

TDC Turbine

An intermittent missive of random rants, reports & reviews



www.tdcireland.com

December 2016



CONTENTS

Maxol Economy Run	P3
LMC Laharna Targa Rally	P4
RAC Rally of the Tests	P5
UAC Equinox Targa Rally	P10
Birr MC Endurance Trial	P12
Ken Wharton International Autotest	P14
Committee Notes	P16
Crossword	P17
TDC Club Autotest	P18
Quiz	P19/25
NAMC Loughgall Targa	P20
BDMC Autumn Lanes Rally	P23
TDC Howard Wilde Memorial Trophy Autotest	P26
MDMC Glenview Targa	P29
Club Championship	P30
Results	P32
Forthcoming Events	P35
Membership Form	P36

COVER PHOTOS

A select set of stellar steerers - Christopher Evans, Eamonn Byrne, Daniel Byrne

Dermot Carnegie is captured by Peter Boyd enjoying a Laharna Lane

Presidential Platitudes

I would like to wish all Turbine readers and anybody else associated with TDC

Merry Christmas and a Happy New Year

Mention of members and New Year brings renewal to mind. There is a TDC membership application/renewal form on the back cover of this issue. Act now.

Please note the dates at the bottom of the page. Keep an eye on the website and Facebook page for details.

If you plan to compete, try to persuade someone to come with you to marshal.

Our loyal band of regulars is being put upon too often.

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

Frank



Adrian Hanna, Raymond Brown, Leslie McMullan, Bill Swann, Peter Boyd and acknowledged others have contributed pictorially to this edition. Trevor Foster did similarly to the October Turbine. Thank you all.

Also, thank you to the regular and irregular scribes who divert so eloquently.



Who is this?
What is the occasion?
What is the year?

Turn to Page 30 to find out.



LETTERS

The postman continues to fail to ring once, let alone twice.

If you do get the urge, please communicate.

valianmcculloch@gmail.com

TDC Club Autosolo, Mon 26th December, Murphy's, Gormanston

AGM, Prizegiving, Table Quiz, January, Fri 27th January, DLYMC Dun Laoghaire

TDC David Griffin Memorial Autotest, Sun 29th January, Mondello

Maxol Economy Run

25th September

After a gap of many years, and a date postponement, I was delighted to see an Economy Run appear on the radar a few months ago.

Given my reputation for homing in on the most minority areas of our already minority sport, and my lack of success in events where the quickest times win, this was an event for me.

Revived by Maxol and Leo Nulty Promotions,



Jack Bramowski and Philip O'Reilly top up

the event was based at Maxol's flagship M3 Mulhuddart Services on September 25th.

Zoe and I arrived in our Opel Astra 1.6 Diesel, bright and early for sign-on, and it was clear from the start that the event had been carefully planned and would be well run.



A wide assortment of around 30 cars, vans, petrols, diesels and hybrids gathered and were efficiently filled to the brim and had their fuel fillers, bonnets and boots sealed with tamper-proof tape to prevent illegal top-up. There was a great buzz at the start with goodie bags, music and plenty of breakfast options to choose from. As expected, Leo Nulty delivered a colourful Drivers' Briefing with some carefully chosen advice for some of the competitors he felt needed extra direction.



The format of the competition meant that we were to follow a route book for about 200 kms, keeping an average speed of no less than 50 kph over a varied route of motorways, national and minor roads, through towns and countryside. The aim was to use as little fuel as possible, keeping in mind that penalties would be incurred if checkpoints were arrived at late or missed.

The route brought us from Mulhuddart towards Trim and then along the beautiful Boyne Valley Drive to Newgrange. Then a stint on the M1, through the toll booth and on to the lunch stop at the 100 km mark at the new Southend Maxol Station in Dundalk.

The afternoon stint brought us southbound onto the M1 again, into Balbriggan with a sneaky turn onto the Skerries Road before heading for Donabate and back across to the M3 and the finish at Mulhuddart.

In fairness to Zoe, we stayed on course all day and she had the timing worked out to a tee.

No time was lost in getting the cars brimmed again with much cheering and jeering from the onlookers.

Results were soon compiled with some amazing results achieved by some of the cars, along with a few that seemed to have been driven so as to maximise the value they got from their free refill at the finish.

Well done to Maxol and Leo Nulty Promotions for reviving this event. Fun, but harder and more intense than you'd think. I recommend that you keep an eye out for it next year.

Stephen



P.S. Colin Sheridan was the overall winner.



Stephen & Zoe won the Diesel class, and Alan Park in his Audi 100 celebrated his return to the Economy Run fray with victory in the Classic class ahead of Philip O'Reilly.



LMC Laharna Targa Rally

1st October

The Laharna Lanes has always been one of the highlights of the Targa Rally calendar for me, and well worth its slightly longer than average trip north. This year was no different, with competitors tackling 21 tests in very trying conditions.



Philip O'Reilly & Tim Faulkner

My near regular navigator at this stage, Tim Faulkner, was in the hot seat once again as we made the early morning trip north in the Starlet, which is a bit quicker than the usual trailer towing exercise, albeit a bit louder and with no heated seats!

As per previous years the start location was the Halfway House in Ballygally on the North Antrim Coast, with a great view over to Scotland on a clear day and some incredible scenery to be seen on the drives between tests. Unfortunately, that was the last of the beauty and magical scenery the day had to offer, as after our delicious breakfast at the start, the story on the tests was a completely different affair. After a seriously wet week in Larne, the tests for the most part were treacherous with very little grip. Had it not been for the local knowledge of myself and Tim having competed here before it would have been a really difficult day.

The general feeling after the first lap was excitement but also general fearfulness, as most concrete sections of the tests may as well have been ice making them extremely unpredictable. On the gravel sections however it was a completely different story, with Larne being a 'proper lanes rally' in this regard. Long quick sections up the sides of fields with

plenty of "90 lefts" and "rights" to keep you interested. This is what makes this one of the best events in the calendar. It certainly left us wanting more as we handed in our last time-card.

Confirming our reading of the slippery conditions, we estimated that at least a fifth of the field didn't make it to lunch without at least one body 'modification'. The interest from south of the border was as good as ever, with 10 in total.

Some misfortunes along the way included Peter Faulkner, Dermot Carnegie and John O'Reilly. Damien Doran too had a DNF due to a bank that didn't fancy moving, but was, as ever, extremely helpful by donating his Starlet's steering wheel to us after a pylon circle left me with most of the steering knob coming off in my hand! A quick call to Damien as he was leaving for home halfway through the day and his dad, James, had the steering wheel off their stricken Starlet before we could even catch them up!

Thankfully the rest of the day went smoothly apart from the usual heavy landings and the odd bang of the sumpguard that are to be expected on these events. After the day's fun we were happy to be in one piece, and even happier to be third in class. Christopher Evans after a faultless drive finished first, fifteen seconds ahead of Ashley Lamont, and Eamonn Byrne in third.

Jonathan Millar from Larne MC deserves great credit for making this event what it is - I'll definitely be back for more.

Philip 



James Mansfield & Gillian Haydon

RESULTS

1 Christopher Evans / Kevin Fagan



(MX5) 35:59

2 Ashley Lamont / Geoffrey Lamont



(MX5) 36:14

3 Eamonn Byrne / Joanna Lenehan



(Starlet) 36:14

4 Robert Woodside / Bruce

Drummond (MX5) 36:17

5 David Crothers / Barbara Kane

(MX5) 37:15

6 Frank Lenehan / Derek Smyth



(Starlet) 38:05



Richard Meeke & Alex Lyons were tenth

RAC Rally of the Tests

3rd-6th November

After this event, I approached Clifford Auld to report on his "Tests" adventure.

Before he responded, Ted Gaffney contacted me to offer to pen a few words about it, to which I immediately agreed.

Both have come up trumps (Is this still a positive statement?) with different takes on my request.

Ted features first.

This rally emulates the RAC Rallies of the early 60s, using cars of that era and crews are encouraged to dress up as befitting those days. Drivers are expected to wear a hat on tests and navigators to wear headgear when at time points. Penalties for not adhering to this rule have never been applied. Starts and finishes each year are always locations where the "RAC" rally has been based in the past. The rally is one of the toughest Classic events in Europe and includes Tests, Regularities, and Night legs. Many miles of road sections often bring the crews through many scenic areas you would never see on the usual trips to England Scotland or Wales.

- Dermot Carnegie, navigated by regular partner, Paul Bosdet from Lancashire had his Volvo PV544.
- Limerick's James O'Mahony and



Pic: Tony Large

Frank Hussey from Dublin were in a Volvo 122S.

- Frank Lenehan teamed up for the third time with Paddy McCollum from Co. Down in Frank's Mini Cooper.
- Ted Gaffney was navigated by another Lancashire man, Brian Goff in Ted's Mini 850.



- Robin Eyre-Maunsell and Peter Scott had an interesting machine - a Nissan Sunny.
- Clifford Auld of QUBMC was navigating Scotland's Neil Morrison in a BMW 2002tii.

Travelling to the start of this four-day, over 750 miles, rally was an operation in itself:

James flew in from Austria to Dublin, bussed to Limerick, collected the Volvo, went to Dublin, and collected the navigator, Frank. Then Dublin to Holyhead ferry, followed by 8 hours on the road to Bournemouth on the south coast of England.

Frank and Ted drove (rather than two cars on the one trailer as they had done previously) the Minis this year, getting on the Rosslare to Pembroke ferry at 0830, for a four hour crossing. They then had six hours on the road to Bournemouth.

Paul collected Dermot's car in Lancashire and met Brian a little further south. They were on the road for seven hours.

Due to business commitments Dermot flew to Bournemouth.

I didn't hear about any other travel arrangements but suspect that they were just as convoluted.

There were 95 starters. 40 were in contention for overall honours by being pre-1962. The others were eligible for class awards only.

This was the 15th running of the Rally of the Tests and consisted of a two-hour prologue on the Thursday after scrutiny, documentation and plotting.

That was followed by three gruelling days with 0730 starts and 2100 finishes on the Friday and Saturday with an early ceremonial finish on Sunday at 1700 in Chester City Centre.

The 20 regularity sections were on country roads and sometimes included stretches on private land. The intended route was particularly difficult to identify on the latter.



Ted & Brian

Pic: Robert Clayson

On regularities the navigator has his/her work cut out with four jobs in one:

- Reading the map and instructing the driver
- Reading the speed tables and instructing the driver as to whether he/she is going too fast or slow by
- Checking the Trip and
- Watching the clock(s) to see that their time matches the distance as per the tables.

The driver drives and tries to maintain the advised speed on that part of the section, speeding up or slowing down as instructed.

The 30 tests were on airfields, Army tank testing / combat training roads, karting tracks, farm lanes, dedicated hillclimb venues, private roads and grounds of stately homes.

