declan Hendrick - Ed) had warned us about a big ramp near the start: steep and into the straw and shlt! Great!. There was a "stop and collect" on the run to the finish. Window down; lean well forward; arm well out for speedy pickup; Tim was well set! Except the marshal waited (quite correctly) until we were completely stopped and he was good and ready! You can but try!

Test 7 was a farmyard with a very squeezezy tight entrance lane. Before the start I began fiddling with the seat-belts, straightening the runs. But inadvertently looped them around the seat-back lever. Two manoeuvres in, the seat, and me, laid flat down. Heroic navigator that I am, I kept calling the test. Until everything went verrrry quiet after a 90 right

through a gateway as we got "heard the bang" close to a large shed wall on the left. (You think you hear the bang but the thump never comes; a 'Jesus' moment!). And stop astride!

Test 8 involved driving through (not as per diagram) an icy-slippery grain shed. Driver did his stuff and we got a good time, so all okay there!

Test 10 didn't allow walking; suffice to say with a linearised diagram (not as map, if you prefer) we got lost. Twice! And six weeks later I still cannot picture where that bloody shed in the middle is!!! Ugh! but the editor had the same issue, so some small consolation. (*My going wrong should not be a consolation - it happens too frequently to be thought of thus - Ed*)

Another enjoyable cut at the farmyard and lane test and then back to Delamont for lunch. A joined-up test there was first after the break followed by a further trip around soaking wet roads. (The only downside: the weather. I don't think I warmed up all day, and the windows needed to be open for scoring and demisting reasons).

With a couple of re-runs we ended up in Alan Crooks's yard. I remember him well from back-in-the-day when he used to race a Honda Civic in Production Saloons,

against my dad, Dermot, in the 1970s. A rather straightforward test left myself and Frank sitting there somewhat bemused as the three cars before us all managed to go wrong! Lads!; first go the right road!

Back to Delamont to find the last joined-up test cancelled due to time and light issues.

A sixth at lunch turned into twelfth at the finish, just getting pipped by Piers (*MacFheorais - Ed*) (and the ed) at the end! The leaderboard was dominated by 'real' Minis (it's been a while!) suggesting something of the nature of the tests. Declan Hendricks made seventeenth with young Paul on the books while Richard Meeke was best Southerner in ninth. Political correctness prevents me making too many observations regarding Richard's partner, Aileen Mooney, other than to say that for someone out for the first time she was totally unfazed by the challenges of navigating or Richard's exuberant driving style. Well done!

And a BIG well done also and thank you to a superb collection of marshals and officials. Can somebody please arrange a less-wet winter for next year, to make a perfect event?

Tim



You may have wondered at the inclusion of the one or two RESULTS pages in each edition. Originally, I suspect it was to fill up some space. Latterly, I have included the results which include names I recognise and are known to TDC (they may well also be known to the guards but that is not a consideration for me).

I suspect also that they are perused by very few - the full unexpurgated results are, after all, available on the MI website.

Just in case anybody does neither I have plucked the result below from obscurity. It

certainly deserves a prominent mention as it reveals the first win for some time for Dave Meeke - perennial devotee of two-wheeled, four-wheeled and sail-powered competition.

LEINSTER MOTOR CLUB LINCOLN
AND NOLAN CUP SPORTING TRIAL AT
BALLYBREW, ENNISKERRY, CO
WICKLOW: 20th February

1 David Meeke (BD-Opel) 30 marks

**DON'T
FORGET TO
TAKE OUT /
RENEW
YOUR 2016
CLUB
MEMBERSHIP
(Page 28)**

The content of the 2015 Navigation Lesson was challenging, given the nature of the Irish Classic Retro for which it was to provide some guidance. It probably wasn't challenging enough - the ICR was not easy.

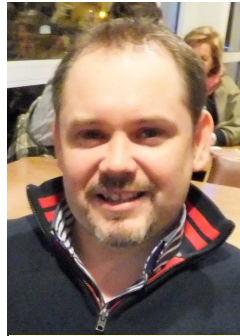
The ALMC Endurance Trial was the trigger for this year's lesson. So many have been subjected to this version by now that I suspected that the take-up might not be that great. Hence I extended the scope of the material so as to make the exercise attractive to a broader spectrum. This led to the inclusion of content relevant to older car enthusiasts, particularly those who participate in the Wolseley and Gordon Bennett rallies.

Philippa Spiller, une femme formidable of the older car fraternity, had put the word out about the exercise to souls of similar mind to herself.

The nett result was a gathering of 41 in the welcoming DLYMC clubhouse. In replying to the invitation to come along, the diversion was variously described as a session, course, class, lesson, presentation, symposium by those advising of their attendance. Leonard Ashmore was responsible for the last which was my favourite. It suggested a gravitas which may not have reflected the reality but was certainly a boost to my fragile ego.

Route instructions using Tulip diagrams, Test/ Selective instructions in most of their manifestations and Jogularities were the main topics covered. Also a short bit at the end about GPS coordinates.

After about an hour there was a Tulip to map exercise to relieve the monotony of listening to me drone on. Philip O'Reilly, who was on hand to encourage new members, helped with this as did the more capable among those attending. There was a second exercise which was set for homework. As it happened, I bumped into about four attendees in the following few days but, sad to relate, none of them had completed the exercise. The only one who expressed



First man to sign up for the lesson, Phil Deane, from the sunny south-east



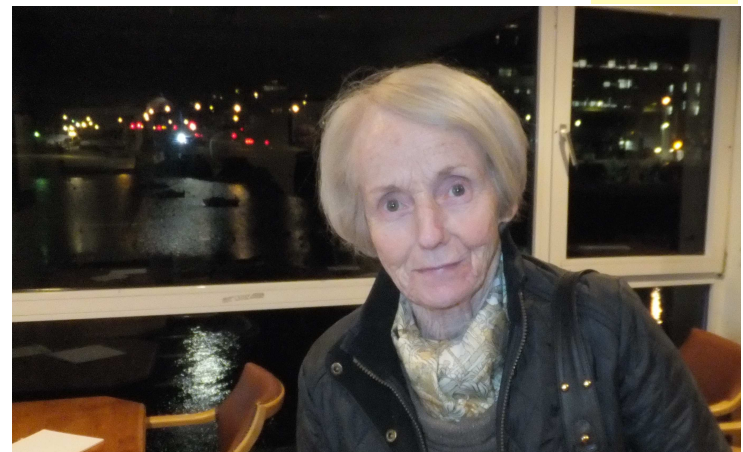
More men from Wexford, Michael (top left) & John Byrne and, from Wicklow, John Ellison



The extensively rallied Andy Bailey



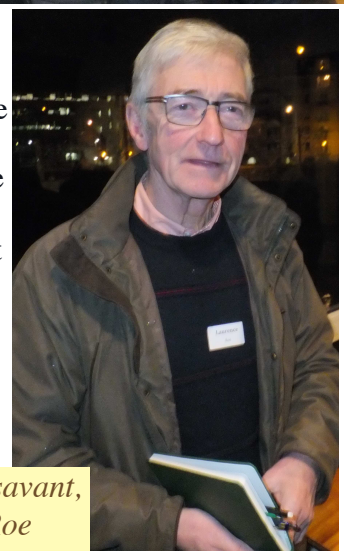
Betty Donnelly



Susan Switzer

any contrition was Yvonne Frayne. Unless the others come up with the goods before the end of May they will be named and shamed in the June Turbine! As I will probably have forgotten who they are at that stage, they should not regard this as too real a threat.

Editor

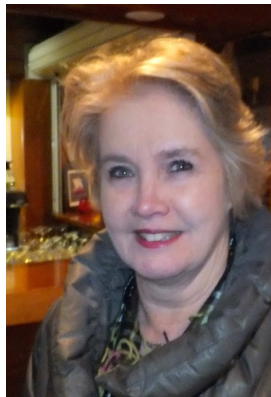


Old car super savant, Laurence Roe

TDC Turbine



Kevin O'Rourke



Niki McGrath



The perennially positive Brian Kingston



*Two of the Lombard boys,
Richard (L) & Paddy*



*Martin
Taylor*



*Newcomer,
Andrew
McCabe*



Robert Switzer

At the AXA RIAC Motor Show, this Panhard might be a potential purchase for Frank Fennell to add to the idiosyncratic wing of his collection. Might the "ZV" plate be a deterrent?



