

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

August 2016



John Whelan and Aoife Ryan join the warren of wordsmith worthies in this issue.



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Presidential Platitudes

A worrying trend this year has been the lack of support for the events run by the Club. There have been sufficient numbers to make them enjoyable and just about worth the effort in putting them on. Thank you to all of the people who make them possible and to those who enter early and often. There need to be more of this breed to encourage those involved in the organisation.

If there is anything we can do to make it more attractive for you to participate please let us know.

The Club Championship is ticking over nicely under the watchful eye of Stephen Briggs. See how you're doing on Pages 22 & 23.

The next event is almost upon us - Sunday next in HSS in Rathcoole. It is a few years since we have been here but it is a good venue.

Ed Holfeld has very generously allowed us to use his Arklow premises for a second time this year. We are running this visit on Sunday, 28th August as a MVAT. This will mean that passengers are allowed but one-day licences won't be available.

Frank



*What is the connection?
Find out on
Page 27*



What are these guys up to? Find out on Page 18

COVER PHOTOS

James Wilson and Peter Faulkner at Puddenhill snapped by Peter Boyd and Anne Doran respectively.

LETTERS

As I suspected it might be, the invitation to express an opinion in this forum proved to be as attractive a proposition as a suggestion for the Caption Competition. If you get an urge to put pen to paper (fingers to keyboard) the offer to make your feelings known remains.
valianmcculloch@gmail.com

RESULTS



1 David Crothers / Barbara Kane
(MX5) 25:27



2 Eamonn Byrne / Robert Dickson
(Starlet) 25:31



3 Trevor Ferguson / David McElroy
(MX5) 25:38



4 Allan Harryman / Suz Graham
(Toyota MR2) 25:40



5 Richard Meeke / Iain Meeke
(MX5) 25:50
6 Damien Mooney / Tony Anderson
(Saxo) 26:01



7 Mark Faulkner / Aly Coyle
(MX5) 26:28



8 Christopher Evans / Kevin Fagan
(MX5) 26:34



9 Philip O'Reilly - Tim Faulkner
(Starlet) 26:53

Peter Faulkner was the only other southerner to travel. He was accompanied by Anne Smyth. It was good to see her out and about again



Just one error can scupper your chances and so it proved for Christopher and Kevin - they were eighth. This was the day of the Woodside BBQ - hence the lack of Frank Lenehan. Great runs from Eamonn, Richard (accompanied by his brother, Iain who is an excellent sporting triallist) and Philip flew the flag (important in this part of the world).

The Woodside Group sponsored the event - keeping on the right side of the law.

It was good to see David Crothers winning - he is inclined to hide his light under a Bushmills bushel.



SNIPPET

CLUB Championship Leaders

Overall

Declan Furlong

Dave Meeke

Liam Cashman

Autotest

Frank Dwyer / Robert Lambert

Brian Kingston

Liam Cashman

Beginners

Novices

Experts/Semi-Experts

See Pages 22/23 for full tables

Pylons Punish Meeke & Wilson

The weather shone on JJ's Multi-Venue Autotest on Bank Holiday Sunday 5th June which attracted 31 starters - and finishers! A rather disappointing number given the huge amount of time and effort that has to be put into organising an event like this and that the vast majority of competitors profess to thoroughly enjoying it. Spread the word men!

JJ himself got the action underway at the first Test at Puddenhill Activity Centre which once again was available to the Club as event headquarters - heartfelt thanks to Finbarr Murray. JJ was



accompanied by his young daughter Grace who demonstrated extraordinary patience (or maybe that should be obedience) by doing exactly what she was told and sitting down quietly without a single moan, groan or complaint. The promise of a bag of popcorn might have helped but even when Puddenhill could only come up with Hunky Dory's she was still happy; how many other five year-olds would be as co-operative? What a star! *(Counting his and Barbara's children and grandchildren, with whom they are very "hands-on", Rob has had experience of 8 five year-olds, so he should know. Maybe one of the, at least, three to come will emulate Grace's example. - Ed)*



Among the experts Richard Meeke [seen here, in the centre, "walking" with Philip O'Reilly (L) and Damien Doran] scorched off the

on the test with Liam Cashman just 0.4 behind and Eamonn a leisurely (by his standards) further second back.

free run, he lost out at the end of the day to Eamonn Byrne for overall honours by just 3.9 seconds. James Wilson gave notice that he was determined to score a third win in a row on this event by posting fastest time



Liam, Eamonn & James

line to record a very fast time only to have five seconds added for clattering a pylon. This was to prove costly as, after an otherwise fault-

As to the semi-experts, old man Meeke put his nose just in front of Philip O'Reilly, Mick Kehoe and Owen Murray although Owen transpired to be suffering from



Dave Meeke, Mick, Owen

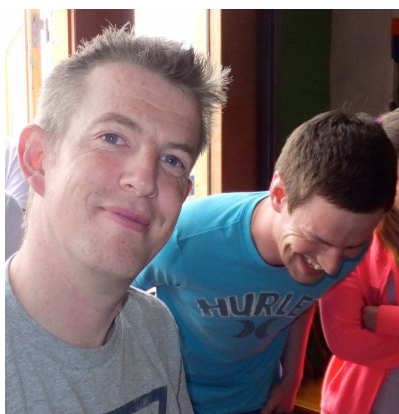
pylonitis as he had to add the first of five five-second penalties for abusing the test furniture.

In a rear wheel drive class which totally ignored competence and/or incompetence, committee stalwart Stephen Briggs' MX5 had the misfortune to suffer slight understeer which was sufficient to cause him to nudge a kerb with consequential derangement of a steering arm. Efforts to straighten it weren't entirely successful but, undaunted, he gamely carried on, the car turning left without any help from himself but requiring muscle



loads of help to turn right. (Sam seems to be finding the experience subsequently more painful than does Stephen.)

The Novice class was very close indeed, only two seconds or so covering the first four after the first test, the flyers being Mark and



Matthew Walsh, Paddy Corcoran and Robert Whelan. Matthew was fastest on the clock but was yet another to suffer a five second penalty for attacking a pylon. Father and son duo, Finbar and Luke O'Neill joined Stephen Briggs in having a bit of bother on this test, their problem being their exhaust parting company from the



Finbar



manifold just a few seconds after the start. The old adage of 'fail to prepare then prepare to fail' may have had something to do with it but they will surely have it well-sorted before their next outing.

After the morning session of seven tests Eamonn was leading the Expert class by just 0.8 seconds from Liam followed five seconds later by James and then a further five by Richard. The Semi class was as they were, old man Meeke stretching his lead to 3.8 seconds over Philip but Owen a long way back in third place due to recurrent attacks of the aforementioned pylonitis and Mick close on his heels. The Novices were more stretched out, some 25 seconds now covering Paddy, Matthew, Robert and Mark. Matthew suffered the indignity of a Fail on one test

without which he would have had a clear lead.

There were three amigos in the RWD class, Piers MacFheorais (L) and



Peter Faulkner running with Stephen Briggs, all in MX5s. Peter started autotesting in the swinging sixties and is short not of experience but rather of practice having had a long lay-off until recently re-emerging. This (or maybe advancing years) was evident in an embarrassing two Fails which left him lingering a long way behind Piers and only just in front of Stephen.

Stackallen Lawn Tennis Club was (again) the lunch halt where all those competitors, including Harold Hassard & Finian Reilly and officials



who were in need of sustenance and had time for it were able to obtain it.

After lunch the temperature got hotter and so did the competition over a further ten tests including three in a rather dusty Doherty's Quarry which were run twice.



James Mansfield eats dust

James Wilson upped the ante in his rapid Mini Cooper S with two fastest times in the first three afternoon tests in the Quarry but eventually it wasn't quite enough even if he hadn't taken out a pylon on each of the last two tests. He

The RWD amigos also maintained station with Piers taking the honours comfortably ahead of Peter who managed to remember his way around the remainder of the tests and stayed just ahead of (left steer only) Stephen.