RESULTS

1st Andy Lane / Richard Crozier

Volvo 123GT

08:27



Pic: RSM Rallysport Media

6th Dermot Carnegie / Paul Bosdet
Volvo PV544 10:42
9th Ted Gaffney / Brian Goff
Mini 850 15:28
10th James O'Mahony / Frank
Hussey Volvo 122S 15:32
15th Frank Lenehan / Patrick
McCollum Mini Cooper 21:07
(5th Class 8) Robin Eyre Maunsell /
Peter Scott Nissan Sunny 32:43
(12th Class 9) Neil Morrison /
Clifford Auld BMW 2002tii 2:17:04
Class awards were won by:
Dermot/Paul - second
Ted/Brian - first
James/Frank - third
Frank/Paddy - third
Neil/Clifford - Spirit of the Rally

FOOTNOTE

On the way home to the Holyhead ferry, Frank Hussey was driving James's Volvo which was afflicted by a noisy diff when, 100 metres before the traffic lights in Holyhead, it gave up the ghost and the car stopped! Frank didn't know that three other Irish cars were 15 seconds behind him. As if by magic, and before Frank could get



Pic: Tony Large

the phone out of his pocket, Dermot pulled up in front, attached his tow-rope to the stricken car and they were on their way in as good a time as any F1 pit stop!

STATISTICS

30 Tests:

- On the Porlock and Worthy hillclimbs, James and Frank were

2nd O/A on each the first time up, and were fastest O/A on Porlock on their second run through.

- Dermot and Paul's best test was 5th

Pic: Robert Clayson



O/A on Down on the Farm, a long test around farm buildings, in and out of sheds followed by around a yard and finishing with chicanes on farm roads.

- Frank and Paddy beat Ted and Brian on 12 tests
- Ted and Brian beat Frank and Paddy on 12 tests
- Their times were equal on the 6 other tests!
- Ted/Brian's best test was 7th O/A on Banfords Bash, a private road with a very narrow hairpin left downhill, ideally suited to the Minis.
- Frank / Paddy's best was 9th O/A on Playing the Market, a cattle market in Wales.

20 Regularities:

- Dermot and Paul were first O/A on two regularities
- James and Frank's best Regularities were a 2nd, 3rd, 4th and 5th O/A
- Frank and Paddy had a 3rd and a 4th O/A
- Ted and Brian managed a best of 5th O/A
- Average positions over all 20
Dermot and Paul 18th
James and Frank 26th
Ted and Brian 31st
Frank and Paddy 33rd

Ted



RAC Rally of the tests 2016, a spirited few days!

My view from the navigator's seat.

The Prologue,

(always makes me think of Frankie Howard)

As usual it all started with a telephone call. One evening earlier in the year Gina tells me that "someone called Neil has left a message about some car thing". Now I start wondering who is Neil? I imagine it must either be Neil Anderson about Strobe communications or Neil Malcolm about the UAC or Circuit of Ireland and think no more as they will ring back! Roll on a couple of days and the mysterious Neil rings again; "Hi Clifford, Neil Morrison here. If I can get an entry how do you fancy coming over to do the RAC Rally of the Tests with me"?

Hell, yes. When you are offered a run in an event as important as the first rally to be endorsed by the RAC since the old five-day RAC rally it would be crazy to decline. Now we all know my ability is not up to the task but I should be capable of finding most of the controls and test sites. Neil claims to be happy with that so all we do now is wait to see if the entry is accepted. Roll on to close of entries and I get a call from (Mystic) Bob Hargreaves asking me what I am doing on the first weekend of November, I reply that if all goes well I hope to be playing in a 2002tii. "Yeah, that's right - OK forget I phoned" so I was sure the entry was accepted.

Now the worry starts. 18 new maps ordered, do I fly over to Eastleigh or drive to the Scottish Borders and go down with Neil. What do I wear? Turns out that's not a problem - I just open my wardrobe and pack what I usually wear. I suppose that this confirms that Conor, my son, who has been complaining about my lack of fashion sense for years, may well be correct. I elect to rely on my trusty rusty hulk for the journey, as flying involves taking a bag large enough

to smuggle a small immigrant family, and on seeing what Paddy McCollum was struggling with I knew I had made the right decision.

Anyhow, a week before this a large packet arrived in the post containing a book of tests and what appears to be a filled A4 file, only half-filled it turns out as the rest will be handed out at various halts during the weekend. I start my plotting and get a call from Andy Fish with a timely reminder that if any of the navigation sections plot straightforwardly you must have missed something - how right he is!

Moving on to documentation and scrutineering, we are advised to do the measured mile before parking up. As usual this is not as easy as it should be. Why can't anyone measure a straight mile anymore? We drive around in circles in a fairly posh end of Bournemouth trying to guess if the roadworks were there when the organisers set it up, did they have to move out to pass the parked cars, how did they negotiate the (very) wide junctions? Anyhow I get a setting I feel I am happy with. This turns out to be time well spent as "Trust the Trip" will be an ongoing mantra! Scrutineering is the usual formality with various overheating, leaking, too noisy cars and moving around missing items between competitors. We have no problem here and after signing-on get another batch of paper to transpose onto the maps. Of course, the Deeliarity and Jogularity are pretty much impossible to plot as are some of the off-road bits, but the London maps are the really challenging navigator treats. Where are the road changes between the old and new maps and where could Anto (Preston) and Guy (Woodcock), the route fabricators, have hidden the secret controls? Hey-ho what fun! We leave the scrutineering car-park for the start ramp and the first of 30 tests, a double loop of the Winter Gardens, (Don't hit any of the Victorian metalwork! - Of course, someone in an Escort does). Spare a thought for Robert and Susan McClean whose Anglia seizes on the

way to the ramp. We leave the test to do battle with the Bournemouth traffic and my first navigational error. I am never happy with maps or instructions around unfamiliar towns and, of course, the "hard to miss" notation doesn't really help in the middle of rush hour! I eventually get to the start of the regularity still on time (just) and remark at the control that I had just taken Neil shopping, which at least raises a laugh.

Regularity 1 (of 20) in some picturesque Dorset lanes is quite a nice way to slip into the job but I now realise that Neil does not like slowing down so "earlies" may be a recurring theme. Then on to a test on an old Kart track and we still aren't last. The Hotel for the night is the Bournemouth Hilton, eight floors and ONE lift - the best thing about it was the excellent display of Poole pottery at the reception desk.

Day 1: Bournemouth to Bristol

The advantage of not doing too well on the prologue is the more civilised time we have for TC1/1. I eventually find the way out of town to the three tests on the tank ranges. Good open and fast tests, we could do with a handbrake but everything else feels good. Into the Winyards Gap regularity - no whites and only one triangle to find between the start and finish. Two controls reasonably close to time but 45 seconds late into the finish - do we have a problem? Out onto the main road and uphill to a set of traffic lights and suddenly we are only firing on two cylinders! Bah, roll down to the bottom and find a pub to pull in to. We are only stopped for five minutes when one of the RAC guys arrives. A quick inspection and hearing the air backing through the intake suggests unanimously that it is a blown head gasket. This is confirmed with no compression on 3 or 4! The RAC guy phones through for another vehicle to tow us somewhere. As it's "a big job" the travelling mechanics will not be able to help us.

It's not even 1100 on Day one and we are out! We have some time to think about this whilst

kicking stones and tyres awaiting the recovery truck. Neil has packed a new head gasket but can we be bothered to change it without at least some cover as we won't have a garage?

We have plenty of time to ponder but continue to resist the temptation of the pub. The MG Midget crew have broken a half-shaft (what a surprise) amongst other problems which holds up our recovery. All the time we are aware that we are missing all the Porlock tests and the best food for the weekend provided by the Ladies of Porlock, so good that many of competitors raise the possibility of them doing all the catering for the event.

The recovery van that picks us up is a technical marvel. One of a batch of new-wheeled A-frames hydraulically emerges from the bowels to where it returns effortlessly after fulfilling its function. It takes the two RAC men little time to set it up and by about 1300 we are off, but not before Neil goes hunting for empty coffee cartons! We decide to be taken to that night's HQ (Holiday inn, Frinton) and on the way, have plenty of time given the long delays on the motorway, to discuss our next move. We have tools and a head gasket and now somewhere to put the nuts and bolts - surely we can borrow a torque wench from Peter Banham (the mobile troubleshooter). The job has to be done anyway so the decision is made.

On reaching the hotel car park we search for a suitable space, out of the way, level and with decent lighting. Luckily, the lighting has been recently renewed and we find a space below a pair of new Crees. It is now after 1500. We are hungry, getting cold and, most importantly, in need of coffee. Starbucks to the rescue and I take the opportunity to get a few extra empty cartons. By 1600 we are getting stuck in and are joined by the MG Midget so there is a bit of craic and some sharing of tools. Overhead cams are not as carpark friendly as pushrod engines

and it is a major effort to keep the chain tight and from jumping. It is already quite dark and frosty by the time the head comes off revealing the largest space in a head gasket I have ever seen! Over 10mm is missing between 3 and 4, the head doesn't look great and even the block is rough at the space. I get to scraping them as smooth as possible while Neil goes looking for a torque wrench. Fortunately, the chap helping the adjacent Midget has his modern marvel with him. £600 worth of electronic Snap-on wizardry. As we are not allowed "outside assistance" Neil must learn how to use 21st century tools! (it says nothing about borrowing). It turns out I am a virtuoso at holding a torch.

The Midget guys are having problems; the other shaft will not undo and the broken end is stuck, so the diff is removed and some careful "tapping" with a drift is administered.

We also find out that Ross Butterworth and Andy Fish have spun the centre out of their clutch and Ross's wife has just left home with a replacement! Home is the other end of the country! They at least manage to purloin the use of a garage.

Our Scottish friends Peter and Doug Humphrey in the red PV have had to stop and weld the axle mounts. If we all get sorted, the back-end of the field will be the fun place to be and don't forget the later start.

At about 2100 we fire the BMW up and are delighted to hear it running properly again although it will still need a couple of tweaks to the fuelling and ignition timing but that can wait until tomorrow.

Day 2: Bristol to Yarnfield

After a hearty breakfast and a check-up to make sure I didn't miss any relevant handouts, Neil fires the car up and checks again for any problems we have missed or items dropped in the darkness. A quick retightening of the various Jubilee clips stops any slight leaks



Pic: RSM Rallysport Media

and a twist on the distributor has her running better than ever. After losing virtually a whole day and night we start out with no illusion of doing well, so are even better placed to just enjoy the rest of the rally. From the control 2/1 off we go to the real start of day two.

MTC 2/2 sees the remaining crews flagged off by Paddy Hopkirk from RAC headquarters and straight into an interesting test in their car-park and on to three more at Chepstow race track followed by an eleven mile Jogularity and a spot height navigation exercise where several of us are held up by an upset local who has been abused by someone in a Porsche. We make the coffee halt just on our time and are straight into a Deeliarity on some local lanes and tracks. Lunch and tests before and after are at Chateau Impney. Another regularity and a quick run up Shelsley Walsh, a "London map" section where I do find the farmyard, a first-class blast through a disused naval armoury at Ditton Priors with various criss-crossing lanes, disparate buildings, loads of controls and very little chance of getting an "early".

After the supper halt we are into the "Shropshire Union" regularity which I completely mess up! Then came what was perhaps the reason we fixed the car: Swynnerton! 24 PCs and controls some "on road" but mostly "off road". Think of Luttrellstown on steroids and double it! Thank you,

Sion Gosling. The main control and overnight halt is in Yarnfield Park, an unusual purpose built "conference centre" with many individual rooms in various dormitories surrounding a central administration and "restaurant" block. It is now very cold and our main worry is the lack of anti-freeze in the car, but we are warmed with our memories of the earlier fun.

Day 3: Yarnfield to Chester

Day three starts early, very early, cold and icy as we now suffer from a reverse seeding start. Well at least we are starting, not something we were so sure of a couple of days earlier. Off now to the English version of Portadown (innumerable roundabouts for anyone missing the point) for coffee in the JCB VIP visitor centre followed by some great tests around and off the large site. Various navigation into more farmyards and another kart track test which has brought out a good number of spectators who will have seen some interesting lines as cars catch others on the loops.