There was also a potential new shell for Piers MacFheorais - the very first Irish MX-5

April Crossword

1		2			3
4	5		6		
7					

Across

- 1 The surname behind "Parts for Cars" (6)
- 4 First name of co-driving aristocrat - currently sits with Alastair Fisher (6)
- 7 The "shower" which is backing the 2016 National Rally Championship (6)

Down

- 1 A tool brand found in "Parts for Cars" (4)
- 2 Chemical symbol for only metal which is liquid at room temperature (2)
- 3 A lot of this goes on in rallycross when overtaking (7)
- 5 Might come in handy in an Amphicar if the engine fails (4)
- 6 The excise variety of this for petrol is 59 c per litre (4)

February Solution

P	I	C	N	I	C
U		U			H
M					A
P	O	S	S	U	M
	V		T		O
S	A	F	A	R	I
	L		G		S



Tension mounts as the the racers get pysched-up for the track battles about to commence.



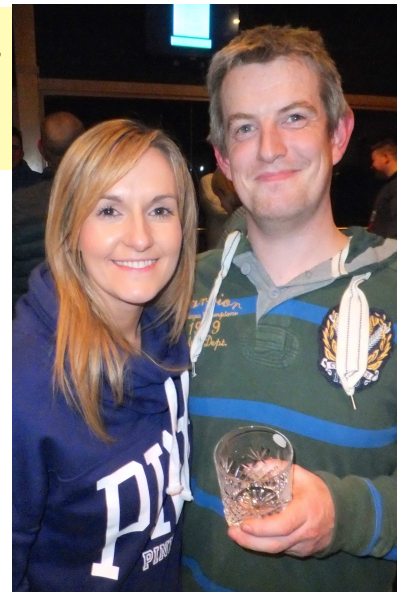
*The Three Musketeers, The Three Wise Men, The Three Stooges, The Three Amigos, The Three Little Mature Pigs.
TAKE YOUR PICK*

Frank Lenehan, Ian McCulloch, Joe Doran

Linda Dempsey & Mark Walsh won the "Couple" Award and Mark, the Premier Award



Joe, again, decorated with the fragile tape which was issued to those born in, or before, 1956. Lurking in his shadow is Derek Lenehan who with his dad, Frank won the Parent/Child Award.



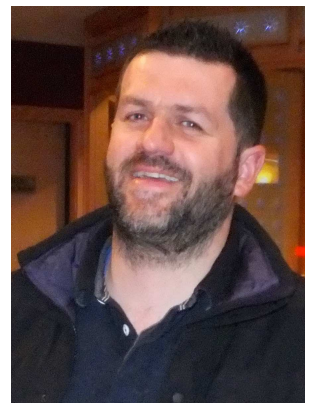
Bernard Bradley brought along Conor (L) & Eoin



Christopher & Adam Evans



Stephen & Sam Briggs



Owen Murray did his usual masterful masterminding of the soirée

TDC Turbine



It was a bit of a girls night out as well! Rachel Anderson (L), Emer McNamee, Helen Caulfield, Judy Lambert, Aoife Ryan, Emer Muldoon, Aisling Driver, Sarah Fagan



Russell Sheehan, Kevin McNamara, Dave, Ian Scott, Michael Sheehan, Ken Downey, Valerie Bailey, Karina Gadacsi

Dave Sheehan availed of the opportunity to indulge in some BILL SHEEHAN & SONS staff bonding



Griffin boys Shane (L), Jason, Dave



Niall & James Driver, Matthew Walsh

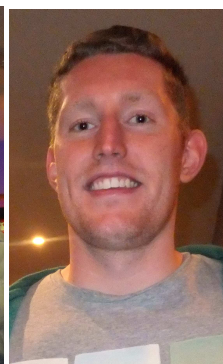
There was an overwhelming turnout in Kylemore Karting, thanks to painstaking organisation by Owen Murray. This was the first TDC social event of the year. 50 drivers confirmed the popularity of Kylemore as a venue. There was some seriously hot competition!

After a drivers' briefing we were given gloves and helmets, with some of the 'big shots' even

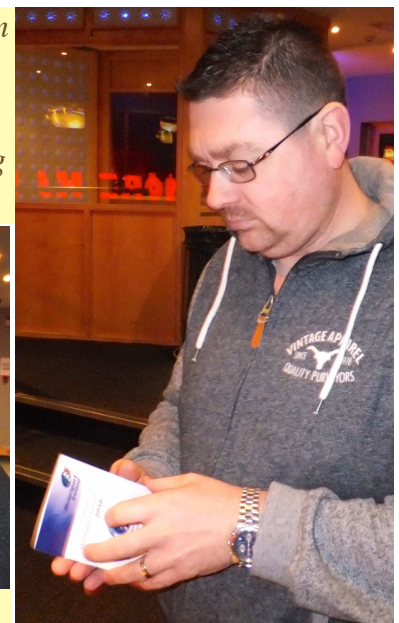
bringing their own headgear! We then split into two groups, with what seemed like some of the more seasoned and competitive drivers heading upstairs. This was not to be however, as while the big brutes upstairs were ramming their way to victory and concussion, the more agile woman were making progress downstairs!

After successive heats and qualifying sessions a hotly contested final saw Mark Walsh as the overall winner upstairs with a clean sweep through the final. He

Kevin Fagan is studying his MI calendar - not counting his money



Robert Whelan, Les Coogan, Brendan Walsh, Mark Hannon, Dave Meeke





John Nolan, Declan Furlong, Tim Faulkner, Philip O'Reilly, Michael & James Hogarty, Raymond Delaney, Mark Doran

was followed home by his brother Matt, Eddie Peterson and Christopher Evans. In the downstairs group Burschi Wojnar came out on top beating his friend Charlie Fleetwood into second and Linda Dempsey into third. I think

TDC very much so has a 'fast family' in the making with this usually sideways pairing of Mark and Linda!

Here's to many more super evenings like this!

Emer



**HAVE YOU COMPLETED
THE SURVEY?
(Page 27)**

Ed's P.S. *With Owen not knowing exactly how many were going to turn up, the Kylemore crew took a random 27 away to one of the three tracks available and they raced away happily. What ended up as 23 remaining were entertained on a different track where they enjoyed themselves in similar fashion. This created a difficulty for Owen when an overall ranking had to be done for awards purposes. Very logically he did this on the basis of points amassed during the heats. The names on the sharp end of this list were pretty predictable, though it struck me later that they were all from the first group. This could have arisen because that bigger group had, maybe, one or two more heats than the second group. A cursory glance suggested that the first group was a more competent bunch than the second. Emer seems to have come to the same conclusion above. The winner of this latter was Burschi Wojnar (alongside right), who, I think, didn't care where he finished in the overall scheme of things. (Contrary to what is implied in the pic he did not win the wooden spoon - the winner of this shall remain anonymous.) His sole mission was to beat his "friend" Charlie Fleetwood (L). This he duly accomplished. The whole procedure was very slick all the way to the 15-lap final. I was so knackered after the heats and semi-final (I don't quite know how I got so far as I didn't overtake anybody on purpose the whole evening) that I was rather relieved not to have made the final.*

While there were very few breaks in the action, if you did sense an opportunity, there was "Subway" sourced sustenance in The Chequered Flag CAFÉ. Owen had also attended to this sort of detail which added to the enjoyment of the occasion.



SNIPPET

TDC committee meetings take place on the first Thursday of every month. Those who attend are afforded the opportunity to take part in civilised debate regarding matters pertinent to the Club. An added incentive is the "tea/coffee/drinking chocolate accompanied by a biscuit" on offer. At the March conclave, we welcomed the MI Development Officer, Art McCarrick. He listened to suggestions about attracting newcomers, old and,

particularly, young, to autotesting in its various guises. He listened patiently and offered some observations of his own.

Approaches have been made by TDC in the past - a "new" proposal is being drafted for submission to MI.