RESULTS

- 1 Eamonn Byrne (Starlet) 870.3s,
- 2 Richard Meeke (Starlet) 873.9s,
- 3 Liam Cashman (Starlet) 880.7s,
- 4 James Wilson (Mini) 885.1s,
- 5 Frank Lenehan (Starlet) 893.8s,
- 6 Damien Doran (Starlet) 896.1s,
- 7 David Meeke (Starlet) 924.2s,
- 8 Philip O'Reilly (Starlet) 927.2s,
- 9 John Nolan (Starlet) 931.0s,
- 10 Piers MacFheorais (Mazda MX5) 946.8s.

Class winners: James Wilson, Richard Meeke, David Meeke, Paddy Corcoran (Starlet) 999.6s, Piers MacFheorais.



finished fourth a little over four seconds behind Cashbox who was seven seconds down on young man Meeke in second – and still thinking about that pylon on the first test. A steady and fault free run by Eamonn earned him yet another trophy for his collection (his attic is surely on the point of collapse by now??).

The Semi's carried on exactly as they did in the morning, the elder Meeke and Philip being separated by a scant 0.8 of a second over the ten tests. Owen continued to splinter pylons; indeed, if there were another test or two Mick Kehoe in his well prepared 206 would probably have overtaken him.

The Novice battle was even closer albeit the order stayed the same, Paddy Corcoran edging out Matthew Walsh to win the class by a meagre 0.4s and Robert Whelan claiming third by an almost as meagre 0.9 ahead of Mark Walsh. Next time Matthew!

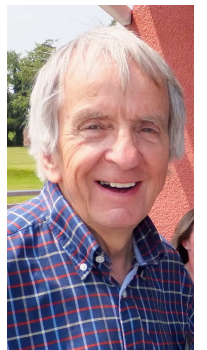
Results were produced with the usual promptness and efficiency by PP (shortly to rival Methusela for longevity) ably assisted by the Ed. Thanks men.

Thanks also to all of the property owners without whose generosity the event simply could not take place, JJ for keeping the owners onside, organising the test sites and continuing to lend his name to the event (even if he wasn't asked), the hard working committee members (you know who you are) for driving the route, preparing and printing road books, test diagrams etc., delivering the requisite number of pylons and other 'furniture' to the various test sites, setting up the tests and the myriad of other things that have to be attended to so that the event can actually happen and of course the marshals. Finally, the competitors – we'd really like to see more of you!!

ARBY



Dave O'Neill had to endure another of his mandatory lessons with Rocket Ronnie Griffin. Maybe Dave should try the other Rocket Ron (Mullan) next time. It would be quieter.



Helen Caulfield



TDC Turbine



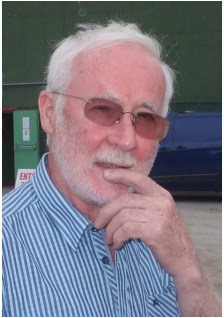
*Ciarán Nutty and Robert Bolton.
Is Rob having a flashback to when he
used to hide in the bushes to have a
smoke?*



Breen & Colin Sheridan



Declan Furlong & Paul Drummy



*As befits his
philisophical
tendencies, Frank
Lenahan adopts a
pose reminiscent of
Socrates*



Ken Fleming, John Whelan, Malcolm McQueen, Karl Grehan, Paddy Lombard



*Damien Phillips & James Doran
observe from the ditch*



*I think their lunch has come between Aoife Ryan
& John Nolan*



Brian Grady, Shane Rabbitt



Judy Lambert



*A fluorescent quartet - Tim Faulkner, Linda Dempsey, John McAssey,
Ciarán Freaney*



Mattie & Maurice McMonagle

SNIPPET

Remaining Club Championship Rounds

Sun 7th August, Autotest, HSS Rathcoole
Sun 28th August MVAT, Holfeld's, Arklow
Sun 16th October, Autotest, Location TBC
Sun 13th November, Autotest (Howard Wilde), Mondello,
Mon 26th December, Autosolo, Gormanston

Well, I was asked to do a quick blog on our (me and son, Robert) first adventure to Northern Ireland for a multi-venue autotest. *(I'm not sure what a blog is but what follows is just the sort of piece that is appropriate for the Turbine - does that mean that all Turbine articles are blogs? - Ed.)*

This is my first blog, and also my first time as a navigator in a MVAT. We took off at 5.00 a.m. on Saturday morning, arriving at 7.15 a.m. Some local competitors were already there and made us feel welcome. Rodney McCready in his



MX5 had a new navigator. His wife, Shiralee, who is his usual passenger was unavailable. He explained matters to us and what we could expect during the day.

Scrutineering went smoothly, especially when he realised that we had driven from Dublin and, indeed, would be driving home in the car when we had finished. His comment to us was, "Well, if you drove her here and you're driving back after the event it must be fine!!" He still checked everything, including our Spill Kit which is only required in the North.

Then it was off to "sign-on" *(with Mark King in control)*. No



problems here either, bar handing over the monies for the entry - I always find this bit hard!

The paperwork came in a big envelope that included breakfast vouchers. We headed for the dining room and got maximum value out of these - I was now feeling better.



Robert at breakfast

The entry was divided in two with the first 25, nearly all in MX5s, doing three laps of the Moneymore loop of four tests in the morning. The rest of us did the Tullyhogue loop. (In the afternoon, we swapped around.)

After a drivers' briefing we headed off (not very far) to the first test. We were seeded nearly last so had lots of time to watch others doing the test, as well as walking it ourselves (We were only allowed to walk the tests on the first lap). Robert remarked to me that after pylon D it looked a bit dodgy around a "square", which had a big bump on entry if you cut! He had no sooner said it when a Saxo came flying into the yard, duly cut the entry and confirmed Robert's "Big Bang Theory" - broken steering and half-shaft was the result. We got through with no penalties, which was a good start.

There were very tricky conditions on Test 2, with "farm yard debris" but we had no problems there either, our 5-door Starlet



obeying all of Rob's inputs and, again, no penalties.

The third test had a "free turn" written on the diagram. Rob duly obliged by heading into an open field at 50 mph. We then dug up some grass for 3-4 seconds before getting back out again. I said to Rob that next time he should handbrake it at the gate. "Are you sure we'll fit?" Rob answered. "Of course, no problem," was my reply. Next lap, as we approach the "free turn", Rob pulls the handbrake just at the gate, we hit the marker and end up facing another gate - this one closed. Rob reverses away from same and says, "I told you we wouldn't make it" - he was right! 10 seconds down the tubes.

We had our first penalty on Test 4, hitting a marker with my door mirror - basic error. Make note to myself - "Close mirror prior to test start, lol" We also lost reverse gear, 5-7 seconds lost. It didn't break, it just went missing. We relocated it for the next test.

We went back to the Glenavon House Hotel for a short



Eamonn Byrne and John exchange pleasantries

break before setting off to the afternoon loop.

The first one was very tough but we had a clean run - no hassles. I was getting used to being a navigator now, though my judgment couldn't always be relied upon. Telling Rob to "cut" after pylon D resulted in an "up on two wheels" moment when he was foolish enough to do what I suggested.

Second test not bad - "mirrors in".

Third one, another “free turn”. This time I kept my mouth shut. Rob went in in third gear, then back to first, handbrake and around we went before we came out again - how I'll never know. This was a tricky test and we managed the same again, second time through. Third time we blotted our copy book when we hit a pylon.

The final test was a bit tight but we did OK.

What a day! Excellent event, very well organised and everyone so friendly and helpful - great crack, competitive, relatively cheap. Definitely a good day out.

Until next time it's No. 51 signing out. Well done Robert, despite me being navigator!

John



number of cars in the car park. We headed into the hotel for sign-on and then made our way to the dining room with our vouchers for a free breakfast feed - not a bad start to the day at all!

There was an impressive crowd at the briefing given by Eric Patterson and you could tell that the competitors were eager to get started on the 24 tests which had been lined up for them. The drivers were split into two groups. Each group would do three laps of four tests in the morning at different locations, then swap after lunch and do the other twelve in the afternoon. This system was very effective.