Another pre-plotted regularity takes us to the lunch halt in Llangollen, North Wales. After this, we start into the second of the "London Map" sections, Clwyd, where one must transpose plots from an old map and, as mentioned earlier, all the time looking for the bit that doesn't match and with the help of a later handout getting the correct route. Happily, again I hit all

the hidden points, made a little easier as, given our earlier woes, we weren't too worried about the timing. At the following test, I am reacquainted with Ian Glass and the little Ford E93A in which I will be joining him and Nick Ward for our next event. The Druid Inn is the next control. This is Guy Woodcock's local so you know there will be some interesting tricks to come and where I must "Trust my Trip"! An interesting Deeliarity, The Alyn Valley. Self-start down the main road, miss the obvious junction and go into and out of the lay-by, two instructions. The next junction comes up 00.04 early so at the correct distance turn into a gap, then, no distance given, T-right. Didn't get it at first. Back on the road and into a lane I recognised and I am still kicking myself as I thought I remembered it from visiting a friend of Ian's and it wasn't until we overshot the entrance to a bungalow I realised Guy had used it a couple of years ago on the Vale of Clwyd. Happily, we didn't get a w/a for that. Unfortunately, the section was spoiled by a landowner who had changed his mind and withdrew permission, at the last minute, to drive through his concrete yard. Finally, another excellent farmyard test which we were later informed had to be cancelled as the cows were objecting?! Now the panic; can I manage not to get lost in Chester on the way to the finish ramp?

Over the ramp to applause, an interview, and to receive the much sought after finishers' plaque from Patrick Burke. It's straight into the hotel for a well-deserved pint and catch-up with the guys, but not too much, as a shower and change of clothes is the order of things before the prizegiving dinner. Just before the awards are distributed I head out for a comfort break and a fag. On returning to the room I am faced with Karen and Ted hurrying me and I see Neil up on the podium. Nothing changes - I have been late all weekend and am now even late for a podium visit I knew nothing about. The HERO guys had decided that we

deserved "The Spirit of the Rally" award! Obviously, Neil for changing a head gasket in a freezing car park and Me for being good at holding a torch.

Post-Script

Since returning home Paddy McCollum has become the proud father of a bouncing baby boy, I'm sure you will join me in congratulating Paddy and family!

I never cease to be amazed at the number of lifelong friends you make in rallying - it really is still a big family. The help from other competitors is brilliant, the navigators compare plotted routes and help each other out if something isn't coming together. Most drivers will lend a hand if there are problems and try to exchange parts and lend tools if necessary.

As I said earlier, never underestimate how important it is to spend time getting the trip as close as you can to that of the organisers. It is not wasted time if you need to "go round again", because you can then trust your trip.

I thoroughly enjoyed this event - it is brilliant, along with all the other HERO, CRA, ERC events. If anyone needs any encouragement, don't think about it. If you can afford the entry do it - you will remember it for ever.

However, NEVER forget what you have on your doorstep; the classic rallies run by the TDC, ALMC, UAC, CMC etc are/were every bit as good and competitive, but being club run they all suffer from potential under-funding, and "staffing" problems. Unbelievably, sometimes the idiotic perception is that being value for money means not as good!

It did bring home to me how my eyesight has deteriorated and the need for ever brighter in-car lighting to differentiate between whites and yellows, goers and non-goers, and the tricks organisers dream up in bright summer days for the navigator to decipher in the dark, during winter, inside a car, oscillating between the trip, clock, instructions and maps, just seems to have become

quite difficult. As for my counting, I need my fingers to hold onto the pencil and bits of paper so they are already too busy to be used for maths which results in me making even more mistakes than I should. Despite these misgivings, I continue to look forward to doing any events I can and hope to be still at it in 20+ years. Only time will tell.

PPS

Please excuse me from standing on my soapbox (again), but why do the organisers insist on/persist with using such a moronic scoring system for the event? After all, it is the Rally of the Tests and, if the navigation is on scratch so why not also the tests? Is it perhaps an admission that the mainlanders are not such proficient test exponents?

Anyhow have a think about this (perhaps unlikely) scenario: 5 MG Midgets with top Irish drivers, 31 tests, probably all separated by less than a second per test. Maximum difference after a hard fought three and a bit days: 31 seconds. Apply the test penalties. To keep it simple let's assume they are all in the same order.

Car 1 is on 0 penalties which is fine, (but instead of the class difference say 8.5 seconds) car 2 is now on 62 seconds, car 3 is on 124 seconds, car 4 is on 155 seconds and car 5 is on 186 seconds.

On this event the first seven overall were covered by 54 seconds. I can't see how anyone can defend this scoring system. The only competitor that can possibly benefit must be such a dangerously bad and slow driver that they will never feature in the first page of results unless it is a VERY small class and they can pay for the best navigator. Let's call him Walter Mitty; he would be safer at home on his Playstation. *(It's hard to beat a heartfelt Clifford rant! - Ed.)*

Clifford



UAC Equinox Targa Rally

8th October

As the drivers' briefing was taking place, the rain started. This set the tone for the day. From a quick look beforehand at the diagrams, Test 1 was by far the longest. When we pulled up to the start, the marshal warned us that it was slippery. We started cautiously but, despite this, as I attempted to turn left into a yard the steering wheel had almost no effect. Slippery just isn't strong enough a word to describe how tricky it was. After much swearing we managed to get the car pointing in the right direction. However, a slight gradient into the yard was the next issue. After attempting first and then second gear with no effect third finally moved us slowly into a yard covered in an inch of slurry. If my competition CV hadn't included some mudplugging (Sporting Trials), we might never have made it. We ended up losing a huge amount of time.

I was determined to make it up on the following tests. Unfortunately, this proved to be very difficult as, while Test 1 had taken us over two minutes, the subsequent tests were much shorter ranging from 17 seconds to a minute. This meant it was virtually impossible to make up the deficit. This was very disappointing.

Christopher (Evans) & Kev (Fagan), seen here



under the watchful eye of Aaron Mitchell, and Eamonn (Byrne) & Derek (Smyth) were neck-and-neck all day



with Christopher's MX5 coming out on top by just three seconds to continue their winning streak. Frank



(Lenehan) & Tim (Faulkner) and Dermot (Carnegie) &



Mark (FitzSimon) were ninth and tenth. We (myself and Alex Lyons) finished fourteenth.



Peter Faulkner (pictured below) couldn't source a navigator so made what many thought was a foolhardy gesture in offering to come up and sit in the hot seat of his MX5 while Mark (no relation) Faulkner did the driving. Apart from a minor brush with the scenery, (see streak of yellow on near-side front wing) this experiment worked out well.



Ronnie Griffin, as “committed” a pilot as Mark, was involved in a similar scenario. He drove Conn



Williamson’s BMW 318 and Conn took in the view. This partnership also made it to the finish.

While we enjoyed the day it was nothing like as satisfying as the previous weekend in Larne where all the tests were “proper” lanes ones of a more generous length. The entry fee was also less!

The next day I navigated for Philip O’Reilly in the Birr Endurance Trial which was of similar calibre to the Larne experience.

With such a large selection of fantastic events in the motorsport calendar, north and south, there are plenty to choose from. The “Equinox” will have to offer a more exciting prospect if it is to make my list for 2016. UAC has the experience and expertise to make this happen.

Richard



Michael Duke & Claudette Hollywood are seen here receiving their award for third place from C-o-C, Ronnie Mitchell

There was an encouragingly greater diversity of cars than is typical of current Targas



Arthur & Adam McMullan



Robert McGimpsey & Trevor McIlroy



Michael Reid & John Lindsay

RESULTS

1 Christopher Evans / Kevin Fagan (MX5)	17:22
2 Eamonn Byrne / Derek Smyth (Starlet)	17:25
3 Michael Duke / Claudette Hollywood (MX5)	17:39
4 David Crothers / Barbara Kane (MX5)	17:47
5 David Crossen / Taylor Gribben (Micra)	17:57
6 Matthew Mason / Peter Scott (Micra)	18:06

This was the final round of the 2016 Endurance Championship. The base was Garahys Garage in Fortal, Birr, Co. Offaly.

All Starlet mounted, Karl

Karen doing her usual good job in keeping him on the straight and narrow, was hoping to stave off his Championship challengers, son, Glyn, Graham O'Donoghue and

whose contacts provided great selective venues. Eoin also does great work drumming up entries - his creative matchmaking of drivers and navigators is very effective. He competes as well, this time with Stephen Joyce shuffling the paper.

Tyre choice was difficult as we competed on concrete, tarmac, grass, rocky forest roads, grassy forest roads, and slippery slurry! On the first selective we started on a concrete yard followed by a grassy field to the finish, all in just over a kilometre.

On the second selective Karl's Starlet stuttered to a halt and by the time Ted and Karen came upon them, Karl's car had stopped just beside, and blocking, a code board, the crew were good enough to call out the (correct) code to Ted & Karen. Karl and Evin managed to get back on the road after discovering an electrical fault but they had to play "catch-up" all day.

The first break the crews had was not until about 3:00 pm after 15 selectives, The reason for the "Endurance" in Endurance Rally was being felt with five selectives to go. The last one was cancelled as the organisers just ran out of time. Everybody headed back to Garahys where, again, crews, organisers and marshals were kindly supplied with much needed tea, coffee and sandwiches.

Results were posted before 8:00 pm and we all headed home happy and also pleased that it was only Saturday and the weekend was just beginning - well maybe not over yet would be a better description.

Kevin & Dave were worthy winners. Karl & Evin clawed their way back to second place and double success in the Championship - well done. Kevin was second driver ahead of Ted whose fourth place was sufficient to fend off his pursuers.



O'Donoghue/Evin Hughes, Patrick



Glyn & Alan Dolan



Corcoran/Ruaidhrí Nash and Robert Howard/Andrew Stewart led the field away. Karl & Evin were leading the Championship and were hoping to keep it that way. Behind Karl in the Championship and fourth on the road, Kevin O'Rourke, this time with

Patrick Corcoran who were all equal fourth. There was a lot at stake in this final round.

In the Navigators category, Evin Hughes couldn't be caught so it was a tussle for second place which was being contested by Karen and Alan Dolan (Glyn's guide).

As well as being the start and finish venue, Garahys Truck Garage was the location for the first selective. The Garahys were very welcoming and hospitable with copious amounts of tea, coffee, scones and sandwiches.

The road book was good, the map was good and the selectives were brilliant. Compliments are due to C-o-C, Richard Fryday and, behind the scenes, Eoin Longworth



Dave Ray, was hoping to spoil the party. At 14, Ted Gaffney, with wife,



TDC Turbine

Karen was a delighted runner-up navigator with Alan third.

Ted



RESULTS

- 1 Kevin O'Rourke/Dave Ray (Toyota Starlet) 4m 07s,
- 2 Karl O'Donoghue/Evin Hughes (Toyota Starlet) 5m 31s,
- 3 Robert Lewis/Eoghan McCarthy (Toyota Starlet) 6m 32s,

2 Colin Sheridan/Breen Sheridan



(Toyota Starlet) 7m 19s,
3 Ken Fleming/Clifford Auld



(Toyota Starlet) 11m 11s.



