

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

June 2016



*Rather than spoil the cover with usual unsightly text, this time there is a more attractive (I think) alternative.
The Chairman's Chunterings are overleaf in a more appropriately discreet location.*



Two debutant(e)s in this issue: Patrick O'Leary on the keyboard and
Claire McCulloch on the shutter release.



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The inaugural Connacht MC MVAT featured two competitors, Seán Hassett (L) & Paul Hendrick who made their presence felt despite not featuring on the leaderboard. See page 9 to find out why.



COVER PHOTO

This was a “first” for the editor - getting lost at a Production Car Trial

Chairman's Chunterings

I have fiddled with the cover and “inside cover” for this Turbine, mainly to make the cover more attractive.

It also allows for the Chunterings and Platitudes to be more long-winded.

There is room for a “CONTENTS” bar too. This will enable you to find the bits you find less boring more easily.

Another innovation is “Committee News”. This is an attempt to keep you better informed about your Club's activities and ambitions.

You will see below an empty “LETTERS” section. I realise that Facebook offers the opportunity to express your opinion(s) about Club matters. This forum will provide you with an alternative. Opinions to valianmcculloch@gmail.com

In advance of JJ's MVAT, I received unsolicited offers to marshal from two Club members. Gestures like this are really appreciated. It would be great if this became the norm, especially for TDC, in which most of us are competitors to some extent. As has been said so many times, without marshals et al, events cannot be run. Please do, at least, “your bit”.

If you don't receive a hard copy of the Turbine and feel you ought, please liaise with Philip O'Reilly (contact details on Page 32).

Three rounds of the Club championship have now taken place. The more events you take part in, the greater is your chance of starring at the Awards Evening in January so get yourselves out there.

I had occasion recently to visit the RIAC. It was great to see a hale and hearty Alex Sinclair back in harness.

Frank Lenehan's grand-nephew Oisín Greenan was born profoundly disabled. He has been making steady progress for the last four years. This progress has been facilitated in part by the money raised by what has now been three Barn

Dances and BBQs in Woodside. The most recent of these was on Saturday, 28th May, courtesy of which €23000 (so far!) was raised. TDC members were noticeable by their presence, whether helping or just enjoying themselves.



Ian



LETTERS



In the late 1960s and early 1970s, when Mk1s and Mk2s were ten-a-penny, the NET Nitrate chemical company was producing fertiliser at various locations in Ireland, one plant being the Arklow NET factory.

The Arklow complex was one of the first major chemical plants in Ireland and contributed to the present-day success of the Irish chemical industry. It was a big employer in the day, and clearly there was a need for one of the best car park facilities going. That was forward thinking of the best kind!

The wisps of smoke may be long gone from the two chimney stacks on the site, only to be replaced by wisps of burning rubber when the TDC members had another fantastic day's sport at this now Holfeld's complex.

The land on which the NET plant had been built was originally part of Lord Wicklow's Shelton estate. You can see the Abbey in the background of the photo above of Harold Hassard. It is now an open prison which I suspect is why a few

of the competitors were looking a bit twitchy.

With an entry of over 50, this has to be one of the best events in the 2016 calendar. Not having exercised the handbrake in some months, the TDC Autosolo at Holfelds was a must for Joanne and me.



Paddy in action (above) and Joanne with new husband Richie Barnwall

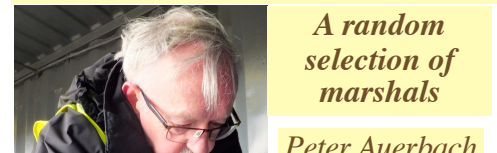


Slush and heavy rain in Kilmacanogue had me thinking of

my tyre choice for the day, but true to form, Tim had his usual verbals with the weather man, and conditions were perfect for the day, although somewhat cooler for the marshals than for the competitors.

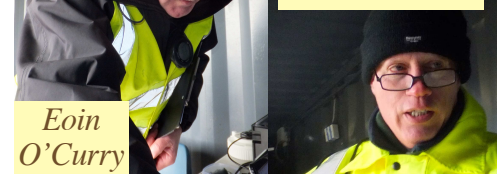


Helen Caulfield & Linda Dempsey



A random selection of marshals

Peter Auerbach



Eoin O'Curry



Mark FitzSimon



Ciarán Freeney, John Byrne, Seán Fitzpatrick

Splitting the competitors into groups was a great plan, as it meant that all got into the action promptly from the off! This being our first Autosolo event, Joanne and I started on Test 4, and rumours that we had a 'family' discount on our times were greatly exaggerated!