We were the sixth car starting in our group and our first test was at Loughry. We stayed in convoy with Harold Hassard and Ron Mullen (L)



- seen here enjoying some fine dining - between each test site for

We arrived at the Glenavon Hotel at 8am where there was already a small



the day as they were more familiar with the territory and so made life a little easier for me!

John and I walked each test together but we still made a few slips during the morning session. We

got a penalty on our third test at McCrea's farm. Then we hit a bit more bad luck at Test 1 second time around when we just clipped the last pylon. Worse was to follow when we were informed that we had also circled a pylon the wrong way around - a fail. There was no point appealing as Peter Boyd had photographic evidence of the error. Needless to say that was our worst test of the day but we shook off the disappointment and headed off to the next challenge - onwards and upwards as they say! Everything went very smoothly until our third attempt at the Bigger's Farm test. We started going the wrong side of a pylon. I immediately shouted at John and he quickly corrected himself. After making the mistake I could sense that John was a little frustrated and to make up some time was a bit more aggressive on the throttle. As a result of this the next thing I remember was looking out the side window with the wall of a house heading for us at speed. (*A good example of relative velocity - Ed.*) John reacted just in the nick of time and manoeuvred the car away from the wall for a lucky escape. We finished the test with sighs of relief and smiles on our faces with the only loss being a few seconds, it could have been a lot worse!

After the morning, we had a quick stop-off at the Glenavon Hotel where we grabbed some lunch to recharge the batteries before tackling the afternoon tests. By this stage I had realised that just because you have done the test once doesn't mean that mistakes aren't still possible, so I decided to call out every single instruction to John for the remaining twelve tests. This seemed to pay off as we didn't make any mistakes in the afternoon and we progressed nicely through the rest of the tests. (*"Progressed nicely" is an interesting description of John on a*

test - I suspect that the progress was rather more exciting than “nicely” implies - Ed.) I really enjoyed the navigational aspect of the tests and felt that I got better as the day went on. By the end, I feel we were working really well together. This was the first time I had seen pylons with letters. I found it very helpful finding my way around the tests.

Our error-free afternoon saw us finish the day on a positive note. Unfortunately, we couldn't stick around to wait for the results even though we were anxious to know how we had done. We had to be back in Dublin for a prior engagement. Later that evening Harold Hassard forwarded us the results and we were very pleased to learn that we were ninth overall and second in class.

The notorious (*interesting choice of adjective - Ed.*) Eamonn Byrne got the top spot even though he broke a driveshaft and failed two tests mid-way through the afternoon.* He managed to get the car sorted and back out on the road to win overall, which meant that, by default, John and I got awarded with first in class and later received beautiful glass plaques.

This was a fast-paced, fun packed, adrenalin fuelled day which I thoroughly enjoyed and will definitely be doing this event again, possibly as the driver next time!

Aoife



**You may wonder how breaking a driveshaft resulted in two fails. Well, the first was on the test on which the failure occurred but the second was a disappointing minus on an otherwise positive day. After completing his repairs and getting going again, Eamonn was deemed to have arrived too late at the next test. This was on the second lap and the*



test officials were in situ. The check sheet had been collected which was interpreted as test closure. The arbitrary nature of this occurrence defies logic and it took a bit of gloss off this excellent event.

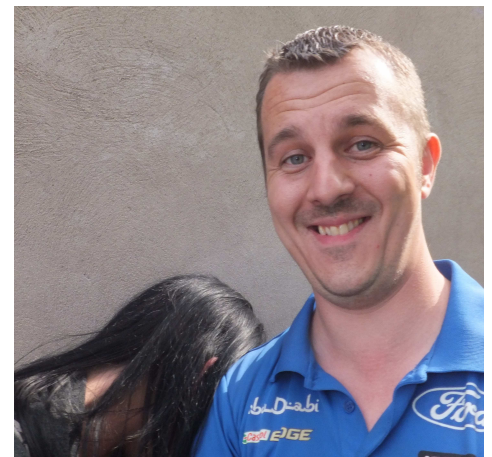
If one wanted to be fussy, I suspect that the “blue book” would suggest that, being a MVAT, any time constraints are advisory. It is not a rally.

Being involved in the running of events I can understand the desire to keep everything moving smartly. However, I like to think that I am conscious that events are primarily for the competitors and that their enjoyment should not be compromised by perceived organisational imperatives - Grumpy Old Ed.

RESULTS

1. Eamonn Byrne/Ken Irwin (Starlet) 1641.1
2. David Crothers/Barbara Kane (MX5) 1649.6
3. Robert Woodside Jnr/Scott McBurney (MX5) 1652.8
4. Mark Faulkner/Maureen Shields (MX5) 1654.8
5. Norman Ferguson/Brendan Mooney (Mini) 1661.3
6. Piers Mac Fheorais/Ian McCulloch (MX5) 1688.9
7. Trevor Ferguson/Rhiannon

8. James Mansfield/Adele McKenna (Mini) 1710.2
 9. Noel Cochrane/Trevor Reid (Midget) 1721.5
 10. John Nolan/Aoife Ryan (Starlet) 1722.9
- Class winners: Norman Ferguson/Brendan Mooney, John Nolan/Aoife Ryan, Harold Hassard/Melissa Donaldson (Sunny) 1731.5, David Crothers/Barbara Kane, Darren Fleck/Gary Wilson (BMW) 1742.8*



David Crothers and a camera-shy Barbara Kane - I caught her unawares later.

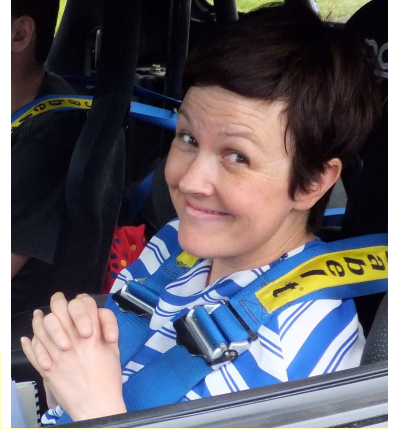
TDC Turbine



Scott McBurney unsuccessfully trying to fend me off & Robert Woodside (Jnr)



Mark Faulkner suffered a little panel damage. (Do guys in the business drive in a particularly cavalier fashion?) Maureen Shields looks remarkably stoical. Needless to say the impact was on the passenger side



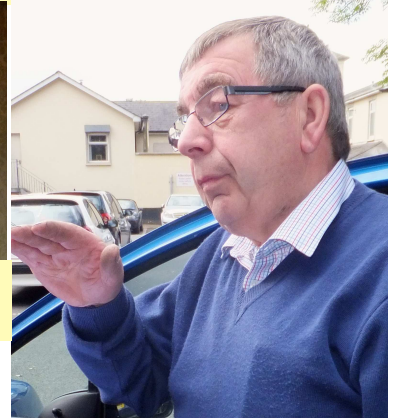
Tim Faulkner uses his breakfast-time to good effect



Milton McWilliams has spotted something



Frank Lenehan, Clifford Auld, Brendan Mooney



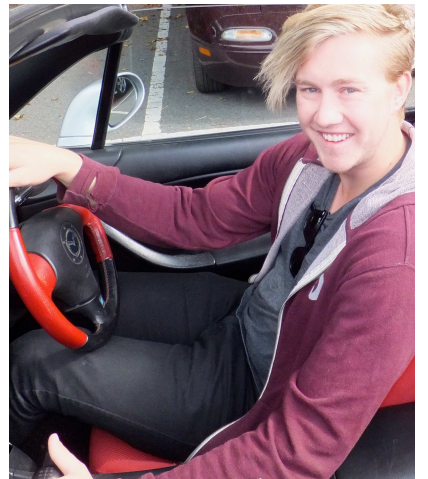
Norman Ferguson looks uncharacteristically serious



Noel Cochrane & Trevor Reid



I presume Mark King isn't driving with his eyes closed and it is just a "trick of the camera".