Pictured, while waiting for the kettle to boil, are Joe Doran, Piers MacFheorais, Art McCarrick (why is he the only one smiling?), Eamonn King, Owen Murray, Stephen Briggs.



HEWISON INTERLUDE

Hewison Championship events get consistently great coverage on Facebook. Given that TDC is probably the most enthusiastic supporter of this discipline, I thought it appropriate to include a few snaps taken by regular competitor, James Mansfield, at the Monaghan event in February.



*Amélange
of Mini
Specials*



*Chris
Grimes*

*Darren Quille
offers Paul Fobister
some advice*



*Norman
Ferguson*



*Darren Quille
senses something
going on behind
his back*



*Guy
Foster*



*Steven
Ferguson is
watched by
a discreet
Chris
Grimes*



*Tom
Devaney*



The "official" version

A cold and bright morning greeted competitors as they assembled at Luttrellstown Golf Club for the first round of the 2016 Frank Keane Motors Endurance Championship. C-o-C Conor Crowley and Route Coordinator, Frank O'Donoghue, devised a more compact format for this year. Luttrellstown still provided a large proportion of the 23 selectives. It was also the location for two night-time tests. 30 crews set off at 1:00 pm. Eamonn Byrne & William



touching distance in fifth and were ready to pounce should any of the leaders slip up. Martin Nugent &



Simon Echlin in their green Mk1 Escort rounded off the top six as the crews headed back to Luttrellstown.

Howard/Stewart prospered here, moving to 3rd as O'Donoghue/Hughes and the Shinnors brothers incurred 1 minute penalties for Code Board infringements. Byrne/Kelly remained in the lead at the halfway point, just 5 seconds ahead of Barrable/Larkin. After some lunch and running repairs, the crews headed for their third loop of Luttrellstown. Byrne and Barrable held station with O'Donoghue clawing back time on Howard in third. Unfortunately for Howard/Stewart, their challenge came to a premature end with engine problems on the second visit to Brindley's.

They did manage to post times on the remaining tests and finished up 8th.

It remained nip-and-tuck for the leading pair, but a six second gain in Fairyhouse saw Barrable take a narrow lead which he maintained until the finish where there were just four seconds between them. Meanwhile, Karl O'Donoghue battled on to take third ahead of Alan Shinnors, who was left to rue a further penalty on one of the night selectives without which he and O'Donoghue would have tied for third.

In the classes, Catherine and Robert Dancey had a steady run in



their Seicento to win class 1A. Kevin & Craig O'Rourke won class 1B



with Peter Barrable/Conor Mohan



Peter

taking second in class and Robert Howard eventually finishing third in class. Sligo's Patrick Corcoran with Ruaidhri Nash navigating looked set for third in class before their engine let go in Fairyhouse, making it a long



Kelly took an early lead ahead of Limerick's Alan & George Shinnors



with Karl O'Donoghue & recently crowned M.I. Navigation Champion,



Evin Hughes third.

Tests at Brindley's and Stanley's farmyards and a 3.5 km selective at Fairyhouse Racecourse saw Robert Barrable & Ciaran Larkin begin to move up the order. Robert Howard & Andrew Stewart from Longford remained within



trip back down the N4 to Sligo that night.

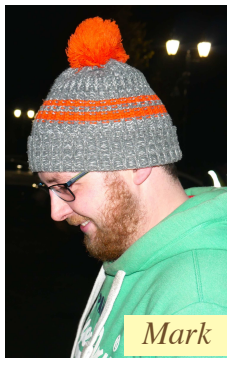
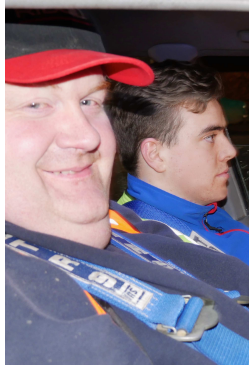
In Class 2, Colin & Breen



Sheridan (seen here modelling a very sophisticated head light) took a start-to-finish win ahead of Gerry & Paul



Joyce and Eoin Longworth/Stephen Joyce in third. Local crew Mark



Mark



with a transmission issue on Mark's nearby driveway.

Reilly/Darragh Gibbons had been running second in class for most of the day before they too succumbed to the challenge of Fairyhouse, the Starlet retiring

Eamonn Byrne / William Kelly won Class 3. Ken Fleming /



Ken



Clifford Auld were second and Seán McEnroe / Martin Quinn (seen here getting advice from Alan Dolan)



third in the Endurance spec Proton.

In the retro RWD class, Martin Nugent / Simon Echlin took the win in their Mark I Escort, finishing ahead of Des Bruton / Ed



Colton in a Hillman Avenger Tiger and Peter Faulkner / Ciarán Garahy in a Mazda MX5.



As a tribute to the late Simon McKinley, ALMC awarded a perpetual trophy to the highest-placed Fiat and this was won by Conor Doyle and James Bradley in a



Seicento. This award was a very fitting tribute to Simon who had competed on every ALMC Endurance Trial in his yellow Cinquecento. As a further tribute, ALMC decided not to allocate the number 5 which Simon ran last year.

Doyle and Bradley also took home a second piece of silverware as they won a special award for the best novice crew presented in memory of Thomas Shaw, an avid motorsport fan who lived along the route and who passed away in 2014 following an illness.

The AutoGlym "Best Presented Car" award was kindly sponsored by the Gaffney family. It was won by Des Bruton / Ed Colton and their Hillman Avenger Tiger. (This was obviously the "Best Presented Car BEFORE the event" award - an attack on a fence in Stanley's had rendered the Tiger less than pristine by the finish!)



ALMC is very grateful to all of those who assisted with the running of the event, in whatever capacity. The Club is particularly indebted to the landowners who made their property available for the selectives.

Darragh



A less structured account in the form of a series of disjointed comments.

Late last year I had a slightly mysterious phone call from my old friend Noel Broderick asking about my plans for 2016. It turned out that what he wanted to know was, as Graham O'Donoghue was not coming out to play this season (*speed is still important to Graham but at the moment it is in the context of trying to qualify as a solicitor in the shortest time possible - Ed*) would I be happy sitting with someone else. As everyone who knows me is aware, that was a silly question. Being a left-seat prostitute I am only too happy to have the chance to come down and have a run at someone else's expense.

It never ceases to amaze (and disappoint) me that so few Northern competitors bother to come down and support these brilliant events - even if the navigators are "adequate (barely)" as suggested by one of your former Presidents. In fact, I was the only one to traverse that imaginary line. I know my record isn't sparkling because, not including Graham, at least two of the guys I have sat with have sold their cars shortly afterwards and haven't been heard of since. Of course, Noel being Noel, he didn't know on whose behalf he was asking! Anyhow I was happy to know I was on the list.

Fast-forward to the weekend before the event and I get another call to remind me I was "booked". I was to sit with Dave O'Neill. Due to the revised format it was a relaxing drive down at a sensible hour for a change, with time for a bit of craic at scrutineering. The only problem with that was that there was also time for "the schoolmaster" (*me! - Ed.*) to accost me and "request a report" - it was this or lines! I suppose I got my own back by making him run the first time we encountered him

handing out playing cards at a "stop & collect" and also by producing this drivel. (*I feel "drivel" is not at all an appropriate appellation for this aspirational literary work of art - rather it deserves a complimentary antonym - Ed.*) Scrutineering was where I also found out I was now sitting with Ken Fleming - not in his car but Dave's. Confused? I was, as was the scrutineer. The numbers



were on and off the car more often than the proverbial..... Perhaps the less said the better, but I can't imagine even myself having a go at that one!

Ken is a charming man who happily advised me that he was used to a better prepared car with a cage and diff etc. and this was only his second enduro. He omitted to mention his racing and rallycross experience, but this was quite apparent within a few yards of the first test as he was very happy using his left foot on the brake and not scared to keep the right one planted.

