

# TDC Turbine



*An intermittent missive of random rants, reports & reviews*

www.tdcireland.com

February 2016

## Chairman's Chunterings

The highlight of 2015 was probably the Irish Classic Rally which attracted a great entry, both in terms of quality and quantity. While it proved to be particularly challenging for many of the local crews it was well received by the vast majority. Frank Fennell is to be congratulated for masterminding this memorable event. Might we try again in 2017?

*The additions to the committee which were reported during the year have resulted in a very effective group. After six years on the committee, Robert Bolton has decided to retire. His input will be missed.*

The MVAT for the David Griffin Memorial Trophy saw an encouraging upsurge in numbers. Mark Doran and his team were even slicker than usual which was just as well given that there was an extra test for the 77 starters (there were 47 last year). Our wonder about the fewer last year is superseded by our perplexity regarding this year's hike.

*Mondello's co-operation in the staging of this event is again worthy of mention as is their support for other of our events throughout the year.*

There is a navigation lesson at the end of February for the more cerebral amongst you - Ian McCulloch (you can call him "Sir" in this context) is the contact. See Page 25.

*We're karting again in March - please support Owen Murray. See Page 25.*

The above mentioned Owen got a great response to the club survey he devised. His analysis will appear after more of you have had a chance to respond. Here is your chance to let us know what YOU think. See Page 27.

*Have you completed the Membership Form for 2016? See Page 28.*

**Looking forward to seeing you and many more in 2016**



*Brian Duggan, Judy Lambert, Eddie Fitzgerald, Emma Byrne, Anthony Preston are all newcomers to this edition's list of contributors.*

*It is allowed to volunteer - you will not be spurned.*



Ian



## Big Game Hunting in Wicklow

15th December



Mr “Positively Enthusiastic About Everything He Does” Owen Murray had made a huge effort to rustle up bodies for this outing. His ebullience is so infectious that a



good number signed up. Unfortunately, the series of storms we have “enjoyed” this winter chose to have a particularly bucolic “turn” on “Shotgun Saturday”. This was sufficiently inclement to deter a few from making the journey. To reassure those who came along Owen had some strategically placed arrows en route to the venue for the more directionally challenged. I suspect that these might have been deployed for the Club President who is thus afflicted. In fact, Frank had been to Hilltop before so he knew the way!

I was under the impression that we were just clay pigeon shooting but to add a bit of variety we were also treated to some target shooting with 0.22 rifles.

The first nine to arrive started with the rifles. Owen and I waited for Philip and Emer, whose lunch had been more leisurely than they had planned. We began with the shotguns. Unlike clay pigeon shooting on the TV, the clays (terracotta saucers) follow pretty



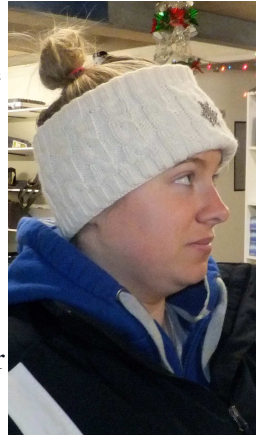
*The editor wielding his piece as proficiently as he does his pen!*

much the same trajectory each time. You would think that this would



*Philip was sporting a more subtle Christmas jumper than Owen's*

make them easier to hit - you would think wrong. Emer was the best of our bunch in this discipline. The magnitude of the recoil wasn't as sizeable as I had been left to believe so my shoulder survived unscathed. The guy looking after us was excellent - he was very



positive in the face of spectacular ineptitude. When we swapped with the other group, the rifle guys were equally encouraging. This exercise should have been more comfortable as we were sitting down - I found the pose I had to adopt anything but! We were aiming at an A4 sheet of paper about 100 metres away on which were 30 (I think) circular targets. I could barely see the sheet of paper, let alone the targets! In



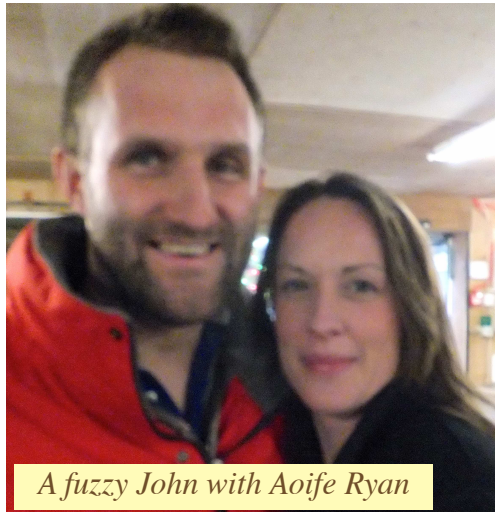
fact, I think I might have been aiming at Owen's sheet of paper a

*Collecting our sheets*



couple of times.

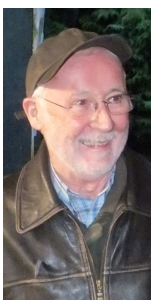
Overall, I was quite pleased with my bottom three finish, albeit with a total of considerably fewer than half that of the winner, Richard Jackson. Richard didn't demonstrate much filial generosity in beating his dad, Michael, by an appreciable margin. Best of the rest were Judy Lambert and John Nolan. The



*A fuzzy John with Aoife Ryan*

results below are presented in randomish order and without surnames to spare blushes.

Frank and Trish did arrive later in the afternoon. Frank's gammy shoulder prevents his using guns (probably





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just as well!) to check that we had all survived.

In typical fashion, Owen had also organised a post-event gathering in the Step Inn where we recovered with some finger food and sundry beverages. We were joined by a few pacifists for some chat. They also added a little bit of "je ne sais quoi" to the prizegiving.

Rory	192	105	297
Niall	156	150	306
Emer	149	120	269
Judy	146	195	341
John	141	195	336
Cindy	114	60	174
Ian	98	75	173
Rob	84	75	159
Owen	74	90	164



*Niall & Cindy Driver, Rory Dooley*

Editor



### RESULTS

	<i>Rifle</i>	<i>Clay</i>	
<b>Aoife</b>	<b>213</b>	45	258
Michael	192	120	312
Philip	184	75	259
<b>Richard</b>	170	<b>255</b>	<b>425</b>



*Mary Jackson was on hand to accept Richard's award*



*Michael Jackson*

*Judy Lambert with her second place prize*

Which of this pair is the novice driver?

**Answer on Page 24**



**DON'T FORGET  
TO TAKE OUT /  
RENEW YOUR  
2016 CLUB  
MEMBERSHIP**

### February Crossword

1		2			3
4	5		6		
7					

#### Across

- 1 Toyota for an outing on a sunny day (6)  
4 Notable antipodean rally driver, surname Bourne (6)  
7 Famous East African Rally again (6)

#### Down

- 1 Fluid pusher (4)  
2 Copper symbol (2)  
3 Singer to finish off washing your car (7)  
5 Ford have a blue one (4)  
6 Aristocratically game Triumph (4)

### December Solution

F	O	S	T	E	R
A		U			A
N					D
S	A	F	A	R	I
	V		B		A
C	O	N	S	U	L
	N				S



A little damp, but that just added to the fun - not sure if the marshals enjoyed it quite so much though. It is hard to write down



*Maurice McMonagle & Mark FitzSimon look happy enough*

times on wet paper with the rain running down your back. There were three tests run three times - one on concrete and two loose. There was lots of space to get up a bit of speed on the loose tests but trying to get turn-in in such slippery conditions was the key to a good time. The handbrake was used on more than one occasion and looking at the faster lads (*Are you not one of those? - Ed*), it allowed them to keep in tight and achieve those really quick times.

It was my first autosolo and travelling in one direction certainly seems to suit me more. Apart from



failing Test 2 on the first run (I got lost again) I managed to get around OK. This is definitely a great way to spend any morning, particularly with it being so easy to get the rear end sliding. This means lots of pulling on the steering wheel - no better way to work off the Christmas turkey!

Test 1 was the longest of the three. There was not much by way

of standing water and the grip was good. Maintaining momentum while keeping tight around the cones seemed to be the quickest way. The MX5s were wonderful to watch as they drifted sideways - lots of fun but not necessarily the most effective timewise, I suspect.

Test 2 was on hard standing but it was slippery enough as well. There was a river of water on the start line but the marshal was up for it. He pointed out how I had gone wrong on my first run and made sure



*I suspect it was Ron Corry - Ed*

that I knew what way to go for runs 2 & 3.