Eamonn Dunne & Martin O'Malley



James Bradley & Maria Kehoe



Brian Duggan & Ken Carmody



Seán McEnroe & Martin Quinn



Richard Stafford & Fran Kinsella



Kieran & Jane Garrahy



4 Ted Gaffney/Karen Gaffney
(Toyota Starlet) 7m 30s,



- 5 Ciaran Garahy/Hannah Garahy (Toyota Starlet) 7m 44s,
 - 6 Glyn Gaffney/Alan Dolan (Toyota Starlet) 8m 07s.
- Class winners: Ted Gaffney/Karen Gaffney, Brian Kirwan/Elaine*



Kirwan (Seicento)

Navigation Cars:

- 1 Philip O'Reilly/Richard Meeke (Toyota Starlet) 7m 15s,



Ronnie Griffin & Kevin Fagan



Patrick O'Leary & Trevor O'Callaghan



Motorsport Ireland's team had a bittersweet result in the Ken Wharton Memorial Team Autotest in Warwickshire. Leading for most of the day but dropping behind old rivals Northern Ireland on the closing test, the quartet picked up a 20 second penalty on the final test when Kerry's Timmy Lynch had the heartbreak of a broken gear linkage which forced him to stop after a terrific drive. The Ulstermen's winning margin was just 20.3 seconds.

Paul Mooney copes with a cornucopia of cones

10 Paul Swift (Mini) 498.5,
11 Paul Fobister (Haigh Special) 499.2s,
12 Timmy Lynch (Westfield) 504.5s.
Class winners: Eamonn Byrne, David Thompson, Paul Blair, Paul Mooney.

Reserves:

1 Peter Grimes (Mini Special) 470.6s,
2 Steven Ferguson (Mini Special) 473.3s,
3 Malcolm Livingston (Lindsay Special) 483.5s,
4 Ashley Lamont (Westfield) 487.7s,
5 Jamie McMillan (Nova) 503.1s,
6 Chris Chapman (Striker) 507.9s.

Class winners: Chris Grimes, Jamie McMillan, Ashley Lamont, Peter Grimes.

RESULTS

1 Northern Ireland (Paul Mooney, Robin Lyons, Paul Blair, Mark King) 1935.1s,
2 Republic of Ireland (Guy Foster, Eamonn Byrne, Timmy Lynch, David Thompson) 1955.4s,
3 England (Alastair Moffatt, Dave Mosey, Richard Pinkney, Roger Holder) 2030.0s,
4 Scotland (Paul Fobister, Paul Swift, Gordon Clendinning, Warren Gillespie) 2064.8s,
5 Wales (Dave Evans, Mike Biss, Ian Chapman, Dafydd Roberts) 2279.2s.

Individuals:

1 Paul Mooney (Mini-Nova Special) 472.4s,
2 Alastair Moffatt (Mini Special) 478.0s,
3 David Thompson (Nova) 479.7s,
4 Paul Blair (Striker) 482.0s,
5 Eamonn Byrne (Mini) 483.4s,
6 Guy Foster (Mini Special) 487.8s,
7 Robin Lyons (Mini) 488.3s,
8 Mark King (Nova) 492.4s,
9 Richard Pinkney (Caterham) 494.8s,

Trevor Ferguson passes up the opportunity to do "The Conga"



TDC Turbine

Warren Gillespie, Dave Evans & Richard Pinkney do a group dance

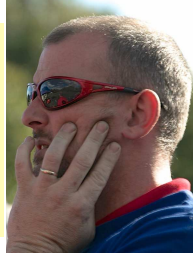


Timmy Lynch flies the flag



Mike Jordan's widow, Liz, presented the prizes - this one to Ashley Lamont

It was James Wilson's first visit to the Wharton



Peter Grimes set FTD



Chris Grimes discharged his usual pre-test counselling role. Paul Blair is the beneficiary here



Mark King tries out a new toy



Alastair Moffatt already has William's future mapped out



Ronnie Griffin & Eamonn Byrne evaluate



Being northerners Mark King, Paul Blair, Robin Lyons & Paul Mooney choose to drink their victory champagne rather than spray it wastefully



Runners-up: David Thompson, Eamonn Byrne, Timmy Lynch & Guy Foster

Pic: Derek Smyth

Eric
Patterson is
discommoded
briefly by the
snow on the
Glenview
Trophies
Targa



Committee Notes

Resumé of proceedings at committee meeting, 3rd November 2016

Timing Devices –

Mark Doran has been in contact with James Mansfield regarding building an app for TDC to use at events. Joe demonstrates a free app running on an Android phone that is simple to use and will work for our events. It's decided that TDC will only need a slightly simpler version of the timing system used on recent NI events. The system will be upgradeable.

Hi-Vis Jackets –

100 TDC Branded have been made and have turned out very well, thanks to Joe for organising

Club Championship –

Proposal made to award points to organisers of events who would be otherwise penalised for not taking part. Discussion postponed until next meeting.

Classic Car Run –

To be kept on Agenda, Larry and Philip conversing separately

Venues –

New locations, if any(!), to be discussed at the next meeting

Correspondence:

Reminder received from the Companies Registration Office regarding returns. Tim will take care of it.

Finance:

€491 to Motorsport Ireland for Howard Wilde Permit. Outstanding CPAs yet to be paid, Paul to confirm and cheques will be written at a later date

Website:

No further news to report.

Dave Fagan has offered assistance if required.

Bowling Night:

Originally proposed for November, it has been postponed until 2017.

Club Autotest 16th October:

All in agreement that it was great to get the paddock to give variety.

Long joined up test at the end was fun and provided competitors with something to do while results were finalised

Philip thanked Tim, Ian and Joe for their help and marshals all received either a text/call after the event to thank them.

Howard Wilde Hewison Autotest 13th November:

Tests have been drawn and Eamonn Byrne reckons they are suitable. They are largely the same ones as last year which worked well.

Currently nine marshals organised with more to come.

TDC may incur a small charge from Mondello, to be confirmed after(!) the event.

Ian to provide lunches for officials

Christmas Autotest/Autosolo 26th December:

Nothing confirmed yet, Frank L to investigate Murphy's Quarry as the location to be used again

Mondello MVAT 2017:

Nothing confirmed yet, current agreed date is Sun. 29th January. Joe to liaise with Ian Beatty.

Idea of a team award was proposed, either organised by competitors or names picked out of a hat to include a Beginner, Novice and Expert in each team.

AGM/Quiz/Prizegiving:

Provisionally Fri, 27th January. Richard to check with Dun Laoghaire Motor Yacht Club

Club Championship

Piers thanked Stephen for all his work on this.

TDC Retro:

This was brought up again - noted that Frank Fennell won't become involved in organising another. If an FF clone materialises we should have another go. It should be kept on the agenda.

SNIPPET



Pic: Jakob Ebrey

A week after his second victory in the Formula Ford Festival at Brands Hatch, Niall Murray headed to Silverstone for the Walter Hayes Trophy. Driving his Bernard Dolan Racing Van Diemen RF99, Niall made Formula Ford history as the first Kent-powered racer to win both the Formula Ford Festival and Walter Hayes Trophy in the same year.

The double success completes a remarkable campaign for Niall, who also won the BRSCC British National Formula Ford 1600 champion and the Martin Donnelly Trophy at Kirkistown.

For the very young amongst you, Jackie Stewart is presenting him with his trophy.

December Crossword

1		2			3
4	5		6		
7					

Across

1 What Christopher Evans doesn't like doing (6)

4 The original form of motorsport (6)

7 Operatic retro Nissan model (6)

Down

1 Jet aircraft named after one of Shakespeare's kings (4)

2 Initials of country where Kyalami racing circuit is to be found (2)

3 Important piston pin (7)

5 A bird-like car rental firm (4)

6 Early eighties Morris model which replaced the Marina (4)

October Solution

C	H	E	R	R	Y
L		N			T
I					T
P	A	L	M	E	R
	D		A		I
N	A	S	S	A	U
	M		S		M

TDC Club Autotest

16th October

Round 8 of the TDC Club Championship was held at Mondello Park. Despite the bright sunshine on the journey to Mondello, the circuit proved once again that it has its own micro-climate of bracing winds to keep competitor awake and marshals frozen.

Following on from the great entry at the last autotest in Rathcoole there were even more entries this time with 26 starters. In a change from previous visits to Mondello we were based in the large paddock area which allowed three tests to be set up. This kept the queuing to a minimum.

The test layouts were ideal for all levels of driver ability, nice and flowing. They also suited all types of cars.

The marshals on the day, Mark Walsh, Linda Dempsey, Peter

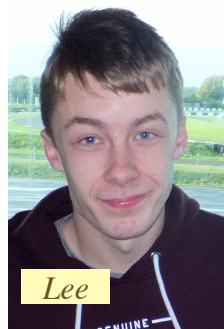
and we were finished early enough to have time to join up two of the tests for a bit of fun while Ian McCulloch sorted out the final results. Overall mastermind, Philip O'Reilly, is to be congratulated on his management skills. It was great to have Larry Mooney on hand to present the prizes.

Best beginner on the day was

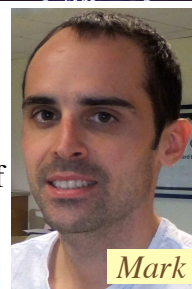


Cian

Cian Power in the Mini Special with Declan Furlong second and Lee Faulkner third.



Lee



Mark

Fastest time of the day went to Mark Doran in the Locost.

James



RESULTS

BEGINNERS:

- 1 Cian Power (Mini Special) 548.3s, Premier Award
- 2 Declan Furlong (Starlet) 674.3s,
- 3 Lee Faulkner (Starlet) 676.9s,
- 4 Andrew Boland (Mazda MX5) 687.9s,

- 5 Lukasz Choma (Starlet) 712.1s,
- 6 James Hogarty (Starlet) 720.7s.

NOVICES:

- 1 Mark Nugent (Starlet) 547.8s,
- 2 John Nolan (Starlet) 554.5s,
- 3 Austin Quille (Starlet) 559.3s.

EXPERTS:

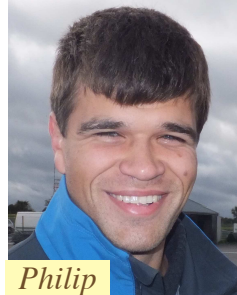
- 1 Mark Doran (Locost) 458.2s, FTD
- 2 Michael Cullen (Westfield) 480.7s,
- 3 James Mansfield (Mini) 512.0s.



Linda



Peter



Philip



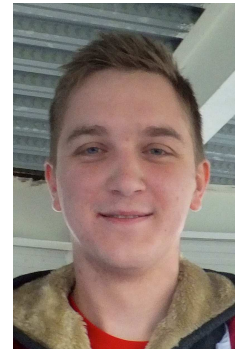
Ciarán



Auerbach, Ciaran Freeney and Tim Faulkner (Is Tim's digital disposition significant?) kept everyone moving



Andrew Boland



Lukasz Choma



Darren Quille had a go at front wheel drive for a change. You can just make out dad, Austin, in the background as they play with wheels

Circumstances were such that Michael Cullen arrived quite late and he was forced to put in some record lap times to get through all of the tests. His test times weren't too bad either.