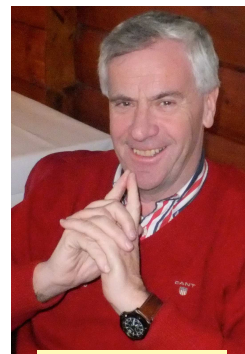
The revised format as previously alluded to meant the route felt tighter than before. The first group of five tests were in the fabulous Luttrellstown Estate, splitting the test and avoiding the usual merges - that was kept for later. The surface was much the same as usual; muddy, bumpy, slippery, and increasingly rutted, in other words BRILLIANT! We were to return

twice more to repeat them before the final blast.

I was impressed with the number of the rich and famous who had come out to run the tests. Mind you I would have also liked to see them out in their usual rusty heaps including: Mr & Mrs Amazon, Merc, Saab, MG/Sprite, MX-5, Cortina, Escort, Starlet and (possibly) very large Cherry! (*I suspect that some of those below might fall into the category above - Ed*)



Peter Lynch



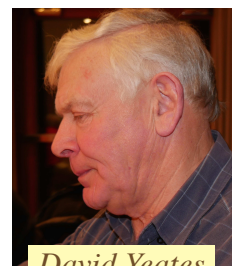
Tom Callanan



Frank Fennell



Frank Lenehan & Trish Wojnar



David Yeates



Richard & Jo McAllister, Jim Gleeson, Alan Greene

I'm not going to go into much detail about the individual tests as I'm sure that will have been covered elsewhere. If you were really interested you should have entered! Brindley's was a good mix of fast straights broken by 90s and stop boxes and I saw a nightjar on the way into the second run at dusk, Stanley's looked on paper like two laps of a square but was much much more with no less than 6 "stop & collects". Fairyhouse. What can you say about Fairyhouse? It was the usual brilliant, mind-bending, flat-out, navigational nightmare, with uncountable "stop & collects" and code-boards. I think we may have actually got it right the second time around!



Car preparation is important for any event, but running in the dark in Luttrellstown particularly so. Can you imagine the "slight" concern brought on by losing all our lights on the road section into supper? It turns out to be a "known fault" on Starlets that both main and dip fuses can blow for little or no reason simultaneously? News to me. After following a kind competitor in one of the super wee Fiats we set about sorting this for the darkness of the final two tests. (Well, we put in a pair of bigger fuses - when we eventually found the correct fuse box!)

The day was not without problems for many of the cars. One Starlet with various issues would not start without vigorous pushing but as it was also overheating it couldn't be left running. The guys still managed to make it to the finish without compromising their enjoyment significantly. At the other end of the scale the lunch break was used to service the eventual winners, Barrable/Larkin's, car which was apparently running rich and fouling the plugs. In what was perhaps a disappointing entry number-wise, it

was refreshing to see so many young competitors out enjoying the fun. The results still show the "old guard" are very hard to beat.

The final Luttrellstown blasts were fully in darkness for everyone. In the past the front runners may have had the benefit of finishing in daylight. The first test started in the Golf club car park and took us along the very slippery path adjacent to the boundary wall before joining what was the first test but run the opposite direction. Then the big one, this year reduced to just over 10k (I remember a 17k route once) and more than long enough.

By now the weather which had been glorious most of the day had become very cold and still the marshals and officials all had their happy faces on even if they had turned from pink to blue. The Doc and Mrs Doc had been standing out starting tests and collecting time cards all day as well as being the route coordinator and championship coordinator. They really don't make them like that anymore!

The oxymoron of a road book didn't contain any noticeable errors but neither did it contain much paper. As for the maps, well the OS has nothing to worry about - more Tory Island than John Speed. I was lucky enough to dig four clipboards out of my car and I needed them all to keep track.

Thanks Conor, The Doc and to everyone who put the considerable work and effort to organise and run another excellent event. I hope everyone got home safely and didn't suffer any consequences from the chilly evening. I headed off home before the results and prizegivng. I always consider that to be in poor taste for which I apologise, but it was getting icy and I was in my £300 grotbox. Roll on the next one.

Clifford



RESULTS

- 1 Robert Barrable/Ciarán Larkin (Toyota Starlet) 2m 16s,
 - 2 Karl O'Donoghue/Evin Hughes (Toyota Starlet) 3m 54s,
 - 3 Alan Shinnors/George Shinnors (Toyota Starlet) 4m 54s,
 - 4 Kevin O'Rourke/Craig O'Rourke (Toyota Starlet) 5m 56s,
 - 5 Peter Barrable/Conor Mohan (Toyota Starlet) 6m 18s,
 - 6 Robert Howard/Andrew Stewart (Toyota Starlet) 6m 20s.
- One litre class winner:* Catherine Dancey/Robert Dancey (Fiat Seicento) 22m 24s.

Navigation Cars:

- 1 Eamonn Byrne/William Kelly (Toyota Starlet) 2m 20s,
- 2 Colin Sheridan/Breen Sheridan (Toyota Starlet) 9m 01s,
- 3 Ken Fleming/Clifford Auld (Toyota Starlet) 13m 10s.

Retrospective Cars:

- 1 Martin Nugent/Simon Echlin (Ford Escort) 5m 24s,
- 2 Des Bruton/Eddie Colton (Hillman Avenger Tiger) 8m 01s,
- 3 Peter Faulkner/Ciarán Garahy (Mazda MX5) 15m 52s.



The welfare of the Luttrellstown clubhouse carpets was a priority again this year



The Doyle/Bradley Seicento was attacked by a delusional graffiti artist



Della O'Reilly & Alan Kane present a pretty pastoral picture, while fellow similarly Seicento mounted Leanne Carroll & David Byrne (top) and Elaine & Brian Kirwan prepare to plunge into the darkness



The Gaffney boys, Ted (L), with Karen, and Glyn, with Alan Doran



Avril Kennedy (L), Dawn Popham



Gordon Reilly & Ross Englishby



Padraig Farrell

Deirdre Gallagher does some sums



Brian Duggan & Ken Carmody



John Fraser & Michael Fitzsimons



Alan Barber



Niall Murphy & James O'Brien were well camouflaged in Luttrellstown

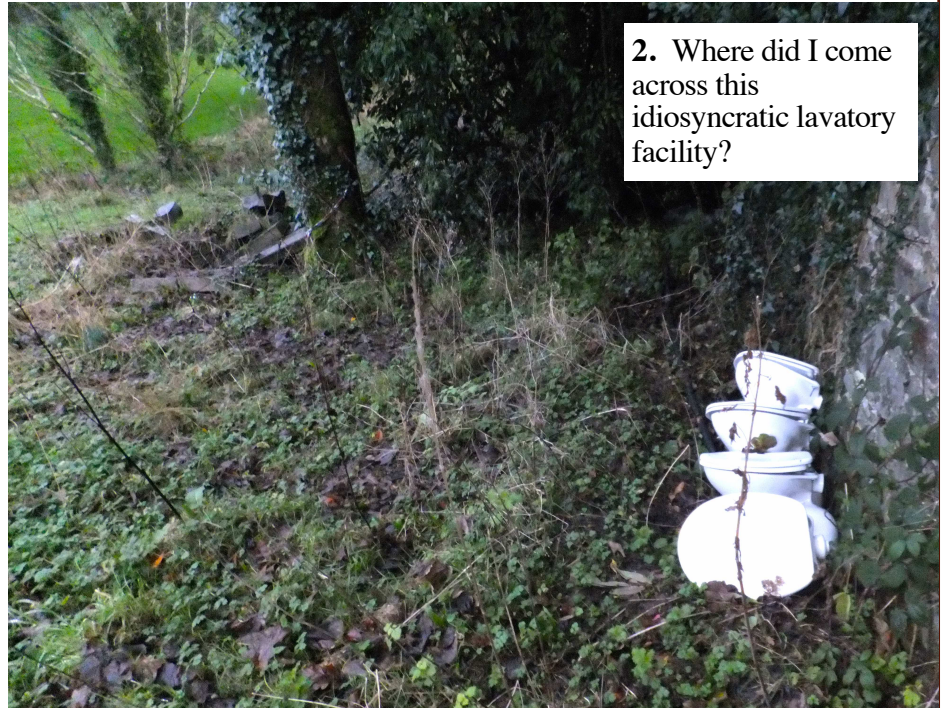
QUIZ

March Questions

2. In 1985 this man and Rodney McComb were responsible for a classic phenomenon. Who is he?



3. More shoes, whose?



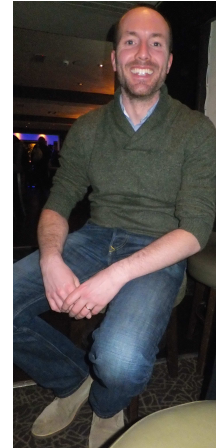
2. Where did I come across this idiosyncratic lavatory facility?