Simon Brien lets Jack drive the 50 m from where the car is parked to the start control.



The editor gets some exercise



James Mansfield & Adele McKenna

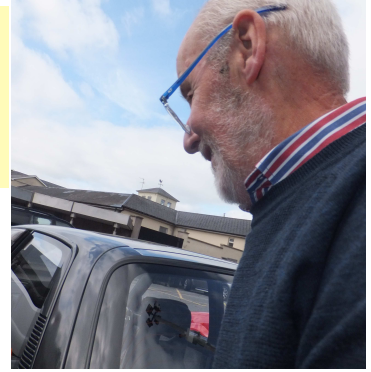


Trevor & Rhiannon Ferguson



Piers Mac Fheorais & Ian McCulloch

Ken Irwin readies himself for his white-knuckle ride to the top of the podium



Darren Fleck & Gary Wilson



TDC James Pringle Club Autotest

22nd June

Summer in the City. For TDC, that means the Stepside Autotest, based in the ever convenient location of Frank Lenehan's home and farm in Sandyford, South Dublin. The novelty of this event is that it takes place mid-week on a Wednesday evening with tests starting from around 5pm. I've been coming to spectate at this event for a good few years now. I think my imagination was first captured by Simon Echlin. He looked like he had come from some high-powered meeting at the office. He then hopped into his Westfield in his shirt and slacks and proceeded to absolutely nail the tests in spectacular style. Is there a better way to wind down after a stressful days work? I think not.



as well as Karen Gaffney making a good showing of themselves in the

and enjoy the opportunity to pass on the benefit of their experience (whether you want it or not!).

In fairness to Frank and his son, Derek, who also uses the facilities, they host a great event. Mark FitzSimon took a great photo of Derek's trucks parked up along the Sandyford road to clear the yards so that we could play. *(Almost as entertaining as Simon Echlin is*



Beginner class this year. It's a great environment to learn in, with a mix of surfaces from loose gravel to grippy concrete and mossy tarmac. Of course, there's always plenty of advice on hand from the gathering of enthusiasts that turn up. Many of these are from "the good old days"

watching Derek put the trucks back into the yards as he reverses them into position within a few centimetres of each other and any adjacent walls/furniture. What makes it more impressive is that some of them are LHD which he manoeuvres just as competently as the RHD units - Ed.)

It was at this very venue a few years ago that I competed in my first motorsport event in a treble-driven Mick Kehoe Motorsport Starlet. I can still remember the trembling nerves and the sheer adrenaline of launching myself in to the unknown. With that in mind, it was great to see Robert & Judy Lambert

The highlight of the event (and perhaps the season) is what I'm calling 'Frank's Throw'. That fast throw in the upper yard, with nothing but a large stone wall looming large if you get it badly wrong. It's that wall, and everyone watching, that can make you think twice, baulk, hit the brake pedal and throw early to be safe. But to be quick you need to put that wall in the back of your mind and, of course, Frank is first to show us how it's done properly. With the car pointing in the right direction as he came bouncing off the gravel, engine screaming, wheels flailing – perhaps resisting the temptation for the brake pedal - he goes in deep, flicks the wheel and spectacularly yanks the handbrake with an 'ooh' and an 'aah' from the crowd as the rear locks and skates over the metal drain. The car pirouettes on itself neatly and perfectly in to the box, narrowly avoiding the wall, critical damage and certain mortification in front of the crowds. Bravo sir!

I was delighted to see such a prestigious award as the James Pringle Memorial Trophy (seen here



being photographed for posterity by the editor under the supervision of a morose Paul Phelan & Eamonn King)

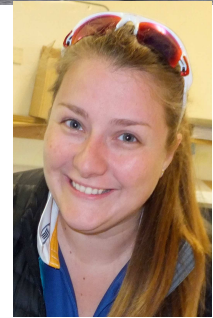


up for grabs in the Novice class this year. This clearly motivated Owen Murray more than everyone else, as he was absolutely on fire from the get-go, I watched him torching his Starlet through a

few tests late in the evening and the expression “driving out of your skin” came to mind, absolute commitment, expert timing and pinpoint accuracy. Isn't that truly the essence of autotesting? I can't think of a more deserving victor than Owen, beating many experts on his way to getting his name on the trophy. The Starlet, his faithful horse, got him to the finish line despite the trio of jockeys caning it all evening long. However, it sadly cried enough at the end of the night with a suspected broken drive shaft (an admirable death by all accounts), but not before Robert Lambert



claimed first place in the Beginners category. Driver number three, Judy Lambert, won the Ladies prize.



(I was also pleased for Owen. It wouldn't really be fair to accuse him of being mechanically sympathetic and I suspect he has been giving Judy tutorials as she seems to be turning out to be similarly inclined. Ironically, it was when her dad, Robert, the most compassionate of the three, was driving, that the car cried “enough” on its last test - Ed.)

Finally, congratulations to Eddie Peterson in his Mini who had a



spectacular drive on route to first in the Expert class and best time overall.

Roll on next year!

Brian



RESULTS

1 Eddie Peterson (Mini)	400.3s
2 Liam Cashman (Starlet)	418.1s
3 Alan Auerbach (Starlet)	428.9s
4 John Nolan (Starlet)	430.0s
5 Frank Lenehan (Starlet)	433.7s
6 Piers MacFheorais (MX5)	436.6s
<i>Class winners: Novices Owen Murray (Starlet) 438.2s, Beginners Robert Lambert 633.0s, Ladies Judy Lambert 638.3s</i>	



Alan Auerbach, Robert & John Whelan



Liam & Frank compare notes



John



Piers

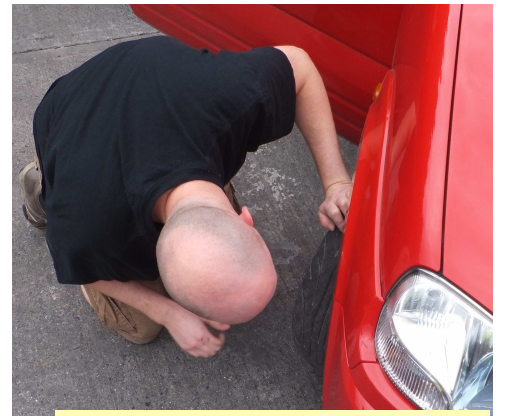
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Frank
Fennell



Jay Donegan



Your scribe on the spot, Brian Kingston indulges in what I suspect might be a bit of tyre/wheel fetish.

Is C-o-C, Larry Mooney hiding his light under a bushel?



Eve Phillips recovers from her BBQing duties



Mark
FitzSimon



Kate Phillips confirms that the Hot Dogs are "finger lickin' good"



Jason Griffin, Ciarán Nutty, Ted Gaffney



Peter Lynch, Mick Kehoe, Mark Doran



Mark
O'Neill



It looks like Michael Cullen is practising for a round of "Pitch & Putt" after the autotest.



Aoife
Ryan &
Jim
Nolan



Stephen
Briggs



Cathal O'Carroll double-drove with Maurice McMonagle

TDC Turbine



Larry lays down the law at the briefing



Joe Doran, Finbar O'Neill



*Mattie McMonagle (L),
Brendan McCoy*



*Philip O'Reilly in the Andrew
O'Donohoe Mini, which the more eagle-
eyed among you might have spotted as an
extra in the film "Sing Street".*



James Mansfield

TOC Targa Rally

9th July

RESULTS

1 Christopher Evans / Kevin Fagan (MX5) 21:54

2 Robert Woodside / Bruce Drummond (MX5) 22:02



*It would
appear that the
playing field
was pretty level
and no, they
weren't double
driving and
changing the
number plates.*



TDC Turbine

3 Eamonn Byrne / Joanna Lenehan
(Starlet) 22:31



5 Trevor Ferguson / David McElroy
(MX5) 22:37



7 Norman Ferguson / Damien Mooney (106) 22:52



4 David Crothers / Barbara Kane
(MX5) 22:31



6 Allan Harryman / Suz Graham
(Toyota MR2) 22:40



8 Dermot Carnegie / Mark FitzSimon (Escort) 22:53



The epic tussle for top spot was such that Christopher and Robert ended up half a minute ahead of the rest of the field with the former prevailing.