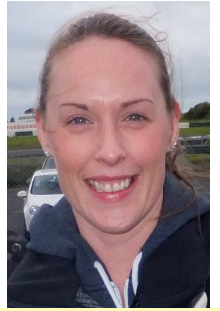


Piers MacFheorais

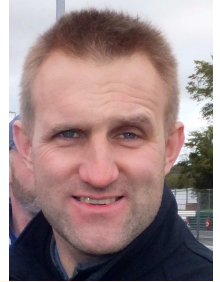
TDC Turbine



Tony and Liam Cummins came along for a look with a view to entering the fray at a later date.



Declan & Paul Hendrick, Aoife Ryan



Dave & Richard Meeke, John Nolan

David Quille, Michael Hogarty, Owen Murray



Jay Donegan was the only retirement of the day



Alan Auerbach, John McAssey, Stefan Walsh

QUIZ October Answers

1 Nicky Sparks



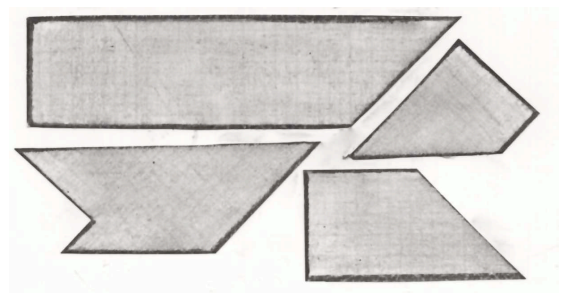
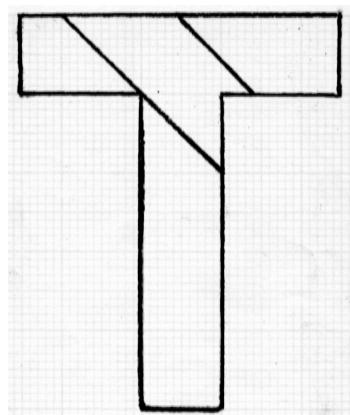
2 Jack Quinn (again!)



3 Peter Faulkner



4

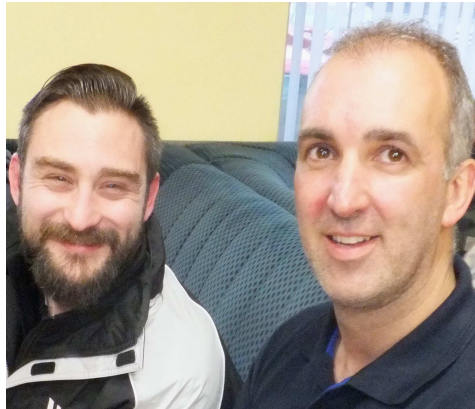


There I was, halfway through the AGM of the rather pretentiously titled Literary Teachers' Friendly Society, when I was jolted out of semi-consciousness by a quiver on my left thigh. I had just received a text. Despite the breach of etiquette, I sneaked a surreptitious peek which moved me to further impropriety as I excused myself from the meeting to respond.

There had been a withdrawal from the entry list of the North Armagh MC's Loughgall Targa Rally which had been offered to Karl O'Donoghue. He was suggesting that I might like to be the custodian of the Test Diagrams. My weekend commitments were confined to children/grandchildren invading on the Sunday, so I was free on Saturday. I suspected that I might not be home in time for Strictly Come Dancing but I was prepared to make that sacrifice. You may wonder why this could not be recorded. I will explain. I have a reputation for being thrifty (if I had been the recipient of communion money I suspect I might still have it). So, I don't subscribe to Sky/Virgin/Eir - I rely on Saorview/Freeview for my televisual needs. This is such a low volume option for viewers that the set-top box (does anybody actually put this device above their TV?) is so primitive that the record option is not easy to deploy. I digress.

On Saturday morning at 0700 hours I rendezvoused with Karl and we headed north in the O'Donoghue Volvo tow-"car". Behind was not Karl's 2016 Endurance Trial Championship winning mount, rather younger brother Graham's

similar Starlet. To be eligible for endurance trials the cars must have less than 1400 cc. Limos are also banned. Immediately, we were at a disadvantage. The good news was that Karl's infrequent northern forays saw him classified as a semi-expert which provided the carrot of a class win as there were only three others in this category. Our main rival was the Mini of Davy Young/Richard Nelson (L) so we kept a



close eye on their times. The Frank Lenehan/Tim Faulkner Starlet



Frank with Eamonn Byrne

was also a designated target. We were running just a few places behind them so could ask how they had done at the end of each test. We were greatly encouraged on the occasions when we were quicker than them.

I sometimes wonder at the necessity for this sort of monitoring. The lunatics that I have the good fortune to sit with all seem to go as quickly as they can, irrespective of their class/overall position.

We managed to win the class despite a few pylon/line penalties

which compromised our overall placing.

Many of the "pylons" were standard autotest pylons. Others were cones, barrels and tyre stacks. Contact with the last two could have a detrimental effect on body panels. I thought this was punishment enough, but, to add insult to injury, this contact also attracted a 5 s penalty.

The metal crowd control barriers used to help to find the chicanes and the recommended route also resulted in a fair amount of bodywork distress, as did the natural obstacles along the way - apple trees seemed to be a particular magnet for many competitors (Kenny Martin & Philip Coote on this occasion).

There was evidence of much misadventuring at the lunch halt. It



didn't come as a surprise that the most "impressive" example was the Mark Faulkner/Aly Coyle MX5. On this occasion it wasn't just the body



that suffered. Approaching halfway an ominous rattle from under the bonnet signalled imminent engine failure and they were forced to retire.





Before

marshals were in a good mood as they bestowed pylon and line faults.

At the head of the field Robert Woodside (Jnr)/Bruce Drummond brought Christopher Evans/Kevin Fagan's recent winning run to an end. Robert's MX5 was



After

Karl had taken Graham's car to try to get it working a bit better. He availed of the lunch halt to fiddle with shock absorber settings under mobile phone instruction from Tony Phillips. Karl had hoped that these adjustments might improve traction - but they didn't make much difference. Talking to others, this was a universal problem despite the almost entirely tarmac nature of the tests.

I wasn't surprised that we did OK as my input was kept to a minimum, thanks to Karl's ability to memorise the tests after just one visit. He also attacks tests confident in his ability to cope with what arises (often unseen and solid) even though the diagrams don't necessarily give a definitive picture of what is coming next. I felt confident that he had this ability too!

The road mileage was no more than 20 miles as all the tests were in Loughgall Country Park. The Jim Allen tablet timers were used to great effect. There were marshals everywhere, though some of the stop-line observers were, I thought, a bit closer to the action than was circumspect. Loughgall FC proved to be an ideal base. The Club even organised an unseasonably clement day, the most important ramification of which was that the



sporting a new orange stripe just in case anybody confused it with



Christopher's example. At "lunch" Robert was asked how he felt about defending his lead. He replied with, I suspect, a well-practised response - "Pressure is for tyres."

The event was certainly worth the trip.

Editor



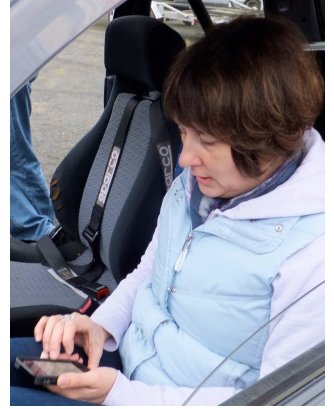
RESULTS

1 Robert Woodside / Bruce Drummond (MX5)	33:18
2 Christopher Evans / Kevin Fagan (MX5)	33:51
3 Eric Patterson / Raymond Donaldson (MX5)	34:07
4 Eamonn Byrne / Joanna Lenehan (Starlet)	34:07
5 David Crothers / Barbara Kane (MX5)	34:13
6 Allan Harryman / Suz Graham (Toyota MR2)	34:19
7 Daniel Byrne / Jonathan Bradshaw (Peugeot 106)	34:26



Eric & Raymond

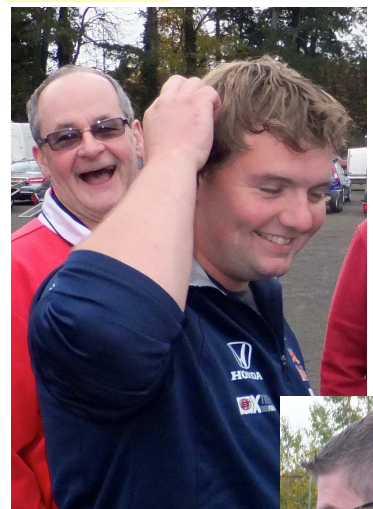
Joanna rings Eamonn to get him back to work



David & Barbara



Allan & Suz



Tim Faulkner is amused by Daniel's head-scratching - Jonathan looks puzzled



TDC Turbine



Eoin Longworth & Patrick O'Leary



Enda Hughes & Gerry Joyce await scrutiny



Dermot Carnegie & Mark FitzSimon's entry had been mislaid which resulted in them running at the back of the field.



John O'Reilly & Nicky Sparks



Peter Faulkner & Anne Smyth preparing. Peter had an elastoplast covering up an imperfection



which remained after the MX5's rehabilitation necessitated by Mark Faulkner's ministrations on the Equinox.



We were running behind Norman Ferguson/Keith Hall until the 106 retired after a track-rod end broke and soon after the gearbox succumbed. This meant that we spent the rest of the day with the rather more attractive view of Robert (Snr) & Gary Woodside's Escort.



Grace Campbell, Malcolm McQueen, Gilmore Magee



Kevin Fagan in macho mode



"Sleeping Beauty" Claudette Hollywood enjoys a post-lunch nap



Darren Fleck (R) sacked his dad after Poyntzpass (maybe it was vice versa) and had his default, Gary Wilson, along for the ride



Karl O'Donoghue & Ian McCulloch with C-o-C Eddie Murphy



Ronnie Griffin plays PEEP-O



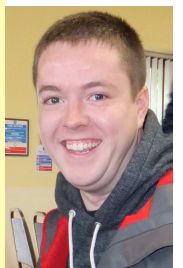
TDC Turbine



A pause while the test signage was being reversed provided an opportunity for polite conversation

Ronnie Griffin subjected Conn Williamson's BMW to angles it had never before experienced. Acute, right, obtuse and reflex all had their turn. I suspect "straight" didn't get much of a look-in.

Raymond Mason at lunch. The ever cheerful Matthew chaperoned him



BDMC Autumn Lanes Rally

12th November

The "build-up" to this event was more measured than it had been for the Loughgall Targa. Karl (O'Donoghue) contacted me well in



advance so I had plenty of time to set my alarm clock to 5:00 am.

Karl usually has Evin Hughes along to keep him on the right track but Evin was previously committed to his other main motorsport mission - the pursuit of further National Navigation Championship glory with Pakie Duffy.

The "Drumlin" took place on Saturday night/Sunday morning on the Discovery Series equivalent of the dreaded 1/2 inch Sheet 8. Pakie/Evin spoiled an otherwise clean sheet with a wrong approach, which caught out our very own Paul Phelan, amongst others, as well. The approach can't have been straightforward.

Anyway, back to the Autumn Lanes. C-o-C, Gavin Campbell

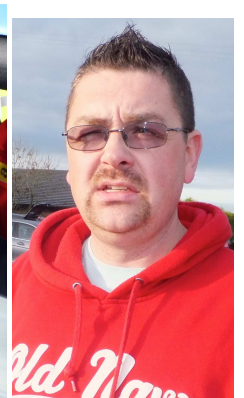
didn't have any such trickery on his agenda though he would be well capable of coping with it. He had spent his time putting together a first-class event. To complement the challenging set of tests, there was excellent organisation of pre-event formalities, a compact route, super catering arrangements and prompt



A potential alternative catering solution we passed during the day results.