Test 3 was really mucky with lots of puddles (seen below being



sampled by the Briggs MX5). I had the wipers on intermittent the first time round and was quickly blinded by mud at the bottom end. Wipers were on fast thereafter. There were some good holes and it was really slippery around the square. I enjoyed this one.

My sincere thanks to all at TDC for once again organising a great day out, and to the marshals particularly. I am sure they could have been doing many other things on a St. Stephen's Day morning and afternoon, rather than getting soaked

in a quarry in Co. Meath. Merry Christmas.

Colin



## RESULTS

- 1 Eamonn Byrne (Starlet) 734.6s,
  - 2 Richard Meeke (Nova) 746.0s,
  - 3 John Nolan (Starlet) 749.3s,
  - 4 Philip O'Reilly (Starlet) 757.3s,
  - 5 James Wilson (MX5) 760.4s,
  - 6 Brian Kingston (Ignis) 765.9s,
  - 7 Anthony Preston (Starlet) 767.7s,
  - 8 Piers MacFheorais (MX5) 775.2s,
  - 9 Eoin Murray (Starlet) 776.5s,
  - 10 Mark Faulkner (MX5) 779.1s,
  - 11 David Meeke (Nova) 787.9s,
  - 12 Colin Sheridan (Starlet) 794.4s.
- Class winners:* Richard Meeke, James Wilson, Brian Kingston.



*Eamonn chose an appropriate jacket for the day - his WD-40 model*



*Richard was forced to take shelter under a handy tailgate when his theory that spraying his Christmas jumper with "Damp Start" would render it waterproof failed miserably.*



John



*Eoin & Niall Murray*



## TDC Turbine



*Piers MacFheorais got off to a good start with two "fastest times" - a puncture then derailed his challenge.*



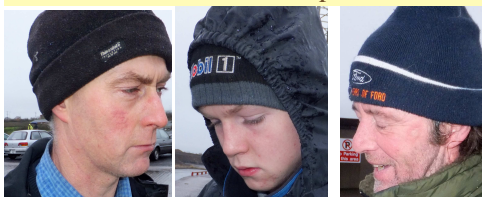
*Karl Grehan also suffered a 'flat wheel'*



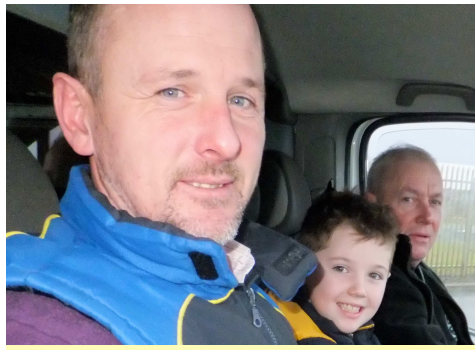
*Peugeot proponents, Mick Kehoe & Jack Quinn were present in 206 & 106 respectively. Mick's machine has an induction kit which makes it sound as good as it looks.*



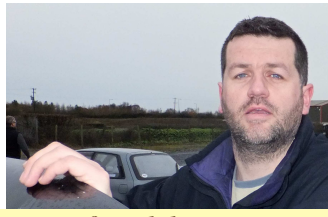
*Colin Sheridan, Dave Sheehan, Damien Phillips*



*Chris & Chhristopher Grimes, Seán Fitzgerald*



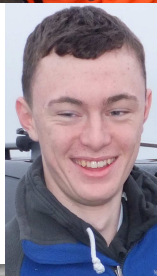
*The Wilson boys - James, Harry & Jim*



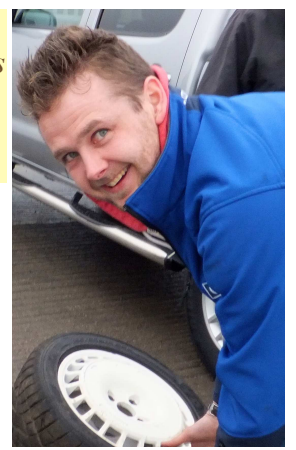
*There were a few debutantes. Above is Judy Lambert with mentor, Owen Murray. Her debut was short lived as the car succumbed to electrical woes early on. Below is Linda Dempsey with her companion, Mark Walsh. I'm not sure whether or not she heeded the weighbridge instructions but she didn't do too badly with the test instructions on her first outing.*



*Paul Hendrick was another first-timer. His times weren't to shabby when compared with dad, Declan. The latter's excuse was that he was sticking to the speed limit.*



*Mark Faulkner does some wheel juggling*



*Stephen & Zoë Briggs had to take an early shower (probably not a great choice of idiom)*



*when strange noises from the engine compartment of Zoë's everyday MX5 became worrisome. It transpired to be not as bad as it had sounded.*

*Dave Meeke*



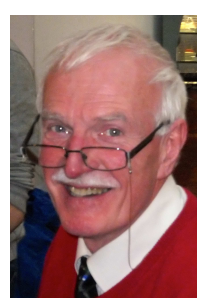
*The ubiquitous John Boyd was there to keep a watchful*



*eye over Peter while Kate Phillips did likewise for dad, Damien*



*Anthony Preston was over (just) for his customary Kilcoole Christmas capers*



*Ian McCulloch back in the comfort of the CityNorth Hotel*





*Third placed John Nolan, on the left, leaves a test while “legend in his own lunchtime”, John Coyne, waits to have a go in Eoin Longworth’s festively decorated (just) Starlet.*



*Paul Joyce from Galway*



*Oliver Conroy*



*Kevin O'Rourke*



*Brian Duggan checks the test diagram while Ciaran Garrahy, up ahead, is about to start.*



*Piers, on his way to second place, is watched by a bevy of weather resistant (deranged?) onlookers.*



*Patrick O'Leary & Trevor O'Callaghan wait their turn*



*Brian Duggan, again, lights up as it gets gloomier*

## RESULTS

- 1 Liam Cashman (Starlet) 543.7s,
- 2 Piers MacFheorais (MX5) 552.4s,
- 3 John Nolan (Starlet) 554.5s,
- 4 Kevin O'Rourke (Starlet) 576.5s,

- 5 Niall Murray (Starlet) 581.7s,
  - 6 Eoin Murray (Starlet) 589.2s.
- Class winners:* Rob Lewis (Starlet) 605.3s, John Nolan, Piers MacFheorais.



*Colin Sheridan*

The Birr Festive Autotest was scheduled to take place just two days after the TDC Stephen's Day Autosolo and, do you know what, the decision to take part was a no-brainer. Birr autotests are always great fun and having the one large venue thanks to the Campion's makes it a lot easier to navigate.

Given that the event was so hastily arranged mid-December, there was a very impressive turnout (43). C-o-C Bill Ryan did a great job with designing and setting out the tests, which would be considered more Multi-Venue than Hewison in length & style.

Once the rain started in earnest mid-morning, it never stopped and was accompanied by strong winds, making the job of being a marshal a lot more difficult than usual. Despite the conditions the event ran like clockwork. Needless to say the rain also added to the challenge, especially on the loose surface tests.

Test 1, near the site entrance, is always a good spot for the spectators to watch the extensive variety of cars and the driving skills on show, be it the brave, the tidy or the inside tyre smoking lunatics.

Liam Cashman showed all how it ought to be done and set a marker for others to aim at. He was closely followed by the Murray Motorsport brothers, Eoin & Niall.

Test 2, in the main yard is all concrete and usually extremely grippy which is good news to those in rear wheel drive cars, like me. Not this time though. It was strewn with gravel, presumably added by the organisers to enhance the entertainment value for the hardy souls spectating. Again, Liam showed how it should be tackled, closely followed by Kevin O'Rourke. I knew I should have



waited for a few cars to clear some of the gravel before starting, as I was two seconds quicker on my second run through, but as usual I was far too eager to get going.

Test 3, the big and really fun test, goes from the main concrete yard down to the loose around a couple of graders and back up providing lots of opportunities to overcook it. Liam and Kevin were tied on fastest for the first loop, closely followed by John Nolan.

All three tests were repeated twice more. Liam took top spot, followed by me nine seconds back,

with John two seconds further adrift in third.

What a fun event. I was cold and wet for most of the day and battling the constantly fogging glass, but I thoroughly enjoyed myself and by the look of it all the competitors did as well. I hope Birr run this Christmas autotest this coming December.