Southern representation was sparser than usual but those that went acquitted themselves well.

Frank Lenehan had not paid enough attention to the dates given to him by Joanna and ended up on holidays touring the Scottish Isles.

The battle for eighth place between two of our younger committee members (they're both in their early twenties - I can hardly remember back that far - even if I could I wonder would I want to) was resolved by a massive four seconds in favour of Richard Meeke, who had Alex Lyons alongside, over Philip O'Reilly, partnered by Tim Faulkner.



Thank you to Leslie McMullan for all of these images

August Crossword

Across

1 This manufacturer produces a model with two names - one suggests it is fast, the other that it might be flammable (6)

1		2			3
4	5		6		
7					

4 Chauffeur of Felix and type of pin (6)

7 Early 50s Ferrari GP driver, first name Alberto (6)

Down

1 The higher this is, the more expensive is the car. (4)

2 Element used in galvanising (2)

3 Synonym for mass (7)

5 Spanish Motorcycle Trials bike ridden most effectively by Mick Andrews in the early 70s (4)

6 Variety of mass transit (4)

June Solution

T	R	E	V	O	R
O		T			O
N					S
S	C	A	R	A	B
	O		O		E
D	R	A	P	E	R
	D		E		G

Another brilliant event run by the Birr Club. The entry list was fuller than ever, demonstrating that they continue to improve and add to the appeal of their events.



This year it was better again, with new locations adding to the variety and interest. Like last year, the groups were split and sent to different test sites to ensure no long queues or delays and the distances between tests remained very short.

My day started in the group with cars 1 to 17 at Test 1 & 2 (to be repeated twice) located across the motorway from the HQ. Test 1 & 2 was a slippery grass field and Test 3 & 4 was quite the opposite, being a grippy long tarmac road. I chose to run the road test first with the hope of giving more time for the field to dry. The test may have been difficult to walk once it got going but I really liked it, especially given that this year there was a more generous distance between the pylons on the two chicanes. We were second fastest to Richard Meeke, who was double-



driving with his not-so-brisk dad, Dave, on both runs and being happy with this attempt decided to queue up again for the repeat and allow further time for the field to dry. That decision turned out to be a mistake - five minutes before we lined up to do the field test the heavens opened and turned it into a slippery, sodden, mucky mess. By the time we completed the second run I figured we

had lost over 20 seconds to most of the others in the group. So, on up the road we went to Test 5 & 6 after adding some air to the rear tyres.

Forgot to mention - my sister, Dara, agreed to navigate for the second time (her first outing was at the Connacht MVAT), determined to get the better of her nerves. Given that most of the tests were likely to be less than grippy, I figured that any acceleration deficit would be more than compensated for by the additional traction advantage. As can be seen in the photos of the event, there were a lot more smiles than last time.

Test 5 & 6 was in a small industrial complex with a small main road off which there were narrow entrances to the separate units. They were quite tight, with not much margin for error. I decided that I could do better here without my navigator on-board so I sent Dara off to record some action with the camcorder. Another disaster ensued when, halfway through the first run, the gear lever snapped off in my hand, and I ended up spending large chunks of time trying desperately to find reverse with the 20 mm or so stub that remained. This gear lever had broken previously at the Mondello MVAT in January, but not in the same place. So out came a roll of insulating tape and a wheel brace handle. Using half of the roll of tape I managed to bridge the gap between the gear lever and the much larger diameter wheel brace. Needless to say, it didn't make for a precise shift and made getting reverse a bit of a lottery. I had a "fail" on the repeat of the test when I went the wrong side of a pylon after completing the first manoeuvre. I was quite distracted at the time by literally trying to get a handle on the gear lever...

I decided that, from then on, I would forget about trying for a good result and do a bit of showboating. The remaining tests were mostly loose with a good dose of slippery stuff and where possible I had a go at throwing onto the lines thus avoiding the need to select reverse. Having put

our woes behind us we were back up to maximum fun before returning to HQ for lunch after Test 9 & 10. At this stage, Richard Meeke, last year's winner, was leading Frank Lenehan



by 11 seconds with John McAssey in



his shiny new red €150 Starlet six seconds further back in third.

Following a leisurely lunch, we headed to Test 11 & 12, most of which involved circling a large HGV trailer and shed. I recalled this test from last year and it was still very bumpy and slippery, especially around the cattle shed. This was followed by a nice open loose test (13 & 14), christened the W124 test by the assembled drivers, as there were two tidy if dirty W124 Mercedes we had to drive around. John McAssey was fastest on this test, showing that "neat and tidy" was the way to extract the best time from a loose surface test. John turned out to be fastest on the remaining four tests of the day but missed out on the overall win to Richard Meeke by less than four seconds. Third place was taken by Frank Lenehan followed by Ronnie Griffin, John Nolan and Philip O'Reilly. We finished in 10th, which wasn't such a bad result in the end.



Ronnie also provided guidance for Dave O'Neill

All in all, we really enjoyed the day and it definitely remains on my list of "must do" events.

Piers



RESULTS

- 1 Richard Meeke (Starlet) 1003.8s,
- 2 John McAssey (Starlet) 1007.4s,
- 3 Frank Lenehan (Starlet) 1018.4s,
- 4 Ronnie Griffin (Starlet) 1038.4s,
- 5 John Nolan (Starlet) 1046.6s,
- 6 Philip O'Reilly (Starlet) 1069.0s,
- 7 Brian Kingston (Ignis) 1078.9s,



John let Aoife (Ryan) have a turn.



- 8 Gary Egan (Starlet) 1090.0s,



Philip O'Reilly had a deleterious deviation from the intended route



- 9 David Meeke (Starlet) 1098.8s,
 - 10 Declan Donohoe (Starlet) 1106.8s.
- Class winners: Frank Lenehan, John McAssey, Piers MacFheorais (Mazda MX5) 1114.5s, Gary Egan.*



Mark & Matthew Walsh take different lines



Trish Denning who double-drove with Joe Downey was the fastest lady.



Billy White & Ruaidhrí Nash perambulate



SNIPPET

Philip O'Reilly (in the pink shirt) made his navigating debut on the IVVCC Gordon Bennett Rally at the beginning of June in the Michael Cotter (checking the packed lunch) Blower Bentley. He gave a good account of himself until supercharger trouble forced their withdrawal. Peter Lynch had been a passenger (isn't he always?) in the morning but had a stint in the driving seat after lunch. It is definitely a coincidence that the car began to misbehave while Peter was behind the wheel.

There was a serious breach of etiquette at the end of this event when the overall winner omitted to thank the landowner in his traditional “few words”. His omission was definitely excusable on this occasion as, of course, the victor was Frank Lenehan and he is the landowner! There is a familiar look about the others at the top of the results order. These guys seem to be just as accurate and capable when driving slowly as well as quickly.



Richard Meeke is chaperoned by Tim Faulkner as he runs the gauntlet of Luke Kiernan, Ronnie Griffin, Stephen Kiernan & Rob Bolton

RESULTS

1 Frank Lenehan	(Mini)	20
2 Richard Meeke	(Starlet)	20
3 John McAssey	(Starlet)	23
4 Liam Cashman	(Starlet)	23
5 Kevin O'Rourke	(Starlet)	25
6 Robert Whelan	(Starlet)	25
7 Dave Meeke	(Starlet)	28
8 Mick Kehoe	(206)	30
9 Mark Walsh	(Starlet)	33
10 James Driver	(Sunny)	37

Class Winners:

Piers MacFheorais	(MX5)	9
Alan Auerbach	(MGZR)	76
Trish Wojnar	(Mini)	46

Stephen Briggs (seen here with son and aide, Sam) was the



main architect of the evening's entertainment. Setting up sporting trial sections is more difficult than

autotests - so much depends on the ground conditions when the event takes place. These can also change during the course of the event. Stephen and his principal side-kick in this operation, Dave Meeke, obviously have a flair for it. The sections were sufficiently demanding to be a challenge for the more competent without being too demoralising for those less able. The defining of the route on each section requires at least 22 stakes, all needing to be sledged into place - not quite as straightforward as positioning our usual pylons and bases.