I blotted my copybook on Test 5. Two pages of the test book had stuck together so we set off using the instructions for Test 6. This resulted in further evidence of the validity of Sod's/Murphy's Law. Test 5 was considerably more intricate than Test 6. Fortunately, the tests, 5 included, were laid out so that it was difficult to deviate from the intended route. Fortunately, also,

Karl's driving talent was matched by his talent for dealing with unannounced hurdles and we dropped only about 10s. I say only 10s - I'm not so sure that Karl would describe it as "only" - mind you. He didn't give out to me which was a relief. Christopher Evans/Kevin



Fagan and Daniel Byrne/Jonathan



Bradshaw suffered tyre deflations as

they circled pylons which compromised their challenges and they finished up third and twentieth respectively.



Eamonn & Derek

According to Derek Smyth in his victory speech, the tests were, unusually, Starlet friendly despite Gavin's MX-5 tendencies. (Eamonn Byrne had reluctantly been persuaded to step out of the limelight to allow Derek to take on the winners' oratorial responsibilities). Certainly, the Lisdoonan test was very loose and on a slope which seemed to suit the pullers better than the pushers. Our tyres (I can report that they were black) didn't allow us to take advantage of our front-wheel drive. We fitted a different wheel (it was also black). There was only one of this variety. After some uninformed discussion Karl fitted it on the offside front. The experiment was not a success and we reverted to the original arrangement. We finished eleventh overall and second in class



behind the excellent Robert Whelan (L) partnered by his dad, John, who were eighth. They were just ahead



Frank (R) with Karl O'Donoghue

of the similarly Starlet mounted Frank Lenehan/Tim Faulkner.

John O'Reilly/Nicky Sparks had what I suspect was their best result, seventh, since



Tim



venturing north in the MX-5 just behind the Escort of Dermot Carnegie/Mark FitzSimon. Peter



Faulkner & Anne Smyth had a steady run.

There was considerably less bodywork mayhem than there had been at Loughgall though there were a few indiscretions. One such was borne by the Midget of John Kelly/Redmond McNamee.



Another joyous junket.

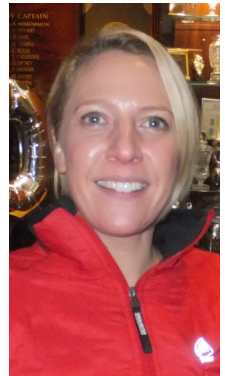
Editor



RESULTS

1 Eamonn Byrne / Derek Smyth (Starlet) 17:45

2 Michael Duke / Claudette



Hollywood (MX5) 18:00

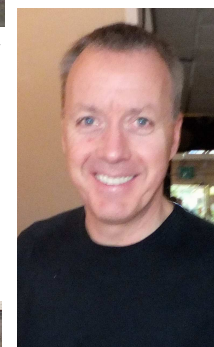
3 Christopher Evans / Kevin Fagan (MX5) 18:08

4 David Crothers / Barbara Kane



(MX5) 18:08

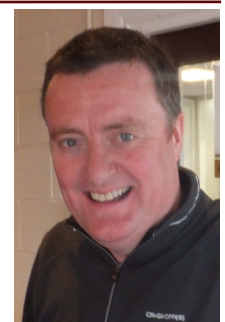
5 Simon Woodside / Steven Dowds



(MX5) 18:18

6 Dermot Carnegie / Mark FitzSimon (Escort) 18:34

Stephen Whitford led after the first time card but tribulations intervened subsequently



TDC Turbine

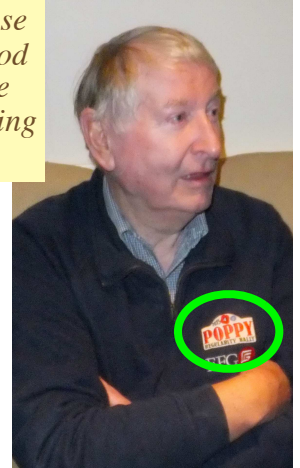


Rodney McCready was not only in the wrong car, he was in the wrong seat. He was introducing a bit of variety into his life by sitting with Neil Fletcher, albeit in an MX5.

Did Dermot choose his jumper as a nod to Remembrance Sunday the following day?



Alex Scott



I think Bryan Mutch is sitting in the wrong place

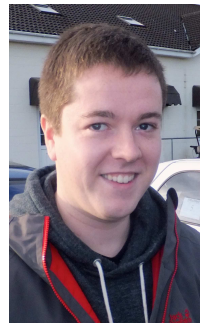


Mark Woodside & Andy Blair



Peter Scott prepares for action with Matthew Mason (below). They dropped down the leaderboard after Test 5 and disappeared altogether after Test 13. "Slow & steady is not Matthew's style."

Jim Wilson said "Hello" at Carryduff Building Supplies Yard - not too far from home while Norman Ferguson & Damien Mooney looked for some grip.



QUIZ December Questions



1



3



4



2



5

6

Who are they?

Answers to

valianmcculloch@gmail.com

WILDE AUTOTEST

This autotest honours the memory of Howie Wilde who was a stalwart and popular member of TDC in the late sixties and early seventies until his untimely death at far too young an age at the wheel of his Triumph Vitesse. A few motoring men will remember him as a very helpful guy behind the counter of Briggs & McCrae, a famous (in those days) motor factors in Dublin City, regrettably also no longer with us although the connection lives on through TDC committee member Stephen Briggs, a son of the 'Briggs' in Briggs & McCrae, Eric, who thankfully is still with us - the Da as well as Stephen.

The event took place at Mondello on Sunday 13th November when, unusually for this (some may say, any) time of year, the weather was relatively clement and not as wet or wild or cold as normal. The conditions were conducive to some spectacular instances of perpetual motion especially when viewed from a bird's eye perspective which was provided



via a drone piloted by Jonathan Byrne. Does one 'pilot' a drone or should that be 'control' or 'operate'?

Anywhichway, if you haven't already done so then log on to YouTube and have a look – easy access via a link on the event results page of the TDC website.

Most fluid man on the day was Paul Mooney who danced his Mini (very) Special around the twelve tests with fastest time on eight of them with only one hiccough which was enough to allow Steven Ferguson (in another very special Special) to take overall honours by less than half a second. Next man up



Paul & Steven confer at the start of a test was Peter Grimes who



made a welcome return to competition in this part of the country in a (regular) Mini Special. (He brought his son, Luca along - Ed.)

Davy Thompson took the



honours in the large saloon class in his Nova ahead of Jamie McMillan



and Peter Falvey (both former TDC Beginners' champions). Peter would have been quite a bit higher up the leaderboard but for the misfortune of having his clutch cable come adrift on Test 1 on the first lap resulting in a fail.



Welcome visitors from England were Richard Pinkney who had a comfortable class win in his Westfield and Dave Mosey who had a good run in his Mini Special. You were a pleasure to



watch and you looked like you enjoyed the event – come again soon and bring a few friends! (Dave did bring one - Louise Richardson - Ed.)



Damien Doran is also a "visitor". His car may reside here but he lives in London

Results were efficiently produced by Club Chairman McCulloch who was most gratified by the complete absence of any query from any competitor. Is he seeking to usurp PP?



Howie would have really enjoyed the event.

ARBY



RESULTS

1 Steven Ferguson (Mini-Nova Special) 573.2s,
 2 Paul Mooney (Mini-Nova Special) 573.6s,
 3 Peter Grimes (Mini Special) 575.7s,
 4 Eamonn Byrne (Mini) 579.4s,
 5 David Thompson (Nova) 582.9s,
 6 Robin Lyons (Mini) 583.5s,
 7 Richard Pinkney (Caterham) 593.8s,
 8 Ian White (Mini Special) 594.8s,
 9 Guy Foster (Mini Special) 596.3s,
 10 Daniel Byrne (Mini) 578.6s,
 11 James Wilson (Mini Special) 601.3s,
 12 Chris Grimes (Mini) 601.6s.
Class winners: Eamonn Byrne, Paul Mooney, Richard Pinkney, David Thompson, Piers MacFheorais (Mazda MX5) 740.9s. *Novices:* 1 Cian Power (Mini Special) 740.8s.



Brian Kingston broke a driveshaft but, as ever, help was at hand to fit the spare he just happened to have in the boot and he was able to continue.



James & Harry Wilson



Chris Grimes visualises



Robin Lyons & Boo McCurry



Daniel Byrne



Eamonn Byrne



Guy Foster



Philip O'Reilly



Austin Quille



Cian Power



Prize for the best synchronised pointers went to Michael Cullen & Rod McGovern

Darren Quille was pleased to have completed all of the tests as he was having to make do with standard driveshafts



Ian White

TDC Turbine



Richard Meeke seems to have got into the wrong car

Frank Lenehan & Bill White exchange pleasantries



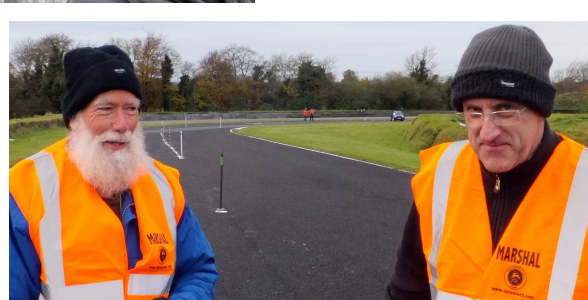
Ciarán & Anthony Freeney



Owen Murray



Norman Ferguson



Geoff Long & Stephen Love



*Seán McGovern (above R)
James Doran*



James Mansfield has decided to "bite the bullet" and will be equipped with a "limo" next time out



The ubiquitous John McAssey



A Grimes/O'Donohoe subset arrived at lunchtime - mostly Grimes: Jennifer, Luci, Caroline, Christopher and, wearing glasses, James O'Donohoe (son of Stephen & Sarah)



Liam Cashman

MDMC Glenview Trophies Targa Rally

19th November

It was a considerable drive to Cookstown but the last couple of miles from Cookstown to The Shepherd's Rest pub seemed to be never-ending. The fields were getting whiter and the ground was getting icier. As we (Richard Meeke



& Alex Lyons - Ed)

drove down the last stretch towards the pub, the roads were covered in snow. Travelling in a straight line was a challenge - as the road was falling away to one side we started sliding left, then right, then left again. Eventually, we arrived at the pub carpark.

The organisers had misplaced my entry. I realised this when my name wasn't on the seeded entry list that had been sent out a few days previously. The organisers told me they would give me my number at sign-on. Thankfully, the number I was given was 85, second last. I was delighted. Normally I wouldn't want to run at the back of the field but in this case I knew the other 84 cars in front would clear the majority of the snow. So after an hour sitting by the fire we headed out to the start control.

The first test was cancelled due to ice so we just drove through it, though there was no snow/ice by the time we got there. It was straight into Test 2 in Davagh forest. There was still plenty of snow and as we approached the first bend I saw a Ford Puma that had gone off. This didn't inspire confidence but we carried on as fast as I dared. The tests were amazing - proper long forestry ones with minimal stop-boxes. They were clearly laid out and I didn't hear of anyone getting lost. I also don't believe anyone beat

the bogey time on any section - as well as the stop-boxes, the occasional pylon to be circled kept the speeds down. All of the tests were brilliant and the snowy scenery only added to the event.