Many thanks again to the Birr Club for putting such a brilliant event.

Piers



**Navigation  
Lesson  
22nd February**

**Karting  
2nd March**

**See Page 25**

### SNIPPETS

*There was an engaging statistical sequence on the website subsequent to the Dave Griffin Memorial MVAT*

#### **C-o-C, Mark Doran**

1776 tests completed.  
3552 start and finish time calculations  
296 times recorded by each marshal (about an average full autotest)  
26 marshals  
6.25 hours of competition  
79 starters, 74 finishers  
€50 of biscuits consumed

#### **Competitor, Stephen Briggs**

Woke up with a few more aches and pains than usual this morning.  
Some fun facts of my own;  
14, the average number of seconds per test slower than the winner I was.  
272, the number of gear changes made.

16, the number of wheels I changed in 24 hours (64 wheel nuts loosened and tightened).  
6, the number of different makes of cars in the top 10.  
Biggest bubble burst of the day; come to the finish of one of my better tests and passenger says well done.  
Finish marshal asks "Is that MX-5 a 1.6?" Yes. "Yea, I was thinking that."  
Great atmosphere for the whole day.

#### **Legendary lensman, Peter Boyd**

2 memory cards  
2136 images recorded  
930 images used on website  
8436 steps walked (according to the pedometer on the phone)  
2 batteries used in the camera  
Lots of slagging done

#### **Marshal, Paddy Lombard**

Cups of coffee on marshal duty..... 1 ..... cars were coming that fast!




*I am delighted to report that the treatment for Mark King's sarcoma is going well, so well that he is back behind the wheel. You will remember in the last issue the raising of over £1000 at the Ken Wharton for the BOOM foundation. BOOM's aim is to help fill the gaps in the support that sufferers in N.I. receive and to contribute towards research into the condition.*

*Since then, the Club has had a bucket available at events for those who wished to make a donation. This exercise has enabled the Club to send a cheque for €300 to BOOM.*

*Well done and thank you to all who helped.*



Not the boxing day rally.

One day, Eamonn and I went to do Not the boxing day rally. There were 140 entries. Also doing the rally were Frank and Joanna and Daniel and Kevin. A busy day included 28 tests. On test 15 we crashed into a tree stump. We needed a tractor to tow us out. The Starlet was  not too badly damaged. So we continued the rally and were surprised that we won. When she heard, Emma said OMG. Thanks to all the marshalls and Land owners and the club for running the event.

by Anthony Preston  
Emma Byrne





## RESULTS

1 Eamonn Byrne / Anthony Preston (Starlet) 22:52,



2 Christopher Evans / Mark FitzSimon (MX5) 23:09,



3 Paul Mooney / Lorraine McMorrow (Nova) 23:15,



*Is Paul having a dice with a cement truck on the test?*

4 Daniel Byrne / Kevin Fagan (Peugeot 106) 23:22,



5 Eddie Peterson / Daire Maguire (Starlet) 23:25



6 Steven Ferguson / Milton McWilliams (Peugeot 106) 23:30



7 David Crossen / Alan Crossen (Micra) 23:37



8 David Crothers / Barbara Kane (MX5) 23:38



9 Mark Woodside / Andy Blair (MX5) 23:39



10 Eric Patterson / Raymond Donaldson (MX5) 23:43







*Patrick & Joe Corcoran just pipped Frank & Joanna Lenehan for 13th place*



*Richard Pender & Mark McLoughlin and Peter Faulkner & Derek Smyth retired*



*John O'Reilly & Nicky Sparks were pleased with their Top 30 finish on their first foray north for this type of event*



*The Byrnel/Preston Starlet wasn't quite as pristine at the end of the event as it had been at the beginning. Jonny McCarthy & Niall McLorn created the hole in the hedge which Eamonn & Anto availed of to park up close by - you can just see the Starlet on the right.*



*I've included a snap of Conor & Clifford Auld because Clifford would give out to me if I didn't.*

**Survey form  
on Page 23**

**Membership form  
on Page 24**





QUIZ

February Questions



1. Who is this Hewison Champion?

2. There hasn't been a pair of shoes in the quiz for a long time. Who made a bit of an effort for Christmas 2015?



3. And again? Only one shoe this time. Does this make it twice as difficult?



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



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



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



December Answers

1. Eamonn Byrne likes to keep his girls mobile. Over the years he has accumulated a mixture of 16 bicycles and tricycles. The number of wheels adds up to 40. How many tricycles are there?

$$\begin{array}{rcl} b + t = 16 & & 2b + 3t = 40 \\ \swarrow \times 2 & \rightarrow & 2b + 2t = 32 \quad (\text{Subtract}) \\ & & t = 8 \end{array}$$

2. For how long would a 85 Ah battery (12 V) keep a 60 W spotlight lighting?

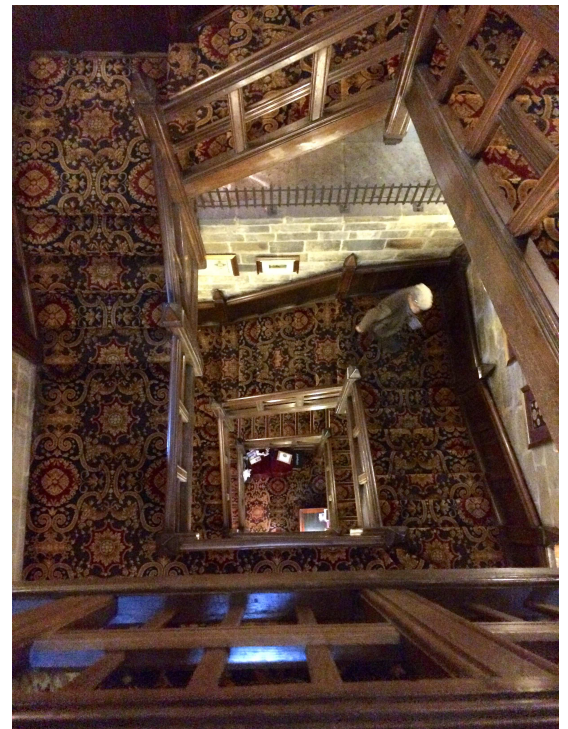
$$\begin{aligned} \text{Power} &= \text{Voltage} \times \text{Current} \\ \text{so Current} &= \text{Power} \div \text{Voltage} \\ &= 60 \text{ W} \div 12 \text{ V} = 5 \text{ A} \\ \text{Time} &= 85 \text{ Ah} \div 5 \text{ A} = 17 \text{ hours} \end{aligned}$$

3. What are these birds up to?

Eating the floury lines at the Howie Wilde Autotest. Should we be using self-raising to help them take off after their feed?



4. Whose car had some grief on the Laharna Lanes? Dermot Carnegie's



7. Name the castle in which these photos were taken?





The start of a new year or the end of a season? I'm never quite sure when the Autotesting season starts and finishes, such is the frequency of events on the calendar, but January for most of us means the Mondello MVAT. It is certainly a great way to kickstart the year.

Setting the alarm clock for 6:00 am is not unheard of when heading to Mondello but in the last 10 years of making the pilgrimage to the Kildare venue, I don't think I've ever arrived in the morning when it was completely pitch dark. Thankfully, the cloak of night wasn't long withdrawing and the tests that had been carefully set out the previous day were now revealed.

The anticipation of this event was building with every update from the organisers on the swelling entry list. 30, 40, 60, 70 and then over 80 entries!! In the heel of the hunt, there were 77 starters - the event's biggest number for quite a few years. It surpassed the 65 strong entry for the Irish Classic Rally in April last.

With a lot of debate in the last year or so of how we can attract more people to the sport and struggling numbers for beginners

autotesting events, I find myself asking the question, "Why is this event so popular and is there a lesson to be learned for future events?"

Now before I go on, entering my third year of autotesting, I am probably the least qualified person to be making assumptions and deductions about the sport and how it can be made more successful. *(You have been involved in other forms of motorsport and are perspicacious enough for your observations to be worth heeding - Ed.)* There is a wealth of experience (more than I can think of in nearly any other form of motorsport) to make it a bit presumptuous of me to offer advice but, for the purposes of this article, I am going to chip in my two cents worth. Hopefully this will add to the debate on future events.