Catering was in the practised hands of Eve (L) & Kate Phillips. The menu had been revised



Liam Cashman warms his tyres as Mattie McMonagle rescues his gate marker. Ciarán Freeney, Dave & Richard Meeke are amused.



from that of the James Pringle event in Woodside at the end

of June, the hot dogs being replaced by bun burgers. The sugar highs were thanks to Nikki Doran who is responsible for the PepsiCo account at Oliver Marketing Ireland. Proceeds from the voluntary contribution for this epicurean experience went to "Open Door".

Declan Lennon's section seemed to be the one which suffered the longest queue. It was nothing to do with Declan and Mandy. Rather it was that the most rewarding approach required a series of about six big loops between gates, all at a very sedate pace.

Myles O'Reilly (sharing with Philip) had a meander into hostile



terrain as he attempted a wide swing on Linda Dempsey's section which saw the Mini bog down. The rescue, courtesy of Ron Corry's trusty Land Rover, did delay proceedings as well, albeit very slightly.

Speaking of deviations, the gateway which had to be negotiated on



Damien Phillips about not to make it through Tim's gateway

Tim Faulkner's section was a bugbear. I suspect that less than half the field managed to turn their cars



sufficiently to get through it. There were a couple who thought they might make it - but didn't - at some cost to their offside front! I think Colin Sheridan's Starlet was the most comprehensively confused of those who made contact with the gatepost. Son, Breen is at the wheel here but it wasn't "im wot done it". A highlight of this test was the high decibel advice offered by Tim.

By the time the stragglers like Aoife Ryan (pictured here with John offering guidance in his recently - the day before - acquired Fiesta) were finishing up, headlights were being switched on.

After Paul Phelan, with help from John Boyd (L), and Stephen had sorted out the ties and steward, Pat Fox declared an absence of



chicanery, the prizes were presented by C-o-C, Larry Mooney in the comfort and luminescence (once the

switch had been located in an RSJ recess) of the shed. As mentioned at the start a delighted Frank Lenehan was the deserving recipient of the Julian Vard Trophy. No doubt he will have it on display in the dining room in Woodside for us to admire at our committee meetings for the next 12 months.

P.S. We applaud Liam Cashman who enters almost all of our events as this necessitates him driving all the way from Cork each time. On this occasion he was outdone by Owen Whelan (L) who drove from Switzerland in his Nissan Primera - not the most suitable tool for the event (the car that is!). Bernard



Smith double drove with him.

Another bonus was the clement conditions given what had gone before and was predicted to come. It really does make it so much more enjoyable when you're not freezing cold or soaking wet.

However, the converse of "every cloud has a silver

lining" made its presence felt in the

form of this fella and his mates who

caused some discomfort later on.

Cindy Driver's strategy proved to be reasonably effective.



Editor 

TDC Turbine



Kevin O'Rourke broke a driveshaft shortly after halfway but just happened to have a spare one in the back of the van - he was fifth



John McAssey, Piers MacFheorais, Robert Whelan



Mark Walsh double-drove with Linda's dad, John



Mick Kehoe (above) and the never far away, Jack Quinn



Niall & James Driver - youth beat experience by three marks



Luke O'Neill, Declan Furlong



Finbar O'Neill & Seán Fitzpatrick



Brian Flanagan takes his "bouncing" duties very seriously as he tries to clamber onto the dashboard to get some weight over the driven wheels for Ciarán Murphy



Brendan Driver, Richard & John Barnwell



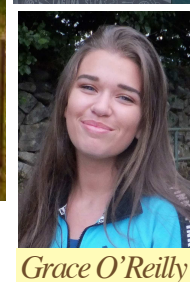
Valerie Lombard was the only pure passenger of the evening, appropriately with Paddy



Trish Wojnar let Frank into the passenger seat a couple of times



Brian Kingston unveiled his secret weapon - a Nissan Micra(R) which he shared with Ciarán Ó Cléirigh. I reckon Ciarán was the secret weapon as he finished three places ahead of Brian.



Grace O'Reilly



Ted Gaffney goes hillwalking



Alan Auerbach

TDC Turbine



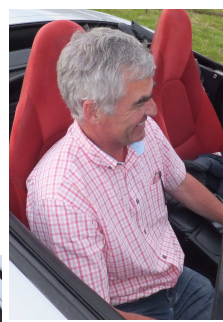
*Helen
Caulfield*



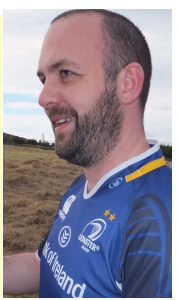
*Derek Lenehan & Eamonn
Byrne*



*Feargal
Driver
enjoys the
fruits of
Nikki
Doran's
beneficence*



*Seán
O'Toole
keeps an eye
on his brood
- Seán Óg,
Laoise agus
Aodhán ins
an buggy*



Jim Nolan



*Maurice
McMonagle*

*Joe Doran
did just one
lap - he felt
that the
occasional
interaction
between the
MX5's
underside and
terra firma
might
compromise
the "ground
effect"
aerodynamics
on future
Lanes events*



Rachel & Ian White



Ian McCulloch does some posing



*Kevin Fagan feels
this T-shirt suits
him perfectly*



*Brian Dempsey, Mark
FitzSimon, Brian Carolan*



2016 TDC Club Championship

		Rnd 1 Autosolo 10-Apr	Rnd 2 PCT 08-May	Rnd 3 Birr AT 15-May	Rnd 4 Club AT 22-Jun	Rnd 5 PCT 27-Jul	Full Total	Autotest Total
	Beginners							
1	Declan Furlong	10	10			4	24	0
2	Finbar O'Neill		7			6	13	0
3	Luke O'Neill		4			7	11	0
4	Frank Dwyer			10			10	10
5	Robert Lambert				10		10	10
6	Ciarán Ó'Cléirigh					10	10	0
7	Tim Swail		9				9	0
8	David Quille	9					9	0
9	Eoin Quinlan			9			9	9
10	Aoife Ryan					9	9	0
11	Linda Dempsey		8				8	0
12	Andrew Boland	8					8	0
13	Ciaran Dwyer			8			8	8
14	John Dempsey					8	8	0
15	Declan Donoghue			7			7	7
16	Paul Hendrick		6				6	0
17	Lar Hogan			6			6	6
18	David Swail		5				5	0
19	Peter Molloy			5			5	5
20	Ciaran Murphy					5	5	0
21	Gerry Joyce			4			4	4
22	Joe Buckley			3			3	3
23	Owen Whelan					3	3	0
24	Liam Ryan			2			2	2
25	Bernard Smith					2	2	0
26	Pat Maher			1			1	1
27	Brendan Driver					1	1	0