The open nature of the tests meant good fast runs, with an opportunity to tidy up on approach to



Eamonn Byrne, Christopher Evans (getting some advice from John O'Reilly?) & JJ Farrell nicely framed in yellow

the pylons. I even got to get into the swing of heel and toeing, thanks to that recent Facebook link!

Test 5 was fast with some nasty zig-zags leading onto a good grounding of moss, which must have been well fed with the old 10-10-20 in its day! {ask Benjy (Riordan), he knows how to lay it on good and thick!}

Ground conditions were testing and, as the day went on, care was needed as some sections became very misleading. Grippy tarmac segueing into wet mud on a fast bend prompted some of my best French!

Lunch break came round very quickly, and that gave time to review how we could better our times. Before long we were back out to continue on the four laps of five tests. The four laps meant a good opportunity to perfect the techniques well OK, try to perfect..... either way the crack was great, both on the tests and waiting in the queue with competitor and marshal alike.

Not having been to an event in some months, it was great to meet up with the usual TDC regulars, and enjoy the banter in between tests. The support given to new participants is one feature of the TDC events and hopefully, this Autosolo event will have converted some new enthusiasts to the sport.

In full swing, the afternoon session ran equally well, assisted by some additional sunshine, especially laid on for the marshals, who were almost thawed out by this stage. Before long, it was time to lower the

tyre pressures, load up trailers, and review the results sheet, with some fantastic times from Eamonn, Christopher and JJ.

All in all, a super day was had by all, and full marks to the organisers, timekeepers and marshals for making the day one to remember.

Roll on the next TDC outing!

Paddy



RESULTS

- 1 Eamonn Byrne (Starlet) 1270s,
 - 2 Christopher Evans (MX5) 1283s,
 - 3 J J Farrell (Corsa) 1286s,
 - 4 Simon Echlin (Colt) 1295s,
 - 5 Liam Cashman (Starlet) 1312s,
 - 6 Damien Doran (Starlet) 1338s,
 - 7 Frank Lenehan (Starlet) 1339s,
 - 8 Mark Doran (Escort) 1343s,
 - 9 Piers MacFheorais (MX5) 1350s,
 - 10 Philip O'Reilly (Starlet) 1367s,
 - 11 Karl O'Donoghue (Starlet) 1374s,
 - 12 Richard Meeke (MX5) 1377s.
- Class winners:* John Maher (Starlet) 1421s, J J Farrell, Christopher Evans, Mark Doran.



Simon, in characteristic pose



Jack Quinn concentrating hard on where he is going



Liam



Damien

John



Frank Lenehan and Richard Meeke see if the interim results live up to their expectations



Brian Kingston

TDC Turbine



Kevin Fitzgerald endorses Owen Murray



Mark Doran



Bernard Bradley



Dermot Carnegie



Mark Nugent



Andrew Boland, Colin Sheridan



It took me a while to come up with a collective noun for this lot - how about an envy of Escorts. I am open to other suggestions.



Matthew & Mark Walsh take lunch



Is Dave Meeke being sponsored by frank fennell photography?

Karen Gaffney



Syd Quille



Stephen Briggs goes al fresco



Robert Whelan



Jay Donegan, Mick Kehoe, Maurice McMonagle



Dave & Bill Griffin made a rare appearance



Derek Lenahan closes his eyes hoping I'll go away



Philip O'Reilly approaches the barrel with more discretion than he might a pylon



James Mansfield



Graham O'Donoghue seems keen to be rid of the Rover. Would €200 be a fair price?

I would like to congratulate Malcolm McQueen and his Dungannon Club crew on what was simply a superb event. Great sites appropriately and well set up (Can we have another go at the Woods? It was slippier the second time through than on hailstones first time !!!).

Malcolm reckoned there were a couple of issues; dunno what they were (aside from a couple of time queries: quickly sorted - that's normal). Plenty of excellent awards (they are "excellent" when herself says "Thats nice!" as opposed to "Another dust collector"!!!), & glad to see plenty came south!

Event schedule: first few front runners caught the last runners which meant that everyone was just cracking on!

This was massive fun. It is always a pleasure to take part in Dungannon Club events.

Thank you, guys!



I suppose Frank (Lenehan) deserves a mention as well - his driving added to the enjoyment and contributed to me coming home with the "excellent" award. We were eighth.