Responses to valianmcculloch@gmail.com

February Answers

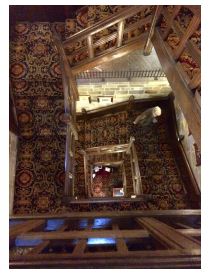


1. Who is this Hewison Champion?
Steven Ferguson



2 & 3. The shoes were worn by
The Editor & Dave Sheehan

4. Who is dealing with a wheel issue on St Stephen's Day?
Brian Kingston



5. Who is checking out how he got on at the rifle shooting before Christmas?
Philip O'Reilly



6. Who is the marshal having a last cup of coffee before braving the elements at the Dave Griffin MVAT?
Ian McCandless



7. Name the castle in which these photos were taken? Langley (Rally of the Tests)

SNIPPET

The piece below came my way via Ron Corry. Tony McCusker from Bangor, Co. Down [aged 86 and still going strong] is responsible.

The Ulster Automobile Club which was founded in early 1930 by Commodore C. A. R. Shillington and came alive again in the late 1940s. If I'm correct the first post war Circuit of Ireland took place in about 1951.

The club was maybe the only one in Northern Ireland where you did not have to state your religion on the entry form; it had the reputation of taking young know-alls like myself and turning them into safe rally drivers and to provide them with a respect for driving responsibly on the main roads. Members only had to have a love of cars and enjoy the club weekend events which were always a great success. We had hillclimbs, ordnance survey locations to find within a time frame, driving skills performed in a closed large car park or a quarry around bollards and in and out of garages and always keeping within the recommended average speed. All activities seemed to finish in a pub with a sandwich, some beer and a lot of talk.

The members were an heterogeneous bunch; there were two lords, directors of some of the largest local companies, medical profession and the three services. At the "lower" end we had pressed members like myself, whose family thought by making me join it would instil some discipline into my youthful reckless driving - they were correct. We did learn a number of things which remained with us all our lives. The main road was the most dangerous place to drive. On the other hand driving flat-out on a closed circuit was not. Anticipation and assiduous attention at all times saves lives.

It was in January 1951 that our President, the ubiquitous Commodore Shillington, announced that the first 1000 mile Circuit of Ireland was to take place over the five days of Easter. The euphoria ran through the club like your first kiss at the tennis club.

I had a well cared for MG TD which was souped-up, giving me a extra 15 mph, and, with advice, a sump plate was installed, plus an array of lamps, complete with guards, average speed indicator, stopwatch and clock, map holders, brandy holder and many other useful, and not so useful, items.

The long-awaited day arrived and on Good Friday at the appointed time at Harry Ferguson's Garage in the centre of Belfast the Commodore released the 270 hounds of hell to the main road; it was paradise on wheels. One car, having reached the outskirts of the City, hit a bus. One down, 269 to go.

The City of Armagh was our first call. After this we had to find four difficult locations in the countryside, losing another car to one big tractor making an "automatic pilot" exit from a field. Then a driving test at full speed; we just made it with the MG holding up very well. Cousin Patrick lost his glasses but he had spare ones.

It was dark when we crossed the Border into the Republic of Ireland and there were so many cars that the Customs men got tired so the usual assiduous check was not carried out. They made do with stamping our triptyques. As long as this was done any car with a displayed number was waved through.

No matter how much you plan there always seems to be unforeseen hitches to add to the challenge. Our first was to discover that the signposts were all written in Irish. Then into the wilds of County Monaghan with Devon-like roads and high hedges: very dangerous as passing was impossible. We were lucky and found the night-time control at 2:30 in the morning, at a small pub in the middle of nowhere. The pub, needless to say, was open for business. At the front door was a table with two hurricane lamps, manned by two timekeepers with a stopwatch and a gold hunter. Our card was stamped and we had a two-hour break, with some bacon sandwiches and a half shandy to sustain us for what was to come. Several teams argued about the club time being fast but got nowhere. *(Some things never change - Ed)*

We came to a road junction with five roads leading out. At the side of the road was parked the 3.5 litre Jaguar of Commodore Shillington. It had a rug on the bonnet with his picnic basket and he and his companion were sitting in comfortable chairs drinking champagne and smoking cigars. The man had style. We asked him for directions. He said he didn't know as he was only there for the fishing. Dawn approached as we arrived at the picturesque Slieve Bloom Mountains for a hill test which gave us a chance to see some of the other cars. I saw a DKW for the first time and a Jowett Jupiter. Then there was a beautiful 1938 BMW 2-litre open sports machine beside a magnificent 3.5-litre Jaguar coupé

dwarfing a little Dellow. There was an outstanding K2 Allard and lots of VW Beetles. I had to warn Patrick that the next challenge was very demanding. It was a six-mile speed trial downhill and it was going to test us all to the limit. Even professional rally drivers will tell you this type of event will separate the men from the boys. We were on the line to start so, with the card stamped, we were away. Within ten minutes we were gathering speed and gathering experience and learning all the way to the finish. The road surface was poor and the loose gravel made drifting a work of art. We covered the six miles in just under 15 minutes, finishing in a wood where we had to stop for a cigarette. Patrick spoke for the first time: "I will have to change my clothes in Killarney, but we did well"; which reminded me about the elephant who had a flea living in his ear and as they crossed a very dangerous wooden bridge the flea said, "we did that well".

The City of Waterford was the next stop. We did PR work by driving round bollards to the delight of the local people. This exercise prompts me to mention that the Irish police, the Garda Síochána [Guardians of the Peace], were most helpful during the whole event and we owe them a lot of thanks. The next venue was the town of Mallow and the event was to be held in the town square where I was most surprised to see a huge war memorial for WW1, forgetting Ireland was not a "nation" until 1922. The test here included a box with a square in it. You drove at speed into a garage on the left, then reversed into one opposite, then into the box where you had to turn the car and drive out. The secret was to drive in at full speed keeping up the revs pulling the handbrake hard and the car would spin around, then out to the line.

By this time we had been on the road for almost 24 hours so we were glad it was only a short run to the final check in Killarney, world famous for its lakes. As we negotiated a bad bend skid marks showed a hole in the hedge and about five feet from the bank was a rally car with its crew sitting on the roof having beer and sandwiches waiting for a tractor to rescue them.

Arthur S was at the bar enjoying a beer, "Thank God to see you; I have just had an earful from the two brothers with the red hair from Clones who were going to win with their almost new Mercedes, so drink up lads." Dinner was a feast to remember since we in the north were still on rations. The menu stated a starter of shrimp cocktail, smoked salmon or soup then 22oz porterhouse steak or sirloin or fillet, salmon trout, roast

beef or roast ham plus a mixed grill. I stopped at that point. My friend Arthur said that desserts were waiting in the ballroom with hundreds of pretty girls ready for the dance. It was a wonderful party; respect was foremost as the permissive society had not yet arrived. I'm sure phone numbers and false names were exchanged but fun was foremost. The barman was asked when did the bar close. He said "the local sergeant was on holiday" - good Irish answer.

Breakfast was on a grand scale but most settled for coffee and aspirin. The start was delayed by the Garda as the silver Gaelic Football Cup was missing from the bar. They searched the cars until a housemaid arrived in the car-park with it, having found it in Arthur's bed. He was arrested and it took the Commodore and a £50 surety cheque from me to attend court in six weeks time to get him released. He had used the Cup for his beer as he thought that the glasses were too small.