Location is a big factor. Mondello is not only close enough to Dublin, it's centrally located on the motorway network running from North to South, which means we had competitors from not only Dublin, but from Northern Ireland, West Cork and the Midlands.

The venue itself is also critical. Nearly everyone competing

must have been to Mondello at least once before, many have driven on the track and there are a quite a few who have spent many years competing at the venue in circuit racing, rallycross etc. But what makes this MVAT event unique is that it allows competitors to do things at Mondello that would normally have your licence taken away if it were in a race event. Like tearing around the paddock, reverse flicking a car at the rear of the garages, speeding down the pitlane as you weave through cones, doing a 180 degree handbrake turn after Dunlop bend and heading the wrong way back up and through a blind corner? C'mon, that's ordinarily a lifetime ban from race control. Yet in the world of Gymkhana and MVATs, I think this is what is a large part of the appeal for people.

I think it is also fair to say that the venue gives us a chance to compete in a relatively safe environment, so an inadvertent 2nd gear slide through turn 3 can be safely collected and perhaps repeated the next time through, should one accidentally find oneself in such an unfortunate oversteering position again!



The economy is no doubt a substantial factor. The number of competitors ebbs and flows like the tide. Recently I think that people are starting to relax more and becoming prepared to spend money on enjoying themselves. Treating yourself to something you denied yourself in tougher times is now okay - after all you deserve it, right? But people still have value in mind and that is why I think autotesting is strongly positioned to net its share of fresh blood in the coming year(s).

For me (and I suspect others), the less reversing in MVAT's, the better. TDC nailed a sweet balance in Mondello this time. I think I only had to grab reverse once during the 6 tests that made up each lap. That means the tests have more of a flow to them, it's less stop start. The same goes for circling pylons.

There is no doubt that the venue choice also encouraged people to dust off cars that may not be suitable for other events. There was the usual large contingent of Starlets, but there was a great

variety of other cars there – Peugeots 106', 206, a Hyundai Coupe, my Suzuki Ignis, a Yaris T Sport, a Colt, a Corsa, Manta, Minis, MX5s, a swarm of Midgets, an Alfa GTV and of course the brothel of Escorts!

The event ran like clockwork (or should I say like a well serviced 3EFE?). The credit that the organisers and marshals deserve here is immense. Just short of 80 competitors, each doing 24 tests is nearly 2,000 tests!! The fact that the event finished well before the darkness descended is a testament to immaculate planning, preparation and execution. It goes to show that TDC as a club is well capable of running a large event like this.

I guess that a lot depends on how much variety we want to introduce for competitors; certainly the reintroduction of the Production Car Trials and Autosolo events are welcomed by this author. Not to say that I don't enjoy the Beginners' autotests in the carpark behind the Mondello grandstand though. I

think they are a critical building block for skills that are applied elsewhere and at a price that really does make this the cheapest motorsport to compete in. While we all enjoy the fun, there is a competitive element there too for whoever seeks that – you only have to look at the time gap between the top two in the deciding round of the Novice Championship this year to see how close it can get!

But is there scope for more events like this Mondello MVAT? Could events like this become more mainstream in the Irish motorsport sphere? Is there a combination of factors that could be combined into an event that could be the next big thing?

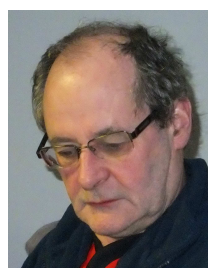
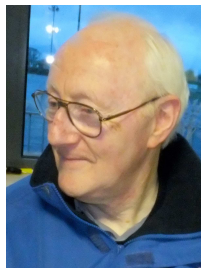
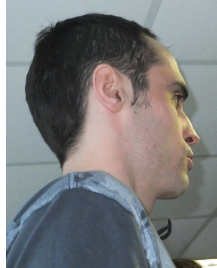
One question I heard posed on the day was, "Can we make the tests longer by combining them?" Or perhaps there is a hybrid event that could be made similar to American Autocross, which would be track based, no reversing, 1st and 2nd gear, flowing tests through approximately 30-50 coned 'gates', with a 5 second penalty for hitting a gate. Food for thought.

Well done to Eamonn Byrne for taking the top honours on the day and all the other class winners. It was great to see such a strong turnout of talented drivers. Long may it continue!

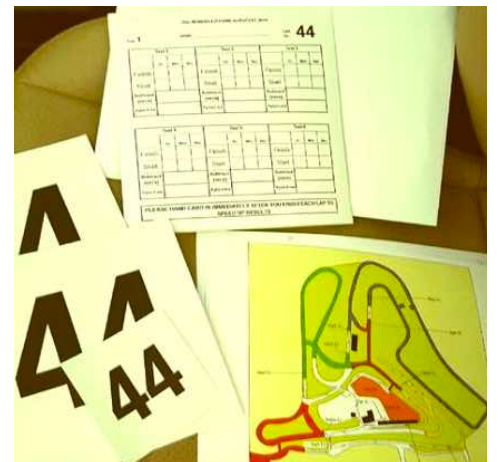
Brian



*Three of the principals - Mark Doran addressing the multitude, Paul Phelan smiling before the time card avalanche began and Tim Faulkner thinks about marshalling his marshals.*



*Laura Fagan keeps the show on the road*



*The paperwork was first class*

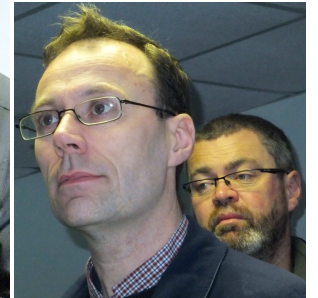


## RESULTS

1 Eamonn Byrne (Starlet) 1785s,  
 2 Christopher Evans (Escort) 1789s,  
 3 Daniel Byrne (Peugeot 106) 1819s,  
 4 Eddie Peterson (Mini) 1837s,  
 5 Frank Lenehan (Starlet) 1858s,  
 6 James Wilson (Mini) 1868s,  
 7 J J Farrell (Corsa) 1870s,  
 8 Liam Cashman (Starlet) 1871s,  
 9 Mark Faulkner (MX5) 1891s,  
 10 Ashley Lamont (MX5) 1899s,  
 11 Piers MacFheorais (MX5) 1904s,  
 12 Dermot Carnegie (Escort) 1906s.  
*Class winners:* John Maher (Starlet)  
 2030s, Daniel Byrne, Mark  
 Faulkner, Christopher Evans.



*Eamonn is presented with the David Griffin Memorial Trophy by Dave's brother, Steve*



*Christopher looks on with Declan Hendrick in the background*



*Daniel*



*JJ*



*Eddie*



*Frank & Liam connive*



*Piers*



*Mark was grateful that Ashley let him prevail. There was no suggestion that a double-drive offer might not be made in the future if he didn't.*



*John*



*James, in Harry's shadow at sign-on. He was a bit "in the shadows" on the track as well, by his standards.*



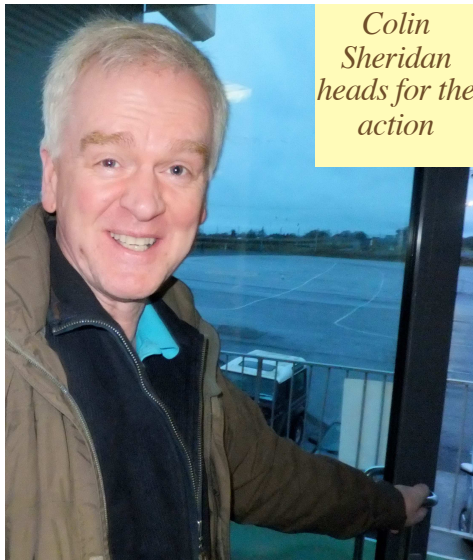
*Dermot and Andrew O'Donohoe confer.*



# TDC Turbine



*Lar Hogan*



*Colin Sheridan heads for the action*



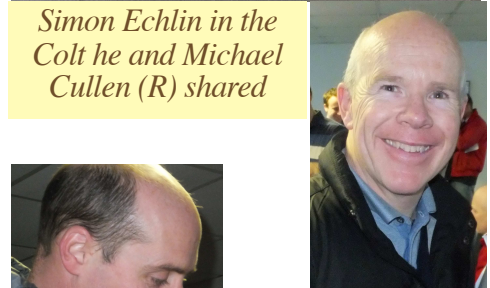
*Simon Echlin in the Colt he and Michael Cullen (R) shared*