Starting last meant that after the first lap we were in joint first place with car number 84 (Steven



Cromie & Chris Henry who ended up fifth - Ed). Our second test in our second lap saw a lack of driving ability as we went straight on at a left turn. Thankfully, there were some friendly spectators on hand to push us out. This took long enough for us to well and truly lose our lead. We had no more incidents and finished up 10th overall after a great day.

Robert Woodside & Bruce



Drummond won with Christopher



Evans & Kevin Fagan in second. Unusually, there was no Facebook post from either Christopher or Kevin after the event.

This was my favourite Targa rally of 2016. I can't wait to get back next year.

Richard



Pics are courtesy of Adrian Hanna

RESULTS

- | | |
|--|-------|
| 1 Robert Woodside (Jnr) / Bruce Drummond (MX5) | 19:59 |
| 2 Christopher Evans / Kevin Fagan (MX5) | 20:14 |
| 3 Michael Duke / Claudette Hollywood (MX5) | 20:23 |
| 4 Eamonn Byrne / Joanna Lenehan | |



- | | |
|--|-------|
| (Starlet) | 20:27 |
| 5 Steven Cromie / Chris Henry (MX5) | 20:28 |
| 6 Eric Patterson / Raymond Donaldson (MX5) | 20:28 |



Neil Fletcher retained Rodney McCready for this event but reverted to a Ford, albeit a Focus. If Rodney made a mistake was Neil going to tie him to the roof-rack?



Philip O'Reilly had the experienced Clifford Auld for company

SNIPPET

It is, of course, Stephen Briggs, who rooted out the clipping from his "former glory" file after the recent Maxol Economy Run. He obviously still has the touch. I wonder if our own Past Master remains as masterful/frugal as he obviously was then.

White winner in Deansgrange

□ 'The Great Economy Run 1993', sponsored by Irish Shell, and run by the MG Car Club, was won by Mr. Stephen Briggs of White and Delahunty, Deansgrange, in a Nissan 100NX, with an actual MPG of 60.478. The Past Master Class for previous winners was taken by Mr. Paul Phelan of Nissan Ireland, driving a Nissan Micra, with an actual MPG of 76.213.

Pictured here accepting their awards are (from left to right): Mr. Declan Fallon, corporate services manager, Irish Shell; Mr. Stephen Briggs, White & Delahunty, overall winner; and his co-driver Mr. Seamus Griffin.



2016 TDC Club Championship

		Rd 1 Autosolo 10-Apr	Rd 2 PCT 08-May	Rd 3 Birrr AT 15-May	Rd 4 Club AT 22-Jun	Rd 5 PCT 27-Jul	Rd 6 Club AT 07-Aug	Rd 7 MVAT 28-Aug	Rd 8 Club AT 16-Oct	Rd 9 Hew AT 13-Nov	Rd 10 Autosolo 26-Dec	Full Total	Best 7	AT Total	Best 4
Beginners															
1	Declan Furlong	10	10			4	9	6	9			48	48	18	18
2	Andrew Boland	8					7	8	7			30	30	14	14
3	Cian Power						10		10	10		30	30	30	30
4	Ken Fleming						6	10				16	16	6	6
5	Aoife Ryan					9		2	3			14	14	3	3
6	Finbar O'Neill		7			6						13	13	0	0
7	Lar Hogan			6				7				13	13	6	6
8	James Hogarty						5	3	5			13	13	10	10
9	Paul Hendrick		6				2		4			12	12	6	6
10	Luke O'Neill		4			7						11	11	0	0
11	Frank Dwyer			10								10	10	10	10
12	Robert Lambert				10							10	10	10	10
13	Ciarán Ó'Cléirigh					10						10	10	0	0
14	Tim Swail		9									9	9	0	0
15	David Quille	9										9	9	0	0
16	Eoin Quinlan			9								9	9	9	9
17	John Maher							9				9	9	0	0
18	Rod McGovern									9		9	9	9	9
19	Linda Dempsey		8									8	8	0	0
20	Ciaran Dwyer			8								8	8	8	8
21	John Dempsey					8						8	8	0	0
22	James Grimes						8					8	8	8	8
23	Lee Faulkner								8			8	8	8	8
24	Declan Donoghue			7								7	7	7	7
25	Dave O'Neill						3	4				7	7	3	3
26	Lukasz Choma								6			6	6	6	6
27	David Swail		5									5	5	0	0
28	Peter Molloy			5								5	5	5	5
29	Ciaran Murphy					5						5	5	0	0
30	Brian Duggan							5				5	5	0	0
31	Gerry Joyce			4								4	4	4	4
32	Daniel Boxwell						4					4	4	4	4
33	Joe Buckley			3								3	3	3	3
34	Owen Whelan					3						3	3	0	0
35	Liam Ryan			2								2	2	2	2
36	Bernard Smith					2						2	2	0	0
37	Pat Maher			1								1	1	1	1
38	Brendan Driver					1						1	1	0	0
39	Aidan Doran							1				1	1	0	0

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

Stephen



TDC Turbine

		Rd 1 <i>Autosolo</i> 10-Apr	Rd 2 <i>PCT</i> 08-May	Rd 3 <i>Birr AT</i> 15-May	Rd 4 <i>Club AT</i> 22-Jun	Rd 5 <i>PCT</i> 27-Jul	Rd 6 <i>Club AT</i> 07-Aug	Rd 7 <i>MVAT</i> 28-Aug	Rd 8 <i>Club AT</i> 16-Oct	Rd 9 <i>Hew AT</i> 13-Nov	Rd 10 <i>Autosolo</i> 26-Dec	Full Total	Best 7	AT Total	Best 4
	Novices														
1	Brian Kingston	5		10	9	2	10	7		8		51	51	37	37
2	David Meeke	8	10			9	8	5	8			48	48	16	16
3	Owen Murray			8	10			8	7			33	33	25	25
4	Robert Whelan	4	4		8	10		3				29	29	8	8
5	Michael Cullen				5				10	9		24	24	24	24
6	Mick Kehoe	2	1		7	8		4				22	22	7	7
7	Ian White							9		10		19	19	10	10
8	Mark Walsh	9				7						16	16	0	0
9	John O'Reilly	6						10				16	16	0	0
10	Colin Sheridan		6					6				12	12	0	0
11	Stephen Briggs		8		3							11	11	3	3
12	Karl O'Donoghue	10										10	10	0	0
13	Myles O'Reilly		9									9	9	0	0
14	Robert Lewis			9								9	9	9	9
15	Matt Grimes						9					9	9	9	9
16	Mark Nugent								9			9	9	9	9
17	Matthew Walsh	7										7	7	0	0
18	Paddy Lombard		7									7	7	0	0
19	Hughie Dunne			7								7	7	7	7
20	Maurice McMonagle						7					7	7	7	7
21	James Driver					6		1				7	7	0	0
22	Kieran Garahy			6								6	6	6	6
23	Jay Donegan				6							6	6	6	6
24	Ted Gaffney				1	5						6	6	1	1
25	Alan McNulty						6					6	6	6	6
26	Joe Reynolds		5									5	5	0	0
27	Joe Downey			5								5	5	5	5
28	Patricia Denning			4								4	4	4	4
29	Johnny Whelan				4							4	4	4	4
30	Niall Driver					4						4	4	0	0
31	Derek Lenehan	3										3	3	0	0
32	Damien Phillips		3									3	3	0	0
33	William Cavanagh			3								3	3	3	3
34	Jack Quinn				2	1						3	3	2	2
35	Trish Wojnar					3						3	3	0	0
36	Brian Flanagan		2									2	2	0	0
37	Patrick O'Leary			2								2	2	2	2
38	Kevin Fitzgerald							2				2	2	0	0
39	Graham O'Donoghue	1										1	1	0	0
40	Mark Shanahan			1								1	1	1	1
	Semi Experts & Experts														
1	Liam Cashman	6	7	10	9	7		9	5			53	53	24	24
2	Frank Lenehan	4	9		6	10		7				36	36	6	6
3	Philip O'Reilly	1	8	7	3	5	4	5				33	33	14	14
4	Richard Meeke		10			9	5		8			32	32	13	13
5	Piers MacFheorais	2		8	5		8	3	3			29	29	24	24
6	Alan Auerbach				8	3	9		7			27	27	24	24
7	Eamonn Byrne	10						10		7		27	27	7	7
8	John McAssey			9		8	6		1			24	24	16	16
9	Mark Doran	3	4		4				10			21	21	14	14
10	James Mansfield			6	2		3		9			20	20	20	20
11	Christopher Evans	9						8				17	17	0	0
12	John Nolan		5		7	4						16	16	7	7
13	Declan Hendrick		6				7	1	2			16	16	9	9
14	JJ Farrell	8						6				14	14	0	0
15	Ronnie Griffin						10	2				12	12	10	10
16	Eddie Peterson				10							10	10	10	10
17	Steven Ferguson									10		10	10	10	10
18	Damien Doran	5						4				9	9	0	0
19	Paul Mooney									9		9	9	9	9
20	Peter Grimes									8		8	8	8	8
21	Simon Echlin	7										7	7	0	0
22	Kevin O'Rourke					6						6	6	0	0
23	Joe Doran								6			6	6	6	6
24	David Thompson									6		6	6	6	6
25	Mark Faulkner			5								5	5	5	5
26	Robin Lyons									5		5	5	5	5
27	Darren Quille								4			4	4	4	4
28	Richard Pinkney									4		4	4	4	4
29	Guy Foster									3		3	3	3	3
30	Stefan Walsh						2					2	2	2	2
31	Daniel Byrne									2		2	2	2	2
32	Peter Lynch				1							1	1	1	1
33	James Wilson									1		1	1	1	1

RESULTS

**500 MRCI KIRKISTOWN RACE MEETING:
MARTIN DONNELLY TROPHY FORMULA
FORD 1600 FINAL (20 laps): 1st October**

1 Niall Murray (Van Diemen RF01) 22m 01.17s, 82.40 mph

**LEINSTER MOTOR CLUB GVB CUP SPORTING
TRIAL AT RATHBAWN, KILTEEL, CO
KILDARE: 1st October**

1 Brian Conlon (Erskine-Honda) 26 marks,
2 Siobhan McCann (Erskine-Honda) 37m,
3 Enda Byrne (VW) 38m,
4 Jonathan Ralph (Kilkenny-Honda) 40m,
5 John Bolton (Grasshopper VW) 41m.

**CO MONAGHAN M C NAVIGATION TRIAL AT
KNOCKATALLON, CO MONAGHAN: 1st/2nd
October**

1 Martin Tynan/Fintan Clerkin (Impreza) 1 mark,
2 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 6m.

**MEC NOONAN CUP SPORTING TRIAL AT
HOGG'S FARM, GREENAN, CO WICKLOW: 8th
October**

1 Fergil Gregory (Erskine-Yamaha) 8 marks,
2 Enda Byrne (VW) 10m,
3 Siobhan McCann (JMcVW) 14m,
4 Brian Conlon (Erskine-Honda) 16m,
5 Percy Pennefather (Erskine-Suzuki) 17m,
6 Gordon Watkins (Watkins-Yamaha) 18m,
7 Joe McCann (JMcVW) 22m,
8 Richard Meeke (BD-Opel) 23m,
9 Paul Needham (Erskine-Honda) 25m,
10 Tony Hennessy (Hennessy-Harley Davidson) 26m,
11 James Ralph (Kilkenny-Honda) 27m,
12 David Meeke (BD-Opel) 28m.