TDC Turbine

		Rnd 1 Autosolo 10-Apr	Rnd 2 PCT 08-May	Rnd 3 Birr AT 15-May	Rnd 4 Club AT 22-Jun	Rnd 5 PCT 27-Jul	Full Total	Autotest Total
	Novices							
1	David Meeke	8	10			9	27	0
2	Brian Kingston	5		10	9	2	26	19
3	Robert Whelan	4	4		8	10	26	8
4	Owen Murray			8	10		18	18
5	Mick Kehoe	2	1		7	8	18	7
6	Mark Walsh	9				7	16	0
7	Stephen Briggs		8		3		11	3
8	Karl O'Donoghue	10					10	0
9	Myles O'Reilly		9				9	0
10	Robert Lewis			9			9	9
11	Matthew Walsh	7					7	0
12	Paddy Lombard		7				7	0
13	Hughie Dunne			7			7	7
14	John O'Reilly	6					6	0
15	Colin Sheridan		6				6	0
16	Kieran Garahy			6			6	6
17	Jay Donegan				6		6	6
18	Ted Gaffney				1	5	6	1
19	James Driver					6	6	0
20	Joe Reynolds		5				5	0
21	Joe Downey			5			5	5
22	Michael Cullen				5		5	5
23	Patricia Denning			4			4	4
24	Johnny Whelan				4		4	4
25	Niall Driver					4	4	0
26	Derek Lenehan	3					3	0
27	Damien Phillips		3				3	0
28	William Cavanagh			3			3	3
29	Jack Quinn				2	1	3	2
30	Trish Wojnar					3	3	0
31	Brian Flanagan		2				2	0
32	Patrick O'Leary			2			2	2
33	Graham O'Donoghue	1					1	0
34	Mark Shanahan			1			1	1
	Semi Experts & Experts							
1	Liam Cashman	6	7	10	9	7	39	19
2	Frank Lenehan	4	9		6	10	29	6
3	Philip O'Reilly	1	8	7	3	5	24	10
4	Richard Meeke		10			9	19	0
5	John McAssey			9		8	17	9
6	John Nolan		5		7	4	16	7
7	Piers MacFheorais	2		8	5		15	13
8	Mark Doran	3	4		4		11	4
9	Alan Auerbach				8	3	11	8
10	Eamonn Byrne	10					10	0
11	Eddie Peterson				10		10	10
12	Christopher Evans	9					9	0
13	JJ Farrell	8					8	0
14	James Mansfield			6	2		8	8
15	Simon Echlin	7					7	0
16	Declan Hendrick		6				6	0
17	Kevin O'Rourke					6	6	0
18	Damien Doran	5					5	0
19	Mark Faulkner			5			5	5
20	Peter Lynch				1		1	1

If you have any queries please contact me - sb@iol.ie



AGENDA 2.6.16

- 1 Minutes
- 2 Matters Arising
- 3 Correspondence
- 4 Finance
- 5 Website
- 6 Social Events
- 7 PCT 8.5.16
- 8 JJ MVAT 5.6.16
- 9 Club AT Wed 22.6.16
- 10 PCT 27.7.16
- 11 Club AT 7.8.16
- 12 Other business

Next committee meeting 7.7.16

This meeting was particularly noteworthy as it was preceded by a lesson by Dave O'Connor from Phillips on how to use our defibrillator. Tim is the guardian of the device but if any of you needs to deploy it the procedure is pretty foolproof with step-by-step instructions clearly given by the machine. It won't let you do any harm to the patient, so, if the need arises, don't hesitate. The highlight for me (flippant, I concede) came in his response to a question about the operation of machines from different manufacturers. He said that they would all be much the same but the BUTTONOLOGY might vary.



The formal meeting itself was uneventful - the information below is worthy of your attention.

A "look back" on JJ's event noted the relatively poor entry. Is it worth expending the amount of effort an event like this entails?

There was a suggestion that we buy six sets of radios to facilitate the running of tests.

Ron Corry had submitted a list of recommendations re. improving the running events including a mentor system in which, numbers permitting, newer marshals would be paired with more experienced ones. It was good to be reminded of the high standards we should take for granted.

Following on from the defibrillator lesson it was proposed that we investigate the possibility of a First Aid course.

The Facebook page has been receiving inputs on a rota basis from a few volunteers which, it is hoped, will encourage dialogue.

Work continues apace on the revamping of the website.

Social event suggestions included a Classic Car Run, Treasure Hunt and a "Cars & Coffee" gathering.

A return to HSS in Rathcoole for the Club Autotest at the beginning of August is being investigated.

With Declan's MVAT not running at the end of August, thoughts for an alternative were to be brought to the July meeting.

As the minutes of the July meeting will not be presented until the meeting on 4th August, I will leave it at that, though there is good news about the Club Autotest and Declan's date on Pages 2, 27 & 31.

SNIPPET



Alan Auerbach and Jess Jordan had a baby boy, Jacob, in June. He was about four weeks early so he had to put up with a makeshift bed at first. On the plus side it gave Alan an extra month to get him acclimatised to being "behind the wheel"

Mini Legends

4th June

This was a charity weekend featuring, apart from those attractions listed below, chat sessions with luminaries



like Paddy Hopkirk & Rauno Aaltonen, and a “not too intricate” autotest on the Saturday. James Wilson won



the autotest. Róisín Boyd was alongside. Peter Lynch & Frank Fennell (looking a bit worried - is the door



catch misbehaving?) in Andrew O'Donohoe's Mini.

Other nice cars captured by the lens of Peter Boyd were Ernie Campbell & Davy Johnston,



Derek & Simon Smyth,



Ray & Elaine Cunningham and

Lucy Whitford & Kathryn Millington.

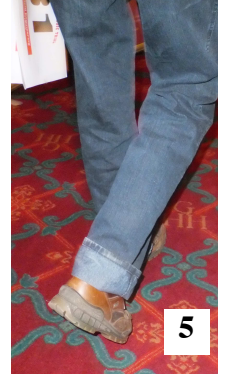
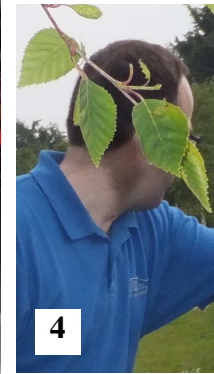
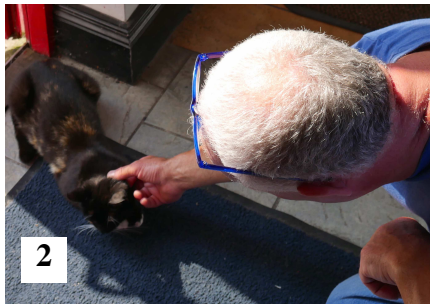


Paddy Hopkirk was chauffeured by Robert Dickson.



QUIZ

August Questions



A more predictable set this time. Who are they all? No 5 didn't check the leg length when buying his jeans.

Responses to valianmcculloch@gmail.com

June Answers

1. This is EQUIPE FERGUSON



3. KARL O'DONOGHUE



4. DERMOT CARNEGIE



5. NO LEFT TURN

NO LEFT

6. HEAD-ON COLLISION

PRINCIPAL COLLISION

7. MARK FAULKNER in his MX5 at Birr



2. Mark Walsh used to be a keen mountain biker before cars became his passion. On one occasion he went for a spin on the bike from Lindasfarne, a village in a valley, to the top of Mount Helena, which was 65 km away, and back to Lindasfarne. As you will have surmised the outward journey was mostly uphill and his average speed was only 35 km/h. On the way back, with gravity now helping, he managed an average of 63 km/h. What was Mark's average speed for the whole spin?

Total distance is $65 + 65 = 130$ km

Time for outward journey is $65 \div 35 = 13/7$ hours

Time for homeward journey is $65 \div 63 = 65/63$ hours

Total time is $13/7 + 65/63 = 117/63 + 65/63 = 182/63 = 26/9$ hours

Average speed = Total distance \div Total time

$= 130 \div 26/9$

$= 130 \times 9/26$

$= 1170/26$

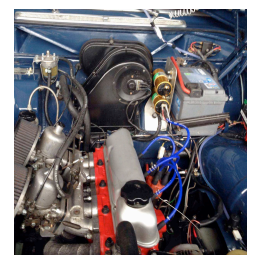
$= 45$ km/h

*Note that the answer is **NOT** the seemingly more obvious $(35 + 63) \div 2 = 49$ km/h. This method is invalid because the times for out and back are different. He is doing 35 km/h for longer than he is doing 63 km/h which means the average speed has to be less than 49 km/h.*

It is also worth mentioning that the numbers have been chosen to give a "nice" answer, not to be an accurate reflection of Mark's cycling ability/inability (delete as applicable).



8. FRANK FENNELL'S latest Volvo





Damien Doran & Magdalena Necpalova were married in July.



TDC was well represented at the nuptials. Anthony O'Neill was "Best Man". Stefan Walsh (bottom left), James Mansfield and Ian White gave the celebration some extra "je ne sais quoi".