*Paschal & Kevin Dunne*



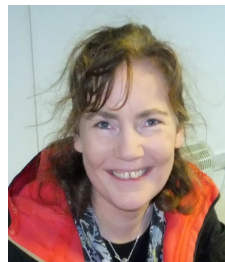
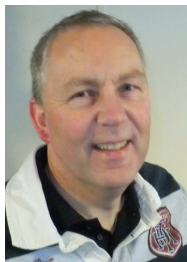
*Bernard Bradley*



*Simons Fagan (in the Yaris) and Fitzgerald*



*It was good to see David Griffin's grandsons at the event - Dave in the Mini and Darren . If there had been a prize for most passengers carried, Dave would have*



*You'd never guess that Stephen and sister, Susan had the hood down on the MX5*



*Peugeot pair, Mick Kehoe (his 206 succumbed to the pressure) and Jack Quinn*

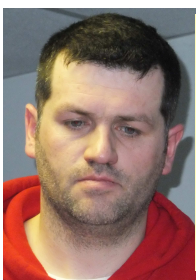
*won it comfortably - there was a steady stream of his fan club members signing on in the "office" throughout the day.*



*Michael Dooley*

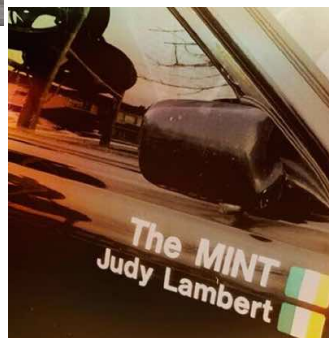


*Peter Lynch found a comfortable spot to peruse the test diagrams*



*A rare photo of Owen Murray WITHOUT a smile on his face*

*Pretty reflections in the Starlet's door compensate somewhat*



*Philip O'Reilly, who encouraged you and processed your entries unveiled his latest toy.*



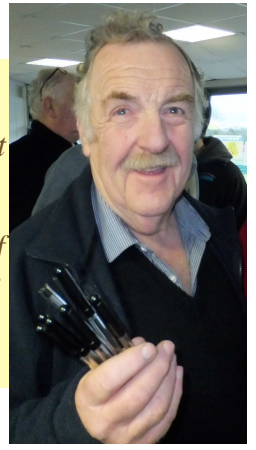


Brian Duggan

Peter Faulkner was forced to retire - it wasn't a malfunctioning car, rather a malfunctioning body (shoulder)



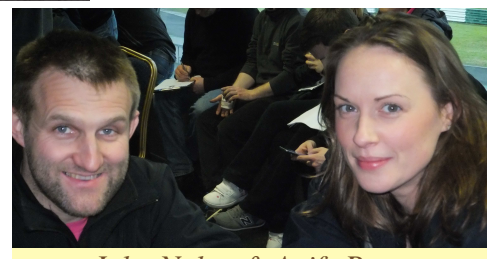
Noel Broderick just couldn't resist plundering the cache of survey (See Page 27) biros



Is Frank Lenehan attached to Danny O'Donohoe?



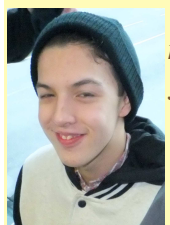
Declan Donohoe, Craig MacWilliam, John O'Reilly



John Nolan & Aoife Ryan



Declan & Anthony (below left) Molloy



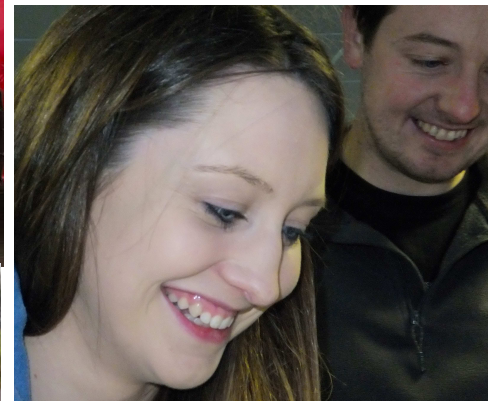
have a novel fix for their front quarter damage - the ultimate elastoplast



Jay Colville



Norman Ferguson and Eoin & Niall Murray all retired



Judith McGoldrick kept Gary Egan (just visible) on the straight and narrow



I suspect that Ian White (L) won't be offered a double-driving in Stefan Walsh's Starlet again. Ian 2075s, Stefan 2101s



Enda Haran



Andrew Boland shared Piers's car in the Howie Wilde in 2015. He used his own MX-5 for this outing



Mark Walsh



Declan Furlong, Patrick O'Leary, Damien Phillips



Ken Fleming



## TDC Turbine



Richard Meeke

There was some Midget musical chairs when Simon Brien's Midget was declared a non-runner before it left home. So Jack ended up sharing with Uncle Mark and Simon shared with John Kelly (white top). Mechanical sympathy was obviously not on the agenda - both cars broke!



Gary Egan, Patrick Corcoran



Joe Corcoran, Willie Ryan, Ciara Dunne



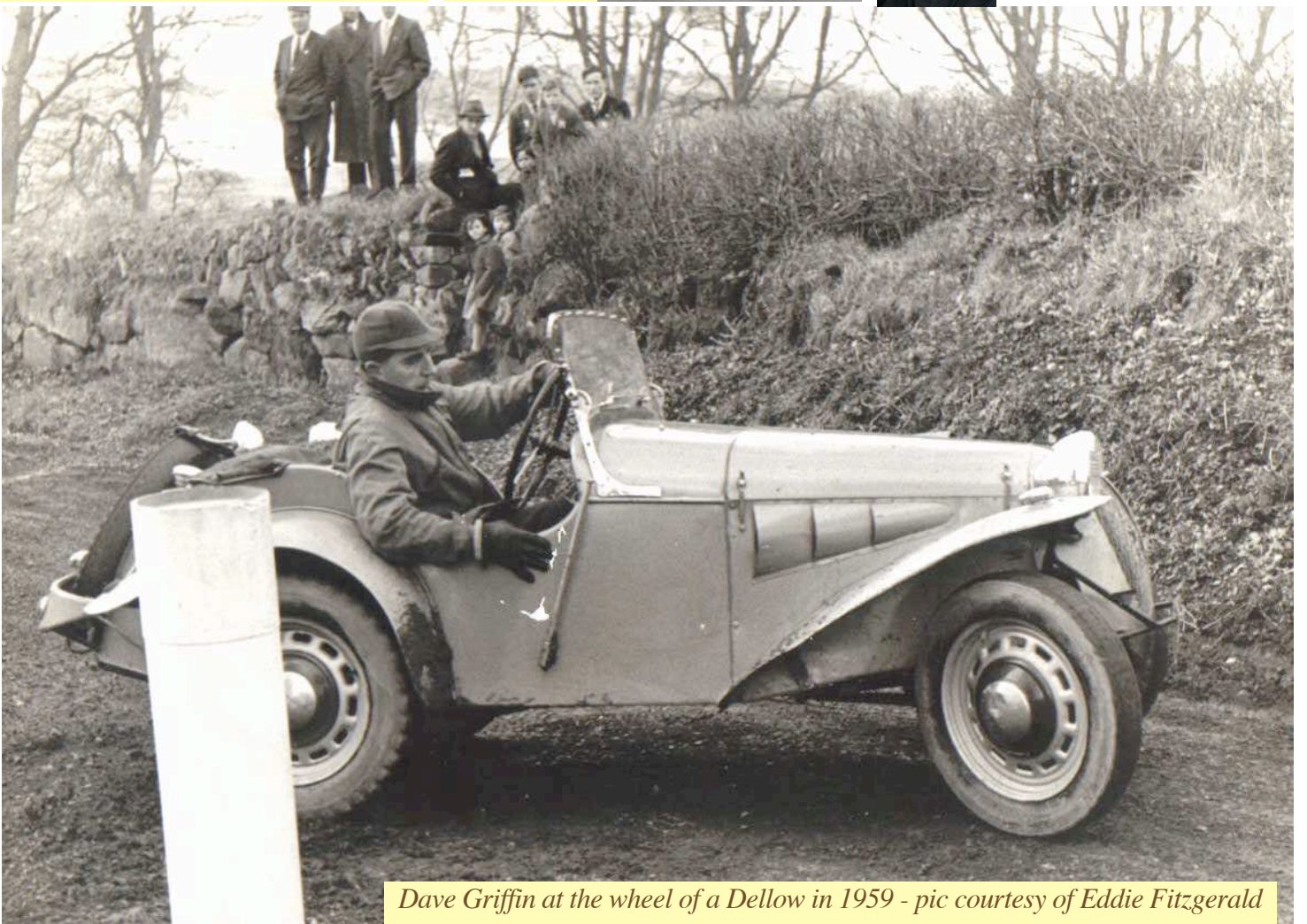
Matthew Walsh & Helen Caulfield



Shane Burns



Martin Nugent (L)  
Brian Kingston



Dave Griffin at the wheel of a Dellow in 1959 - pic courtesy of Eddie Fitzgerald



## African Adventure

October

You may or may not know that in October this year I set out on a placement programme with a charity called Nurture Africa to a town called Nansana in Uganda. In order to go on this placement I had to raise money for Nurture Africa to pay for the purchase of materials and on-going work in Uganda. TDC and its members were a fantastic support. The club donated €1,100 to this case from JJ's charity MVAT in June and many members were also very generous in sponsoring me when I did "To Hell and Back" in June.