**CORK M C STARTREK NAVIGATION TRIAL
AT WHITECHURCH, CO CORK (ROUND 1 OF
MOTORSPORT IRELAND NATIONAL
CHAMPIONSHIP AND ROUND 1 OF MUNSTER
CHAMPIONSHIP): 16th/17th October**

1 Dermot Whelton/Mark McCarthy (Impreza) 4 marks,
2 Derek Mackarel/Muireann Hayes (Impreza) 5m,
3 Pakie Duffy/Evin Hughes (Subaru Impreza) 6m,
4 Johnny Casey/Patrick O'Sullivan (Peugeot 306) 7m,
5 Donal Healy/Denis O'Donovan (Subaru Impreza) 7m,
6 Colm O'Mahony/Ken Carmody (Impreza) 12m.
Novices: 3 Trevor O'Callaghan/Patrick O'Leary (Subaru Impreza) 62m.
Beginners: 3 Brian Duggan/Brian Quinlan (Toyota Starlet) 249m.

**CARLOW C C RALLYCROSS AT MONDELLO
PARK (ROUND 3 OF PARTS FOR CARS
NATIONAL CHAMPIONSHIP): 23rd October
SUPER FINAL:**

1 Derek Tohill (Ford Fiesta Mk 7) 3m 47.12s.

SUPERCAR A FINAL:

1 Derek Tohill (Ford Fiesta Mk 7) 3m 14.32s.

MODIFIED A FINAL:

1 Pearse Browne (BMW Compact) 3m 30.17s,

2 Lloyd Spendlove (Lotus Exige) 3m 32.46s,

6 Chris Grimes (Vauxhall Nova) 3m 42.82s.

MODIFIED B FINAL:

1 Chris Grimes (Vauxhall Nova) 3m 47.20s.

STOCK HATCH 16 VALVE A FINAL:

1 Derek Lenahan (Citroen Saxo) 3m 45.23s,

2 Paul Nolan (Peugeot 106) 3m 45.39s.

JUNIOR A FINAL:

1 Morgan Quinn (Nissan Micra) 4m 01.50s,

4 Christopher Grimes Jnr (Toyota Starlet) 4m 19.90s.

**GARDA SIOCHANA M C HAND TROPHY
SPORTING TRIAL AT BOHERNABREENA, CO
DUBLIN: 29th October**

1 Robin Taylor (VW) 10 marks,
2 Morgan Evans (Mog-Honda) 11m,
3 James Ralph (Kilkenny-Honda) 12m,
4 Gordon Watkins (Watkins-Yamaha) 13m,
5 David Meeke (BD-Opel) 14m,
6 Percy Pennefather (Erskine-Suzuki) 14m,
7 Siobhan McCann (JMcVW) 17m,
8 John Alvey (Wilson-Suzuki) 18m,
9 Roy Stewart (Erskine-Harley Davidson) 20m,
10 Paul Needham (Erskine-Honda) 21m,
11 John Bolton (Grasshopper VW) 22m,
12 Richard Pain (Kilkenny VW) 23m.

**CONNAUGHT M C AUTOTEST AT
STRANDHILL, CO SLIGO (ROUND 5 OF
HEWISON TROPHY CHAMPIONSHIP) (DAY 1):
29th October**

1 Steven Ferguson (Mini-Nova Special) 707.3s,
2 Paul Mooney (Mini-Nova Special) 721.5s,
3 David Thompson (Nova) 726.7s,
4 Guy Foster (Mini Special) 739.3s,
5 Ian White (Mini Special) 755.4s,
6 Paddy Power (Mini Moke) 765.3s,
7 Chris Grimes (Mini) 785.0s,
8 Tom Devaney (Westfield) 803.9s,
9 Liam Cashman (Westfield) 806.9s,
10 Timmy Lynch (Westfield) 811.8s,
11 Paul Phelan (Mini Special) 825.1s,
12 Paul Lowther (Striker) 835.9s.

Class winners: Chris Grimes, Paul Mooney, Tom Devaney, David Thompson.

CONNAUGHT M C AUTOTEST AT GRANGE, CO SLIGO (ROUND 6 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 2): 30th October

1 Steven Ferguson (Mini-Nova Special) 821.0s,
 2 David Thompson (Nova) 821.6s,
 3 Paul Mooney (Mini-Nova Special) 827.6s,
 4 Guy Foster (Mini Special) 848.2s,
 5 Paddy Power (Mini Moke) 860.1s,
 6 Timmy Lynch (Westfield) 885.6s,
 7 Ian White (Mini Special) 889.9s,
 8 Chris Grimes (Mini) 889.9s,
 9 Tom Devaney (Westfield) 900.4s,
 10 Liam Cashman (Westfield) 905.6s,
 11 Paul Lowther (Striker) 927.2s,
 12 Paul Phelan (Mini Special) 937.1s.
Class winners: Chris Grimes, Paul Mooney, Timmy Lynch, David Thompson.
Novice award: Michael Cullen (Westfield) 1016.7s.

LEINSTER MOTOR CLUB MILLARD CUP SPORTING TRIAL AT BLACK HILL, RATHNEW, CO WICKLOW: 12th November

1 John Bolton (Grasshopper VW) 8 marks,
 2 Fergil Gregory (Erskine-Yamaha) 9m,
 3 Enda Byrne (VW) 9m,
 4 Jonathan Ralph (Kilkenny-Honda) 11m,
 5 Gordon Watkins (Watkins-Yamaha) 12m,
 6 Siobhan McCann (JMcVW) 13m,
 7 Brendan Gregory (Sheane VW) 14m,
 8 **Richard Meeke (BD-Opel) 15m,**
 9 David Meeke (BD-Opel) 17m.

Richard was leading this event until he attempted an over-ambitious manoeuvre towards the end which didn't come off. This opened the door for my brother-in-law to secure his first Premier Award for a while.

CO MONAGHAN M C DRUMLIN NAVIGATION TRIAL AT TYHOLLAND, CO MONAGHAN (ROUND 2 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 1 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 12th/13th November

1 Derek Mackarel/Muireann Hayes (Impreza) 1 mark,
 2 Martin Tynan/Fintan Clerkin (Subaru Impreza) 5m,
 3 Damien Hagan/Damien Connolly (Impreza) 6m,
 4 Pakie Duffy/Evin Hughes (Subaru Impreza) 15m,
 5 Ashley McAdoo/Laurence Keenan (Impreza) 18m,
 6 Mac Kierans/Conor Boylan (Subaru Impreza) 22m,
 7 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 25m,
 8 Kevin McCormack/David McCrudden (Impreza) 36m,
 9 Mickey Tynan/Ciaran Tynan (Subaru Impreza) 44m,
 10 Mark Deery/Patrick O'Leary (Subaru Impreza) 49m.

MOTOR ENTHUSIASTS' CLUB KILKENNY CUP SPORTING TRIAL AT RUSSELLSTOWN,

BLESSINGTON, CO WICKLOW: 26th November

1 Fergil Gregory (Erskine-Yamaha) 0 marks,
 2 Brian Conlon (Erskine-Honda) 1m,
 3 John Bolton (Grasshopper VW) 4m,
 4 Siobhan McCann (JMcVW) 4m,
 5 Paul Needham (Erskine-Honda) 4m,
 6 Enda Byrne (VW) 5m,
 7 David Meeke (BD-Opel) 6m.

SKIBBEREEN & DISTRICT C C CARBERY NAVIGATION TRIAL AT LEAP, CO CORK (ROUND 2 OF MUNSTER CHAMPIONSHIP): 26th/27th November

1 Owen Murphy/Daire Hayes (Impreza) 23 marks,
 2 Dermot Whelton/Mark McCarthy (Impreza) 39m,
 3 Joe Shinnors Jnr/Greg Shinnors (Impreza) 48m,
 4 Pakie Duffy/Evin Hughes (Subaru Impreza) 56m,
 5 Derek Mackarel/Muireann Hayes (Impreza) 60m,
 6 George Swanton/David Swanton (Vectra) 66m,
 7 Emmet McCooley/Christopher McMahon (Impreza) 73m,
 8 Colum O'Mahony/Ken Carmody (Impreza) 90m,
 9 Derek Butler/Aaron O'Regan (Toyota Starlet) 98m,
 10 Cal McCarthy/Eamonn McCarthy (Impreza) 112m,
 11 Trevor O'Callaghan/Patrick O'Leary (Impreza) 114m.

CO KILDARE M C RALLYCROSS AT MONDELLO PARK (FINAL ROUND OF PARTS FOR CARS NATIONAL CHAMPIONSHIP): 27th November

SUPER FINAL:

1 Derek Tohill (Ford Fiesta Mk 7) 3m 51.31s.

SUPERCAR A FINAL:

1 Derek Tohill (Ford Fiesta Mk 7) 3m 21.34s.

MODIFIED A FINAL:

1 Willie Coyne (Opel Corsa) 3m 32.00s,
 2 Patrick Ryan (Vauxhall Nova) 3m 34.94s,
 3 Kieran Curran (Vauxhall Corsa) 3m 37.69s,
 4 Pearse Browne (BMW Compact) 3m 40.62s,
 5 Lloyd Spendlove (Lotus Exige) 3m 41.81s,
 6 Chris Grimes (Vauxhall Nova) 3m 46.52s.

MODIFIED B FINAL:

1 George Tohill (BMW Compact) 3m 48.31s.

STOCK HATCH 16 VALVE A FINAL:

1 John Ward (Peugeot 106) 3m 45.41s,
 2 Derek Lenehan (Citroen Saxo) 3m 49.20s,
 3 John Dowling (Citroen Saxo) 3m 52.20s,
 4 Paul Nolan (Peugeot 106) 3m 52.51s.

JUNIOR A FINAL:

1 Shane Duggan (Nissan Micra) 4m 03.85s,
 2 Ben Mullins (Nissan Micra) 4m 11.30s,
 3 Shane Loftus (Nissan Micra) 4m 14.39s,
 4 Christopher Grimes Jnr (Toyota Starlet) 4m 15.54s.

RALLY CAR A FINAL:

1 Patrick Donoghue (Peugeot 205) 3m 37.14s,
 2 Mick Lonergan (Honda Civic) 3m 37.89s,
 3 Eddie Peterson (Honda Civic) 3m 38.12s.

SNIPPET

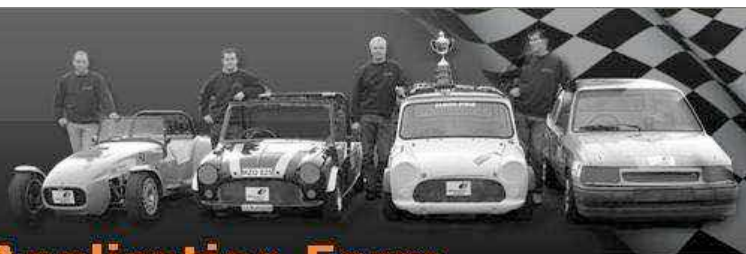
You know that nice, polite Peter Lynch, who always has a smile on his face? Well, judging from the accompanying photos kindly sent to me by Michael Cullen that smile could well be a legacy from his racing days, when his driving style suggests that he might have had a semi-permanent psychopathic rictus. Michael's dad, Des, was the object of his affections here. I suspect that there may have been others. I suspect also that Des, himself, might not have been slow to make his presence felt either.







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