The well known "Ring of Kerry" was a peninsula with mountains in the middle and a boreen [little road] running along the coast. We were warned that this was full of sheep guarded by fearsome billy-goats which should not be approached. We had been given an average speed of 33 mph, easy? We were on the goat tracks, mountain roads, farm roads which were narrow and full of potholes and rocks. Several sumps were lost and a number of farmyards visited which were not on the map. At the top end of the peninsula we saw the famous Valentia Island where the first transatlantic cable to Newfoundland was laid in 1850 joining two great nations. The rally was difficult and tiring and towards the end we encountered a river which Patrick waded across with rolled-up trousers. As I crossed there was a farmer plus tractor who would pull you out for a £1. At last we hit the tarmac but heavy rain arrived at the same time. We were soaked when we arrived at the parc fermé. No one had been able to maintain the prescribed average speed.

Arthur drove a 2.5 Riley with great skill; his oil was Castrol R which resulted in that wonderfully evocative smell which everyone loved. In the bar again, he told us a good story. The chief timekeeper, Buster Graham, and two helpers had to start very early on the Sunday morning to be in place on the Ring of Kerry so it was dark when he put the car key in the lock but it wouldn't work. Lots of folk tried including a night-duty policeman. Buster said, "we must get there otherwise they cannot start". The Garda spoke, "the best you can do you can do is to break the front triangle window".

Buster nodded and the policeman's baton did the trick but then as Buster opened the door 'Oh my God, it's not my car'; his was further up the car-park. The guard vanished. Buster did report it and the lady car owner was very gracious - they were still together 46 years later.

There was an early start on Monday morning as it was 350/400 miles to the disused airfield in Co Down, the next main control. En route we had to face the nefarious hillclimb at Lisdoonvarna in Co Clare, the poorest county in Ireland where you often saw children on the road without shoes. We were 15 minutes out of Killarney when Patrick stopped the car. "We have to go back." "What for?" "I've left my hair dryer in my room." God almighty. It cost us an hour and I had to drive very hard to make up the time. We just made it. Bloody hair dryer.

We survived the hill and reached the City of Galway, parking in the main square, again for PR. When we were all present we were told that the great panjandrum, the Catholic Bishop of Galway was going to bless all the cars. This did not go down too well with some of the dyed-in-the-wool Ulster drivers but as Arthur said, at least it gave them an excuse if things went wrong. One rally car arrived at the timed finish checkpoint with just five minutes to spare. When they got their breath back they explained that they had stopped in a small village for petrol at two pumps outside a pub/shop. They told the young boy that they wanted eight gallons and would he check the oil. They had a wash and a couple of shandies but when they emerged he had only put in four. They then realised that he was using a hand pump to transfer the fuel up to a gallon container. When this was full, he pulled a lever and the juice went into the car. The boy was struggling so they took over the pump. He was then able to search for the oil cap which had rolled away when he was replenishing the oil. When it was time to pay they only had English money so, having negotiated an exchange rate, they stuck some notes on the pump and drove off at speed.

It was a long drive from Killarney to County Down via Donegal, up the west coast. It was picturesque with a beauty for which you had to be there to appreciate fully. We had a break before crossing the border again and enjoyed some more wonderful food. Arthur was again at the bar and we knew he had something to tell us.

"Well, the two brothers came 25th at the hillclimb and were very angry because when they parked in Galway and opened the boot they found two very large concrete kerbstones for which they had to get help to lift out. They went straight home in a huff." The whole bar was suitably amused. Now that he had everybody's attention, Arthur regaled us with a true story as told to him by the barman. In the 1930s a bank inspector on tour came to Kiltyclogher and walked into the bank. This was apparently empty yet there was money visible in the drawers. Music was coming from a back office and he peeked in only to see a poker school in progress. He went to the wall and pulled the alarm bell. Nothing happened until the front door opened to admit a barman from the pub with a tray of drinks.

Arthur continued, "Enjoy this rally lads as I believe this is just a trial run for the next one which will be very tough. Also, it is going to become a business and not a weekend of fun for us and the club." He was right.

A couple of years later the works teams of three cars plus service van did arrive. I was able to tell them that my boyhood friend, Paddy Hopkirk, had told me that he was entering next year in his VW. We all knew of his successes to date and that he was something special. His sister married my cousin but he would still blow me off the road in a rally. He won the COI at least 5 times.

We drove to the airfield tired weary but very happy and did three timed laps. One old Ford Prefect lost a wheel but no blood was evident. Then it was on to Bangor and the car-park opposite the Railway Station for the garage and box tests - the final challenge of the 1951 COI rally. I did another six Circuits, after which I lost the rally to the children.

SIC TRANSIT GLORIA MUNDI.



SNIPPETS

You may have noticed in the Tony McCusker article a reference to his MG TD being “souped-up” to increase the top speed by 15 mph. This got me to thinking and I thought it might be worthwhile working out what sort of power increase this might have necessitated. The bad news is that I decided to share my perusal with you. The typist suggests that your eyes will now start to glaze over and that by the end of the discourse you will be in a catatonic state so, if nothing else, it might be of some service to insomniacs.



The diagram represents the situation as Tony attempts to reach the top speed of the TD. As you can see the PUSH force (from the engine) is bigger than the DRAG force so the car will accelerate.

As the car’s speed increases the DRAG increases. This is intuitively obvious but what is maybe not so clear is by how much it increases. In fact, if the speed doubles, the DRAG quadruples and, if it trebles, the DRAG becomes nine times greater.

To make reaching a high speed even more difficult is the relationship, Power equals Force times Speed or, to put it another way, Force equals Power divided by Speed. This means that as you speed up, the PUSH gets smaller.

Overall then, it turns out that you don’t have to be going particularly quickly at all before PUSH = DRAG, at which point you have reached top speed.

Courtesy of Google, I discovered that the standard power output of a TD was about 58 bhp and it had a top speed of 77 mph.

Tony’s tuning was undertaken to increase the speed by 15 mph to 92 mph. This is a factor of 1.2. Taking our newly acquired PUSH/DRAG insight into consideration, this would have required the power to be increased, not to the obvious $58 \times 1.2 = 70$ bhp, but the considerably higher figure of $58 \times 1.2 \times 1.2 \times 1.2 =$ a whopping 100 bhp - a bigger engineering challenge than you might have anticipated for a relatively modest increase in top speed.

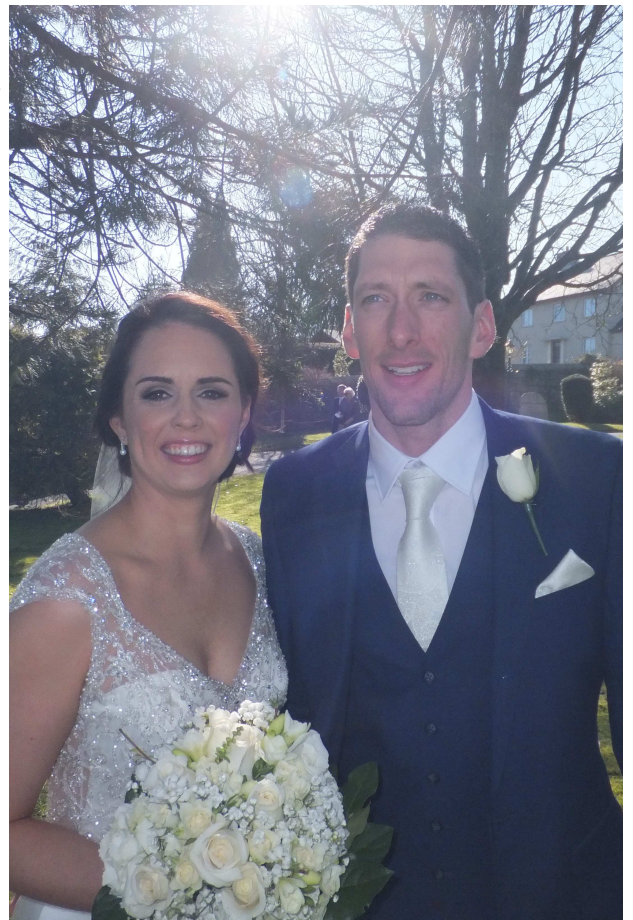
Sleep well. (typist)



Editor



There were two Spring weddings of interest to TDC



Richie Barnwall & Joanne Lombard

Nikki Doran & Denis Deegan

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The editor volunteered to do a stint on the MI stand on Sunday morning. I was positioned, for most of the time, adjacent to Eamonn Byrne's Autotest Mini. This attracted quite a bit of interest despite being less prominent and outnumbered by other disciplines represented on the stand. Lots of familiar faces were in evidence. Only some of these are pictured here. I was chatting so much (it's difficult to get a leopard to change its spots) that I barely had time to activate the shutter. Philip O'Reilly



Valerie & Paddy Lombard

did bring his camera along as well and he has produced a more considered selection of images for you to peruse.