*Me on the right trying to fit in but looking like an idiot*

May I take this opportunity to extend a **MASSIVE THANK YOU** to TDC and everyone else for their support and well-wishes for what I can only describe as my most incredible experience to date.

For the duration of my time in Uganda the work involved different areas. The first half of each day was taken up with performing financial statement work. I worked in Christian Children's Centre Uganda. CCCU is a non-governmental organisation who are trying to empower the local community of Nansana and surrounding areas through education on issues such as human rights, unemployment, and sexual awareness. CCCU offers locals the chance to learn by offering classes such as English, IT and hairdressing. We were out there to help ensure that CCCU will continue and the work we did included:

- Setting up an Excel template to allow for income and expenditure to be traced for the year
- Creating a HR policy.
- Implementing a filing system in the case an audit may arise
- Preparing budgets
- Ensuring CCCU will be able to comply with its next audit

All of the above will help CCCU know where they stand financially and people will be more confident in donating if they know CCCU has been audited and all monies donated go directly to the cause intended.

The second part of the day, you could choose the activities that you wanted to take part in and were advised to do each at least once!

*Home visits*

This entailed some of us muzungos (white people) going with a nurse to visit families that are currently availing of the Nurture Africa treatment programme. The home visit that I attended was 30 – 40 minutes outside of Nansana and the levels of poverty grew the further away we travelled. The family that I visited had a granny, her daughter, and a granddaughter. The granddaughter was on the Nurture Africa HIV programme. The house was very scant and small. A mattress lay against the wall and was pulled down at night time for all to sleep on.



*The staff at CCCU*



### ***Sustainable Livelihood - Business visits***

Once people are on treatment, stable and in a position to remain healthy, they are given the opportunity to apply for a 'sustainable livelihood' programme. This is the opportunity for the people to come to Nurture Africa looking for a loan where they have a viable



*Some of the students I was teaching IT to*

business idea/opportunity. The loans offered from Nurture Africa range from 200,000 Ugandan shillings to 500,000 Ugandan shillings! For every Euro you would get in the region of 3,600 to 4,000 Ugandan shillings therefore the loans would be in the region of €50 to €125. On this trip we visited three different businesses. The first lady had obtained a loan of 200,000 Ugandan shillings. This allowed her to purchase a sack and half full of potatoes that she was selling to the surrounding area. As her business was thriving she subsequently had the capacity to purchase two additional sacks and these were held in storage. The second business visit was to a shop. The shop had everything from rice to Smirnoff vodka! The shop was relatively small with nobody only the owner and his wife allowed access. The public/customer would stand at a gate (entrance to the shop) and request the goods. This man went from making 1,000 Ugandan shillings a week to 200,000 Ugandan shillings. This was allowing him to provide for his wife and his three children – one is currently in school with the remaining two children being sent to school next year when they are of age. It was noted by the Nurture Africa staff that of all the people on this programme only 20% were male. The last business that we encountered was a woman (jack of all trades!). Her business included selling tomatoes, mini hardware store (cement, building utensils, wood beams) and a mini farm (chickens and goats). She was given the maximum loan of 500,000 Ugandan shilling and was planning to extend her

empire in the coming year to expand her farm aspect of the business.

### ***Playing with children in schools***

This involved teaching the children rules, right and wrong through games.

### ***Library sessions***

Nurture Africa have built up a library. The library has been funded from book donations from schools in Ireland and across the globe once they have finished with books/any excess books that they may have. For the library session, we would obtain 30 copies of the one book and read these with the children. The purpose of this was to expand the children's reading and social skills. In the surrounding areas of Nansana, children in schools are continuously chanting however they rarely know what they are chanting. Therefore, this was an opportunity for us to ask about the meaning of certain words ensuring that they fully understood.

### ***Building***

In Uganda, when it rains it pours!!! Nurture Africa is based at the bottom of the hill and therefore the heavy rain combined with the rain flowing down can be an issue. Our assigned task was to dig out a trench and lay bricks along the trench to allow the water to flow out of the premises into the next field.

### ***First Aid***

For this activity we were helping a nurse teach a class of primary school students about burns/cuts, seizures



*First aid demonstration*

and choking. It involved demonstration of how to treat these shall they occur. This lasted for approximately an hour and once we had finished up we were 'thanked' by the chorus of Ireland's Call!



## TDC Turbine

Unfortunately, on our first week we got to witness the corruption that is known to be in Africa. 365 days of the year, Nurture Africa is guarded by two security guards – these are from a vetted hired company. Tragically, on the Tuesday night/early hours of Wednesday morning, one of the security guards chloroformed the other by way of a drink. This gave the second security guard ample opportunity to rummage around the Nurture Africa building and rob IT equipment (laptops and computers) along with some

medication from the pharmacy on site. This devastated the Nurture Africa community. As a result the security company was fired. In the interim, the Nurture Africa establishment is being guarded by the police until such time as an alternative company has been hired.

This was one AMAZING but tough experience that will never be forgotten!

Richard



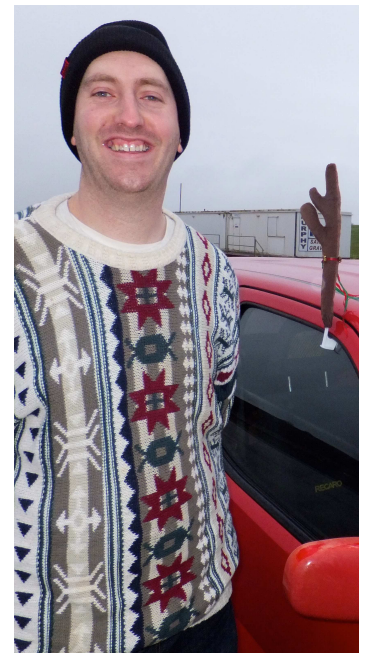
## SNIPPETS



*Derek Tohill found this classic in the Tohill archives and put it up on Facebook where I acquired it.*

*Frank Fennell, George and Tom Callanan pose outside the original Rathgar Motor Factors shop in Rathgar Avenue.*

*They seemed to carry the same extensive stock then as they do now in about ten times the space.*



Moral victor of the Christmas jumper competition, given his extra touch of the Ignis's antlers. Unfortunately, Brian Kingston didn't make it back to the CityNorth Hotel which rendered him ineligible for a prize. To be fair, Brian wasn't aware of this rule - in fact, nobody was. That's democracy for you (and Frank Lenehan wasn't even there).

**DON'T FORGET TO TAKE OUT / RENEW  
YOUR 2016 CLUB MEMBERSHIP**



**RESULTS**

**MOTOR ENTHUSIASTS' CLUB RALLYSPRINT AT MONDELLO PARK: 6th December**

- 1 Pat O'Connell (Lancer Evo 9) 21m 44.98s,
- 2 Alan Smyth (Swift) 22m 12.19s,
- 3 Jason Roche (Escort) 22m 38.33s,
- 4 Graham Kelly (Fiesta) 22m 42.02s,
- 5 Conor McCrossan (Lancer Evo 9) 22m 42.13s,
- 6 Peter McKinley (Escort) 22m 42.72s,
- 7 Eddie Peterson (Civic) 22m 50.92s.