On receipt of his copy of the June Turbine, Dermot (Carnegie) rang to inform me that this wasn't his car at all. His has the reg. no. 326 YUA. He is correct, of course, but his car doesn't look a whole lot different to this one, certainly vis-à-vis the "GB". Frank did really have a snap of Dermot's car thus adorned but his and my technological ineptitude prevented its transfer from his phone to my computer. It didn't really matter as I've been doing the Turbine for so long that I reckon a bit of journalistic licence (fabrication) is OK.



Kenelm Lee Guinness was a top rank driver in the early 1900s in a variety of cars, e.g. Darracq, Sunbeam, Talbot. Spark plugs were a weak link as the engines became more powerful. Lee Guinness decided to design a better one. His major innovation was to replace the porcelain with mica. By 1914 his and older brother, Algernon's, factory was producing 4,000 spark plugs per week. KLG plugs are still available. Lee Guinness had a bad accident in 1924 which marked the beginning of the end of his racing.



Sun 7th August, Club Autotest, HSS, Rathcoole
Sun 28th August, MVAT, Holfeld's, Arklow

RESULTS

**MOTOR ENTHUSIASTS' CLUB RACE
MEETING AT MONDELLO PARK: SEAT
SUPERCUP IRELAND RACE 1 (8 laps): 11th/12th
June**

PATCH TYRE EQUIPMENT FIESTA ST RACE 1 (7
laps):

- 1 Sean Lillis 14m 51.14s, 61.55 mph,
- 2 Ulick Burke 14m 52.20s,
- 3 Stephen Kirwan 14m 57.32s,
- 4 Brendan Fitzgerald 15m 03.50s,
- 5 John Denning 15m 05.23s,
- 6 Michael Cullen 15m 05.26s.

PATCH TYRE EQUIPMENT FIESTA ST RACE 2 (6
laps):

- 1 Sean Lillis 12m 43.46s, 61.58 mph,
- 2 Ulick Burke 12m 44.30s,
- 3 Michael Cullen 12m 46.08s,
- 4 Stephen Kirwan 12m 49.50s,
- 5 John Denning 12m 51.21s.

IRISH SPORTS CARS RACE 1 (8 laps):

- 1 Alan Watkins 17m 22.63s, 61.91 mph,
- 2 Des Bruton 17m 26.23s,
- 3 Roger Welaratne 17m 27.23s,
- 4 Peter Auerbach 17m 40.73s.

Fastest lap: Watkins 1m 56.173s, 67.45 mph.

IRISH SPORTS CARS RACE 2 (7 laps):

- 1 Alan Watkins 14m 05.30s, 64.89 mph,
- 2 Des Bruton 14m 20.25s,
- 3 Pat Bergin 14m 37.28s,

- 4 Peter Auerbach 14m 38.66s.

Fastest lap: Watkins 1m 56.850s, 67.06 mph.

HISTORIC RACE 1 (8 laps):

- 1 Jackie Cochrane (Sunbeam Tiger) 15m 52.37s, 65.82 mph,
- 2 Bernard Foley (MGBGT V8) 15m 56.53s,
- 3 Steve Griffin (MG Midget) 16m 15.03s,
- 4 Billy Crosbie (Lotus 7) 16m 16.20s.

HISTORIC RACE 2 (8 laps):

- 1 Jackie Cochrane (Sunbeam Tiger) 15m 55.10s, 65.64 mph,
- 2 Bernard Foley (MGBGT V8) 16m 06.98s,
- 3 Billy Crosbie (Lotus 7) 16m 22.99s,
- 4 Steve Griffin (MG Midget) 16m 23.41s.

**KILLARNEY & DISTRICT M C AUTOTEST AT
MILLSTREET, CO CORK (ROUND 7 OF
PREMIER AUTO PARTS MUNSTER
CHAMPIONSHIP): 3rd July**

- 1 Ian White (Mini Special) 545.6s,
- 2 Paddy Power (Mini Special) 554.2s,
- 3 Liam Croston (Nova) 557.3s,
- 4 Don Giles (Westfield) 584.0s,
- 5 Liam Cashman (Westfield) 588.9s,
- 6 Alan Clarke (Mini Special) 597.0s.

Class winners: James Mansfield (Mini) 621.4s, Paddy Power, Martin Walsh (Starlet Special) 608.3s, Don Giles, Liam Croston, Cian Power (Mini Special) 740.8s, Patricia Denning (Starlet) 767.9s.



This is a PS to this snippet from the last issue. Felix bumped into the illustrious guide, note deliverer, office manager, strategist, James O'Brien, who has an extensive collection of model cars. This pair hold fond memories for Paul.

SNIPPET



The Celica BYC-884 is the one in which he partnered Öve Andersson to third place in the 1977 Circuit of Ireland.

He and Billy Coleman won the Circuit in 1975 in the Escort 000-96M.



SNIPPETS

2016 WELSH CLASSIC/HERITAGE TRIAL

After three days of rallying at the beginning of July in glorious North Wales sunshine the 2016 Welsh Classic Trial was decided, as ever, on the final day, and by a tiny margin.

Local crew, Bodfan & Bev Jenkins in their Jensen GT just got the better of Mark and Sue Godfrey (MGB). Right behind these two were Dermot Carnegie



and Paul Bosdet (Ford Escort RS2000), back after a year's absence. To complement his third place, Dermot won the Steering Wheel Trophy for the best performance on Tests. There was some controversy, however, and Bossie, in particular, was not happy with C-o-C, Fred Bent's, deployment of a Regularity PC/Control sequence which Paul reckoned contravened "Blue Book" ordinance. Fred thought otherwise!

The Heritage Trial which ran concurrently was more clearcut.

Shane Houlihan and Richard Pain in their

1932 Alfa Romeo 8C 2300 led right from the start but were chased all the way by the green Bentley of Stuart Anderson and Richard Lambley. Having originally entered a Fraser Nash, the Irish pair were glad of the



Alfa's extra power over the event's 20 driving tests, which they handled in grand style, holding on to beat the Bentley boys by a mere 12 penalty points.

Quite a way behind, another Irish car, that of Tom Callanan, was third, his fine 1924 Vauxhall 30/98 navigated by Chris Towers.



After a clean run, a delighted Andrew O'Donohoe and JJ Farrell (R) won the International Gordon Bennett Trophy in Andrew's 1924 Sunbeam 20/60. JJ was particularly pleased as he felt that his retention in the "hot seat" for future events depended on a good result here. They are pictured receiving their bounty from IVVCC President, Shane Houlihan.

Among others with TDC tendencies, Tom Callanan/Chris Towers were a fine second.

Michael Jackson was making his debut as C-o-C. He did an excellent job catering for the 160+ competitors.



CAPTION COMPETITION

Given the lack of inspiration from its reader(s), the Turbine has been forced to come up with a caption for the June image.

*Jessica O'Donohoe
and Frank Fennell*

Given that she might be genetically financially predisposed, could Jessica be wondering if Frank is some sort of nightmare manifestation of leprechaun economics.



Images for this edition have been supplied by Owen Murray and Finbar O'Reilly. The latter has given you a helping hand with a starter suggestion for his and son, Luke's, Starlet to which they have added a novel bodywork appendage.

*Submissions to
valianmcculloch@gmail.com*

*"Taking the Luas up to the
Production Car Trial
tonight"*



*This is Tim
Faulkner's trusty
Corolla tucked
away while he was
on mid-test
observation duty in
Doherty's on JJ's
event.*

TDC Club Autotest 7th Aug 2016



H.S.S. Machinery Rentals, Keatings Park, Rathcoole, Co. Dublin.
GPS: 53.27659, -6.49460

**Whether to Compete, Officiate, Spectate,
do COME ALONG**

TDC Holfeld Multi-Venue Autotest



28th Aug 2016: Holfeld's, Avoca River Park, Wicklow



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 ☐

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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
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Enniskerry Road
Dublin 18