Autocross autocrats/aristocrats (delete as you deem appropriate), Eoin Longworth (L) & Frank O'Connell



Art McCarrick (L) & Jimmy Cleary in proprietorial mode on the MI stand



The Quille boys - David, Syd & Austin (great to see the last looking so hale and hearty after his "turn")



Andy Hennessy poses in his Hillman Hunter service barge which he acquired to complement his gorgeous Hillman Imp





Clockwise from top left: Rory Power, The Ford Model T of Clive and, taking a rare seat in the back, Christopher Evans, Doug Richardson's 1071 Cooper S, Karen & Ted Gaffney, Eamonn's Mini



RESULTS

LAOIS RALLYSPORT CLUB AUTOTEST AT ROSENALLIS, CO LAOIS (ROUND 11 OF HEWISON TROPHY CHAMPIONSHIP): 7th February

- 1 Steven Ferguson (Mini Special) 729.9s,
- 2 Robin Lyons (Mini) 732.4s,
- 3 Eamonn Byrne (Mini) 734.3s,
- 4 David Thompson (Nova) 748.0s,
- 5 Guy Foster (Mini Special) 761.0s,
- 6 Timmy Lynch (Westfield) 765.9s,
- 7 Chris Grimes (Mini) 775.2s,
- 8 Darren Quille (Westfield) 776.4s,
- 9 Paddy Power (Mini Moke) 797.3s,
- 10 Ian White (Mini Special) 814.1s,
- 11 Liam Croston (Nova) 823.2s,
- 12 Tom Devaney (Westfield) 826.3s.

Class winners: Robin Lyons, Guy Foster, Timmy Lynch, David Thompson.

Best Semi-expert: James Mansfield (Mini) 911.5s.

Novice award: James Hogarty (Starlet) 1146.0s.

MOTOR ENTHUSIASTS' CLUB JENKINS CUP SPORTING TRIAL AT NEWTOWN BOSWELL, ASHFORD, CO WICKLOW: 6th February

- 1 Brian Conlon (Erskine-Honda) 6 marks,
- 2 Fergil Gregory (Erskine-Yamaha) 10m,
- 3 John Bolton (Grasshopper VW) 12m,
- 12 Gordon Graves (Erskine-Suzuki) 25m.

MIDLAND M C NAVIGATION TRIAL AT BALLINALEE, CO LONGFORD (ROUND 6 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP, ROUND 4 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP AND ROUND 5 OF MUNSTER CHAMPIONSHIP): 13th/14th February

- 1 Colin Duffy/Sam Johnston (Subaru Impreza) 0 marks,
 - 2 Martin Tynan/Fintan Clerkin (Subaru Impreza) 2m,
 - 3 Mickey Tynan/Ciaran Tynan (Subaru Impreza) 5m,
 - 4 Dermot Whelton/Mark McCarthy (Impreza) 23m,
 - 5 Pakie Duffy/Evin Hughes (Subaru Impreza) 24m,
 - 6 Andrew Stewart/Robert Howard (Peugeot 205) 26m,
 - 7 Keith McConnon/Micheal McCluskey (Impreza) 31m,
 - 8 Alan Shinnors/George Shinnors (Impreza) 30m,
 - 9 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 36m.
- Semi-experts:* 1 Keith McConnon/Micheal McCluskey,
- 2 Eoghan Corr/Ruaidhri Nash (Subaru Impreza) 62m.
- Beginners:* 3 Hugh McBrien/Patrick Corcoran (Subaru Impreza) 199m.

CO MONAGHAN M C AUTOTEST AT SWAN'S CROSS, CO MONAGHAN (ROUND 12 OF HEWISON TROPHY CHAMPIONSHIP): 14th February

- 1 Guy Foster (Mini Special) 562.3s,
- 2 Steven Ferguson (Mini Special) 579.3s,
- 3 Darren Quille (Westfield) 584.3s,
- 4 Ian White (Mini Special) 594.1s,
- 5 Chris Grimes (Mini) 599.1s,
- 6 Paul Fobister (Haigh Special) 603.1s,
- 7 Norman Ferguson (Mini) 609.4s,
- 8 Tom Devaney (Westfield) 637.3s,
- 9 Paul Phelan (Mini Special) 641.5s.

Class winners: Chris Grimes, Steven Ferguson, Darren Quille.

- Club members:* 1 Kieran McCarra (Starlet) 375.1s,
- 2 Martin Tynan (Starlet) 403.5s,
- 3 Damien Hagan (Starlet) 417.0s,
- 4 Declan Tynan (Starlet) 419.8s,
- 5 Ciaran Tynan (Daihatsu) 421.0s,
- 6 Damien Connolly (Mini Special) 427.6s.

MOTOR ENTHUSIASTS' CLUB FREEMAN CUP AUTOTEST AT MONDELLO PARK, CO KILDARE (ROUND 13 OF HEWISON TROPHY CHAMPIONSHIP): 21st February

- 1 Guy Foster (Mini Special) 635.9s,
- 2 Robin Lyons (Mini) 636.0s,
- 3 Eamonn Byrne (Mini) 640.3s,
- 4 Steven Ferguson (Mini Special) 643.5s,
- 5 Mark King (Nova) 654.1s,
- 6 Darren Quille (Westfield) 664.6s,
- 7 Ian White (Mini Special) 667.5s,
- 8 Paddy Power (Mini Moke) 674.4s,
- 9 Chris Grimes (Mini) 679.2s,
- 10 Timmy Lynch (Westfield) 691.0s,
- 11 Tom Devaney (Westfield) 697.2s,
- 12 Norman Ferguson (Mini) 703.5s.

Class winners: Robin Lyons, Steven Ferguson, Darren Quille, Mark King.

Best semi-expert: James Mansfield (Mini) 845.7s.

Best novice: James Hogarty (Starlet) 898.9s.

CO CAVAN M C NAVIGATION TRIAL AT MADABAWN, COOTEHILL, CO CAVAN (ROUND 7 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 5 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 27th/28th February

- 1 Pakie Duffy/Evin Hughes (Subaru Impreza) 37 marks,
 - 2 Mickey Tynan/Ciaran Tynan (Subaru Impreza) 39m,
 - 3 Martin Tynan/Fintan Clerkin (Subaru Impreza) 46m,
 - 4 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 49m,
 - 5 Eoghan Corr/Ruaidhri Nash (Subaru Impreza) 75m,
- Beginners:* 3 Hugh McBrien/Patrick Corcoran (Subaru Impreza) 290m.

LIMERICK M C AUTOTEST AT BARNA TRANSPORT, NEWCASTLE WEST (ROUND 1 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 6th March

- 1 Liam Croston (Nova) 522.8s,
- 2 Liam Cashman (Westfield) 556.5s,
- 3 Martin Walsh (Starlet Special) 577.7s,
- 4 Michael Cashman (Corsa) 584.8s,
- 5 James Mansfield (Mini) 587.5s,
- 6 Alan Clarke (Mini Special) 612.2s.

Class winners: James Mansfield, Alan Clarke, Martin Walsh, Liam Cashman, Stefan Walsh (Starlet) 667.0s, Michael Cashman, Brian O'Connell (Micra) 761.0s, Evan Maher (Micra) 911.1s.

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 1 OF PARTS FOR CARS NATIONAL CHAMPIONSHIP): SUPER FINAL: 6th March

- 1 John Kelly (Mitsubishi Lancer Evo 7) 4m 01.26s.
- 2 Thomas O'Rafferty (Ford Fiesta) 4m 05.71s,
- 3 Noel Greene (Mitsubishi Lancer Evo 9) 4m 06.77s,
- 4 Derek Tohill (Ford Fiesta Mk 7) 4m 09.98s,
- 5 Willie Coyne (Opel Corsa) 4m 10.18s,
- 6 Pearse Browne (BMW Compact) 4m 13.26s.