**MIDLAND M C NAVIGATION TRIAL AT DRUMSHANBO, CO LEITRIM (ROUND 3 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 2 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 12th/13th December**

- 1 Pakie Duffy/Evin Hughes (Impreza) 32 marks,
- 2 Dermot Whelton/Mark McCarthy (Impreza) 68m,
- 3 Mark Deery/Patrick O'Leary (Subaru Impreza) 85m,
- 4 Shane Dalton/Nigel McCloughry (Impreza) 96m,
- 5 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 97m,
- 6 Eoghan Corr/Ruaidhri Nash (Subaru Impreza) 101m.

**LEINSTER MOTOR CLUB LE FANU AND BRABAZON CUPS SPORTING TRIAL AT BELMONT, BRAY, CO WICKLOW: 28th December**

- 1 Fergil Gregory (Erskine-Yamaha) 9 marks,
- 2 Morgan Evans (Mog-Honda) 11m,
- 3 Richard Pain (Kilkenny VW) 12m.

**MIDLAND M C AUTOTEST AT LONGFORD (ROUND 8 OF HEWISON TROPHY CHAMPIONSHIP): 10th January**

- 1 Robin Lyons (Mini) 638.2s,
  - 2 Steven Ferguson (Mini Special) 643.3s,
  - 3 Eamonn Byrne (Mini) 651.0s,
  - 4 Guy Foster (Mini Special) 656.7s,
  - 5 David Thompson (Nova) 674.4s,
  - 6 Timmy Lynch (Westfield) 675.4s,
  - 7 Darren Quille (Westfield) 680.2s,
  - 8 Paddy Power (Mini Moke) 695.6s,
  - 9 Chris Grimes (Mini) 706.5s,
  - 10 Paul Phelan (Mini Special) 722.6s,
  - 11 Tom Devaney (Westfield) 724.3s,
  - 12 Norman Ferguson (Mini Special) 738.8s.
- Class winners:* Eamonn Byrne, Steven Ferguson, Timmy Lynch, David Thompson.  
*Best semi-expert:* James Mansfield (Mini) 856.9s.

**CARRICK-ON-SUIR M C AUTOTEST AT WATERFORD (ROUND 9 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 1): 16th January**

- 1 Steven Ferguson (Mini Special) 618.2s,
  - 2 Eamonn Byrne (Mini) 619.8s,
  - 3 Robin Lyons (Mini) 625.6s,
  - 4 Guy Foster (Mini Special) 627.6s,
  - 5 Timmy Lynch (Westfield) 628.1s,
  - 6 Mark King (Nova) 632.7s,
  - 7 David Thompson (Nova) 642.0s,
  - 8 Darren Quille (Westfield) 653.2s,
  - 9 Paddy Power (Mini Moke) 659.1s,
  - 10 Chris Grimes (Mini) 662.7s,
  - 11 Alan Coyle (Mini Special) 665.4s,
  - 12 Ian White (Mini Special) 668.8s.
- Class winners:* Eamonn Byrne, Guy Foster, Timmy Lynch, Mark King, Seamus Anderson (Starlet) 890.8.  
*Semi-expert award:* James Mansfield (Mini) 812.1s.

**CARRICK-ON-SUIR M C AUTOTEST AT WATERFORD (ROUND 10 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 2): 17th January**

- 1 Steven Ferguson (Mini Special) 689.0s,
  - 2 Robin Lyons (Mini) 691.1s,
  - 3 Eamonn Byrne (Mini) 697.9s,
  - 4 Guy Foster (Mini Special) 709.3s,
  - 5 Alan Coyle (Mini Special) 722.2s,
  - 6 Paddy Power (Mini Moke) 723.9s,
  - 7 David Thompson (Nova) 724.5s,
  - 8 Ian White (Mini Special) 730.9s,
  - 9 Mark King (Nova) 748.3s,
  - 10 Liam Croston (Nova) 763.1s,
  - 11 Darren Quille (Westfield) 765.9s,
  - 12 Damien Doran (Mini) 777.3s.
- Class winners:* Robin Lyons, Guy Foster, Darren Quille, David Thompson, Seamus Anderson (Starlet) 1022.8.  
*Semi-expert award:* James Mansfield (Mini) 879.2s.

**SKIBBEREEN & DISTRICT C C 100 ISLES NAVIGATION TRIAL AT INNISHANNON, CO CORK (ROUND 5 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 4 OF MUNSTER CHAMPIONSHIP): 30th/31st January**

- 1 Donal Healy/Denis O'Donovan (Starlet) 6 marks,
- 2 Alan Shinnors/George Shinnors (Impreza) 7m,
- 3 Pakie Duffy/Evin Hughes (Subaru Impreza) 11m,
- 4 Brian O'Mahony/Amy Gallwey (Impreza) 23m,
- 5 Owen Murphy/Daire Hayes (Subaru Forester) 23m,
- 6 Trevor O'Callaghan/Patrick O'Leary (Impreza) 46m.



**TDC AGM, Prizegiving, Table Quiz**

29th January

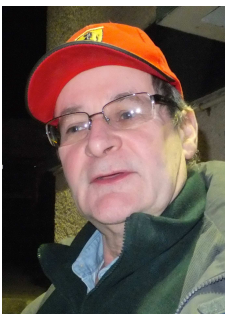


There was a slight delay before we gained access to the Dun Laoghaire Motor Yacht Club but the official proceedings got under way after a settling-in period at 8:30 pm.

The AGM kicked off with Hon. Sec. Paul Phelan narrating the minutes of last year's meeting.

Hon. Treas. Tim Faulkner then presented the financial report.

As usual, I found this confusing when terms like "accruals" {money we owe but the people to whom we owe it have yet to ask for it?} were bandied about.



Anyway, Tim, who is one of our most valuable tangible assets, was happy so the meeting was happy.

There was then the matter of the elections. Fortunately, preparatory work meant that no balloting was required - yet another testament to the democratic principles adhered to by TDC. In practice, those who had been co-opted during the year were legitimised, Rob Bolton's retirement was accepted (reluctantly) and Stephen Briggs was promoted to the rank of Vice President.

The Irish Classic Rally was the main item discussed under "AOB". The meeting seemed to approve of the notion of running it again in 2017. A caveat was that, for it to be as successful as in 2015, it would need Frank Fennell or a clone (does such exist?) for it to work.

It was decided not to dwell too long here (in AOB) as Owen Murray's TDC survey should yield more concrete subjects for discussion when he has analysed the opinions.

It was then on to the prizegiving. There were 30-odd attendees. (The hyphen is important



*Dave Meeke (L) being presented with his award by Frank Lenehan. Note their colour co-ordination.*

as I am not trying to suggest that those present were in any way odd; I



*Matthew Walsh and Frank*

am just trying to disguise my failure to count the number who were there.) These included just three of those who had won an award - a pity.

**2015 CLUB CHAMPIONSHIP**

**Beginners**

Matthew Walsh  
Rod McGovern  
Colin Sheridan

**Novices**

David Meeke  
Brian Kingston  
Michael Cullen

**Experts & S/E**

Alan Auerbach  
Darren Quille  
John McAssey

Then it was time for what everyone had been waiting for - the Table Quiz. Richard Meeke and Philip O'Reilly had volunteered to organise this. They allowed people (more or less) to sit where they were for the AGM. There were some





Richard



Philip

adjustments to make it a minimum of four at each table. I was parachuted in to fill a gap (as ballast as it turned out, given the sagacity of the other three). Those on whom I was imposed were Emer McNamee, Aileen Mooney and Dave Meeke.



Emer

The boys had sub-contracted the administering of the quiz to Alex Lyons (Richard's sometime co-driver who has recently been replaced by Aileen) and his consort, Jill Roy, who was responsible for the questions.

Everything proceeded very smoothly until the Picture Round when I and, as a



Jill

consequence, the team, was the victim of an egregious machination. The sheet had a tie-breaker "maths" exercise at the bottom. Our team's was different to the rest. The others were asked effectively to add 3 & 2. Our "special" sheet, which I fell for completely, required the equivalent of a proof for Fermat's last theorem. This, needless to say, threw me and my effectiveness was hugely

compromised for the remaining rounds, contributing, I'm convinced, to our failure at the final hurdle. I was actually quite pleased when Joy

(for it was she who came up with the problem) said that I'd got the first couple of lines correct. Going back to the final hurdle, James Bond



Eamonn King



Eoin O'Curry

intervened - see sidebar.

Worthy winners were Brian & Sarah (Barry) Kingston and Mark Doran & Rachel Anderson.

A great night.

Editor



### James Bond

The generally recognised Bond actors are Seán Connery, David Niven, George Lazenby, Roger Moore, Timothy Dalton, Pierce Brosnan and Daniel Craig, which accounts for the "seven" deemed to be the correct answer by Jill. So, we start with a **total of 7**.

I had a notion that the David Niven Casino Royale farrago featured a number of "Bonds". The wonders of Google confirmed that Terence Cooper, Woody Allen, Joanna Pettet, Daliah Lavi, Peter Sellers and Ursula Andress all played James Bond, in addition to Niven. This makes the **total 13**.

To confuse the issue further, there was an hour-long TV (CBS) version of Casino Royale in 1954. American actor Barry Nelson was Bond. Indeed, the first James Bond. The **total is now 14**.

Our answer was none of these but such are the inherent ambiguities in the question that I think the quiz results should be declared null-and-void. In the interests of natural justice, I suggest convening in DLYMC on Friday next for a re-run.

PS Given the number of correct answers I had contributed to the team effort up to this crucial final round, it really was rather stupid of me to think that I might be right this time. I think there was an element of unwarranted deference to a more mature team member at play. I formally apologise for this error of judgment. A consolation was that the prize for second place was the same as for first, though nothing will make up for missing out on the kudos attached to winning this prestigious quiz.





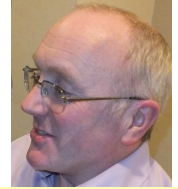
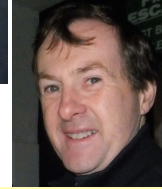
*There seemed to be some sort of dress code for the young ladies - Helen Caulfield, Linda Dempsey & Rachel Anderson*



*John Boyd*



*Paddy Lombard, Mark Walsh, Piers MacFheorais*



*Mark FitzSimon, Maurice McMonagle, Brendan McCoy*

## SNIPPETS

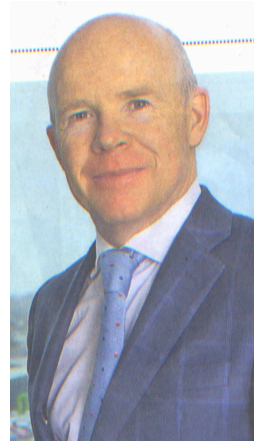


*Guess what the family gave Joe Doran for his 60th birthday present!*

*There was a feature on Michael Cullen in the Business Section of the Sunday Times on 24th January in his capacity as CEO of the Beacon Hospital. He managed to give autotesting a mention which was appropriate given the day that was in it. He also referred to his Ferrari Challenge championships in 2005 and 2007.*

*Brendan McCoy was able to link (as only he can!) Michael and David Griffin.*

*In an interesting "Mondello to Modena" relationship between the two, both autotested and both drove Formula 1 cars in the Phoenix Park - Michael in an ex-Schumacher Ferrari in 2003 and Dave Griffin in the Griffin-Maserati, that he had built for Bobbie Baird, in 1952. (This car featured in the June 2015 Turbine.)*



**Have you completed the survey?**

**See Page 27**

*Which of these two is the novice driver?*

*Contrary to the impression they might give from time to time, it is not both. It is actually neither. The sticker is courtesy of Philip's sister, Grace.*



*Maybe if Brian Kingston concentrated on his driving rather than showboating for the camera, he might finish further up the leaderboard.*





The Navigation lesson this year will help you with Endurance Trials, Lanes Rallies and Multivenue Autotests. The complicated stuff on last year's agenda,

in advance of the Irish Classic Rally, will be avoided. Simple regularity sections (jogularities) as used on the IVVCCs Gordon Bennett Rally and similar events will also be covered. There is no fee, but non-TDC members are encouraged to join the Club. No equipment required.

**Dun Laoghaire Motor Yacht Club, West Pier, Dun Laoghaire (N53.29647, W6.14689) on Monday 22nd February at 8:00 pm sharp**

*Please let us know in advance if you plan to come along via [valianmcculloch@gmail.com](mailto:valianmcculloch@gmail.com)*

## TDC Club Karting Grand Prix Evening

**Owen Murray (0878175087) continues his mission to keep us busy. It is karting again but, to stop us getting bored. the venue is different - Kylemore**



**Wednesday March 2nd**  
**Keep an eye on the website for details**



## ALMC Endurance Trial



ALMC have published regulations and entry details for the ALMC Endurance Trial, which will take place on Saturday March 5th 2016. The event will once again be based at the Luttrellstown Castle Golf Club in Castleknock, just off the M50 / M3 intersection. As in previous years, crews will tackle the tricky private lanes in the castle estate, with tests of up to 15km in length.

Endurance Trials are designed to be motorsport's fun and value-for-money discipline, with competitors tackling the competitive selective sections in small production cars, typically under 1400cc. ALMC was the first club to bring Endurance Trials to Ireland and since the event's inception in 2011, the format continues to grow in popularity every year.

Clerk-of-the-Course Conor Crowley and Route Co-Ordinator Frank O'Donoghue have

laid out a challenging route with the first car leaving the Luttrellstown HQ just after midday with tests in counties Dublin and Meath. The layout of this year's route has allowed the organisers to reduce the length of road sections significantly, with the first car due to cross the finish line of the night-time selective at 7:30pm.

Event regulations and entry forms are now online at [www.almc.ie](http://www.almc.ie) (go to the Endurance Section > Regulations). With entries restricted to 70 cars, competitors should get their entries in as early as possible. Closing date for entries is Tuesday, March 1st.

Further event information will be made available through the club's website ([www.almc.ie](http://www.almc.ie)), [Facebook Page](#) (ALMC Motor Club) and [Twitter](#) (@almcmotorclub).



Peter Lynch models his **SKOAL BANDITS** driving suit before one of the legendary 24 hour 2CV marathons in Mondello.

Could the leg length have been a bit more generous?

Does anybody remember what **SKOAL BANDITS** were?

*Skoal Bandits was the trade name of a product consisting of small pouches of moistened, powdered chewing tobacco manufactured by US Tobacco Inc. Skoal Bandits were first introduced in the United States in 1983.*





# TDC Survey

Your name: \_\_\_\_\_

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

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

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

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

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

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

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

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

What would you like to see more of within TDC? \_\_\_\_\_

Anything you would like to see less of? \_\_\_\_\_

Any other comments? \_\_\_\_\_

Many thanks for your time

*TDC Committee*

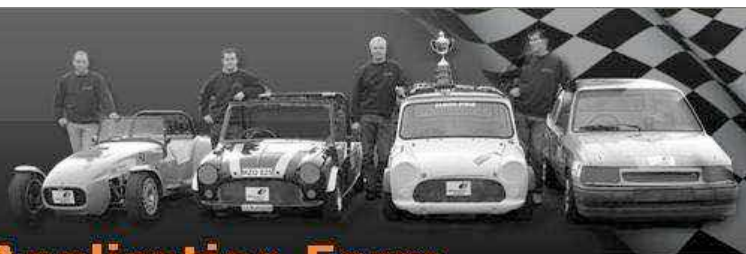
[www.tdcireland.com](http://www.tdcireland.com)

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





# TDC IRELAND TRIALS DRIVERS CLUB



## Membership Application Form

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

Full Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Town: \_\_\_\_\_

County: \_\_\_\_\_

Tel: (H) \_\_\_\_\_ (W) \_\_\_\_\_

(M) \_\_\_\_\_ (Fax) \_\_\_\_\_

Email: \_\_\_\_\_ @ \_\_\_\_\_

Date of birth: \_\_\_\_/\_\_\_\_/\_\_\_\_

Membership Number if renewal: \_\_\_\_\_

### For official use only

Web

Fee received € \_\_\_\_\_

Method & Date Rcvd \_\_\_\_\_

Membership No \_\_\_\_\_

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

Classic Retrospective Trials ☐

Multi-Venue Autotesting ☐

Autotesting ☐

Marshalling ☐

Other ☐

### Important Notice:

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

### List of Vehicles:

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

I wish to apply for membership of **Trials Drivers Club** for 12 months from 1<sup>st</sup> 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 1<sup>st</sup> January to 31<sup>st</sup> 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**