SUPERCAR A FINAL:

- 1 Derek Tohill (Ford Fiesta Mk 7) 3m 20.40s.

MODIFIED A FINAL:

- 1 Willie Coyne (Opel Corsa) 3m 33.24s,
- 2 Lloyd Spendlove (Lotus Exige) 3m 37.50s,
- 3 Pearse Browne (BMW Compact) 3m 38.46s,
- 4 Kieran Curran (Vauxhall Corsa) 3m 39.08s,
- 5 Chris Grimes (Vauxhall Nova) 3m 42.66s.

MODIFIED B FINAL:

- 1 Lloyd Spendlove (Lotus Exige) 3m 40.73s,
- 2 Brendan Coyne (Ford Fiesta) 3m 41.29s,
- 3 Peter McGarry (Peugeot 205) 3m 45.76s,
- 4 George Tohill (BMW Compact) 3m 47.34s.

STOCK HATCH 16 VALVE A FINAL:

- 1 Derek Lenehan (Citroen Saxo) 3m 43.96s.

FORD FIESTA A FINAL:

- 1 Dan McDonnell 4m 01.79s,
- 2 Dave Griffin 4m 03.89s,
- 3 Kevin Doran 4m 04.66s,
- 4 Hugh Grennan 4m 05.10s,
- 5 Brian Matthews 4m 08.03s,
- 6 Bernard Bradley 4m 16.78s.

CO MONAGHAN M C NAVIGATION TRIAL AT NEWBLISS, CO MONAGHAN (FINAL ROUND OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 12th/13th March

- 1 Derek Mackarel/Muireann Hayes (Impreza) 1 mark,
 - 2 Mickey Tynan/Ciaran Tynan (Impreza) 3m,
 - 3 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 9m,
 - 4 Pakie Duffy/Evin Hughes (Subaru Impreza) 11m,
 - 5 Peter Farrell/Shane Farrell (Subaru Impreza) 23m,
 - 6 Eoghan Corr/Ruaidhri Nash (Subaru Impreza) 34m.
- Beginners:* 1 Hugh McBrien/Patrick Corcoran (Subaru Impreza) 115m.

LEINSTER MOTOR CLUB HEALY CUP SPORTING TRIAL AT KILMURRAY, KILMACANOGUE, CO WICKLOW: 19th March

- 1 Fergil Gregory (Erskine-Yamaha) 3 marks,
- 6 Gordon Graves (Erskine-Suzuki) 5m.

2016 TDC Club Championship

The 2016 TDC Club Championship is being extended, to add Autosolos and Production Car Trials, to the Autotests that it's been known for in recent years.

Our events are known for their ease of access to occasional or new competitors, the friendly atmosphere and low entry costs.


It will be entirely feasible to use the same car for all three disciplines. Minimum age for drivers is 16 years old, one day licences will be available for most events and double-driving is encouraged. Most events are on Sundays and there will be awards for Beginners, Novices and Semi-Experts / Experts at each event as well as in the Championship itself. The Premier

Award at the Annual Prizegiving in January will, as before, be for the best Beginner.

The total number of qualifying events for the 2016 Championship will hopefully be 10, with the best 7 results to count.

Every effort will be made to ensure that Autotest venues are suitable for bespoke autotest cars.

Please help to spread the word and put the dates in your diary now! National and International Champions have started their journeys at TDC events like these.

Stephen 

Sun 10th April, Autosolo, Arklow

Sun 8th May, Production Car Trial, Location TBC

Sun 15th May, Autotest, Birr

Wed 22nd June (evening), Autotest (James Pringle), Sandyford

Wed 7th July (evening), Production Car Trial, Glencullen

Sun 7th August, Autotest, TBC

Sun 28th August (Provisional), Event TBC, Location TBC

Sun 16th October, Autotest, Location TBC

Sun 13th November, Autotest (Howard Wilde), Mondello

Mon 26th December, Autosolo, Gormanston





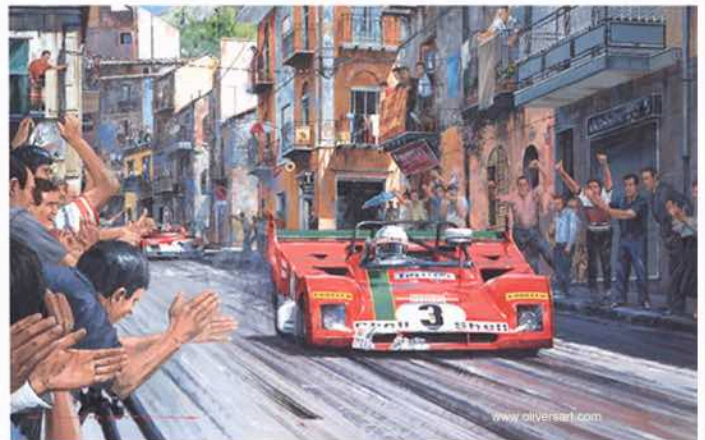
“MI News” is an initiative by MI to keep licence holders informed. Edited by Bernard Bradley this first issue is well worth a read - it will give the Turbine a run for its money. “MI News” will complement “The Bulletin” which will continue to be available online.



OCTOBER 29 - NOVEMBER 5 2016

We're making you an offer you can't refuse!

Re-live the magic of the greatest road race in history, the Targa Florio, on a six-night, two-centre holiday in Sicily this autumn.



For further details contact:

Dr. Beatty Crawford, 10 Governor's Gate Meadow,
Hillsborough, N. Ireland BT26 6FY
Tel. 0044 2892 092895 E-mail
dbeatty5@hotmail.com

Alan Tyndall, 58 Edentrillick Rd, Hillsborough, N.
Ireland BT26 6PG
Tel. 0044 7887 827150 E-mail alan@rpm-motorsport.com



Leo Nulty (R) conducts an American Preidency campaign-like debate at the RDS with, from left to right, Tom Heavey (Editor of Irish Vintage Scene), Myles O'Reilly, Bernadette Weir (IVVCC) & Bob Montgomery (RIAC)



TDC Survey

Your name: _____

Are you a member of TDC? ☐ Yes ☐ No If so for how long? _____

Do you receive regular emails from TDC including the turbine newsletter?
(If not please provide your email and we will add you to the mailing list) _____

Would you prefer to receive The Turbine newsletter by ☐ email or ☐ by post?
(If by post please write your address clearly) _____

Do you follow the TDC Facebook page? ☐ Yes ☐ No

Do you find the content engaging/ useful? ☐ Yes ☐ No

Would you attend social events organised by TDC? ☐ Yes ☐ No

Please tick the boxes below that would be of interest to you, purely as social/fun events?

- ☐ Karting nights
- ☐ 4x4 driving
- ☐ Clay Pigeon Shooting
- ☐ TDC Christmas party *(being considered if there is enough interest)*
- ☐ Buggy Racing
- ☐ Track days
- ☐ Charity Barn Dance
- ☐ Table quiz
- ☐ Treasure Hunt *(family oriented event with simple route maps)*

What would you like to see more of within TDC? _____

Anything you would like to see less of? _____

Any other comments? _____

Many thanks for your time

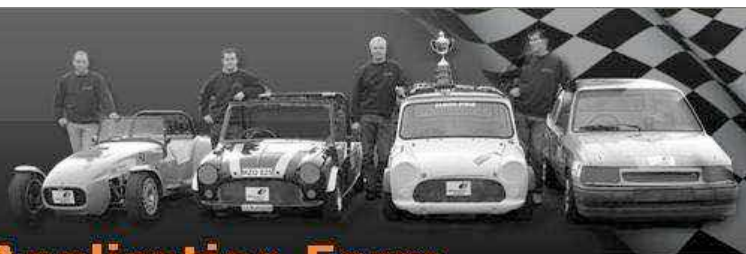
TDC Committee

www.tdcireland.com

**Please complete and return to any committee member or to
Philip O'Reilly, 23 Stepside Park, Enniskerry Road, Dublin 18**



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