Tim 

RESULTS

1 Robert Woodside Jr / Bruce Drummond (MX5)	27:20
2 Eamonn Byrne / Joanna Lenehan (Starlet)	27:53
3 Dermot Carnegie / Kevin Fagan (Escort)	28:18
4 Paul Mooney / Lorraine McMorro (Nova)	28:47
5 Steven Cromie / Kielin Webb (MX5)	28:54
6 John Kelly / Anna Kelly (Midget)	28:58
7 David Crothers / Barbara Kane (MX5)	29:13
8 Frank Lenehan / Tim Faulkner (Starlet)	29:22
9 Karl O'Donoghue / Evin Hughes (Starlet)	29:28



The seeding was spot-on at the top.



Graham O'Donoghue & Fintan Clerkin

TDC Turbine



Karl O'Donoghue & Evin Hughes were ninth



Ted & Karen Gaffney



Kevin O'Rourke & Colin Sheridan were eleventh



Peter Faulkner & Johnny McNamee were forced to retire when the clutch gave up the ghost



Philip O'Reilly & Alex Lyons haven't gone wrong - through the shed was the intended route. They finished thirteenth



Glyn Gaffney & Alan Dolan



TDC

James Pringle

Club Autotest

& Barbecue



Wednesday, 22nd June 2016, Woodside, Sandyford, 53.26351, -6.22826



Given that TDC are running only one Multi-Venue Autotest this year (JJ's), it's great to see other clubs starting their own. Connacht Motor Club run Autocrosses, Rallies & Hewison Autotests, so with C-o-C Patrick Corcoran (who has taken part in a few of our events) in charge, we were expecting good tests and a well organised event.



I wasn't sure how much road mileage would need to be navigated, so I convinced my sister Dara to take on the duties of navigating between sites. Dara was looking forward to the experience and I was curious to see how she would cope on the tests, with a thought to the possibility of a future lightweight stand-in for my usual navigator, Ian McCulloch. *(Are you suggesting I'm overweight? - Ed.)*

We arrived in Carraroe in Sligo a few minutes after 9:00 am and parked next to James Mansfield's trailer. James had travelled up the previous night, but had the misfortune of staying in a hotel taken over by an energetic hen party, *(surely James should have perceived that as an opportunity - Ed.)* which resulted in very little sleep being had. He did look quite tired..

Before the briefing, we were informed by Patrick that they had lost some test sites during the week and that they had been working hard to keep the event together. We now had two sites - one a large quarry/block yard where we would have four tests repeated four times and one lane-type site at Sligo Pallets that would be run twice. I was happy enough that we would have a compact route and very little road mileage.

We dropped the trailers at Sligo Pallets on the way to the main test location. When I saw that it was mostly a block yard I knew I was in trouble. The MX-5 with its rear wheel drive does not enjoy these, given their extremely slippery nature. Meanwhile, a tired looking James was working in the front suspension area of his Mini. It transpired that some type of wheelbearing failure had occurred. Very bad luck.

I then got started on Test 1 - straightforward with a simple layout. The car was really skating about, so I was on and off the throttle seeking out every morsel of grip and arrived at the finish line happy that I'd made more or less the best of it. FAIL; damn, I didn't even notice that I had gone the wrong side of a pylon. As a result I was a little wound up when I arrived at the start of the next test where I collected a "line" and a "pylon" fault - not a great start.

On Test 2 there was a tight line to be negotiated before circling a mound of gravel. Three out of my four efforts to execute this manoeuvre ended with the car



nosing into the gravel and requiring a reverse to continue. I couldn't seem get the car to turn in, with the gravel on top of smooth concrete acting like ball bearings. I think my front brakes were just a little sharp as well.

I was so engrossed that I failed to notice my sister trembling with shock in the passenger seat. The experience was more nerve-racking than she had expected. I offered Dara the option to leave me to drive the tests on my own but she insisted on staying on board. As the

tests went by she got to grips with what was going on and actually started to smile again, and began to enjoy herself. I do sometimes forget that the level of intensity in this branch of motorsport is very high and the more competent you become, the closer you get to nearly hitting everything.

Anyway, I got through the rest of the tests with only one more "pylon". I really enjoyed Tests 3 and 4 in particular, which were longer and more open than the others. When we were finished the sixteen tests here we headed back to the Sligo Pallets site and queued up for the excellent but slippery gravel test.

Declan Hendrick went very



well and ended up winning overall with 8 fastest times of the 18 tests. Only 0.1 s separated second-placed Robert Howard and third-placed



Nigel McCloughry. They were



followed followed by Kieran McCarra and Patricia Denning. It is worth noting that Robert and Kieran each had three overall fastest test

Kieran



Trish who double-drove with Joe Downey



I'm not sure whether this is Ruaidhrí Nash or Kieran McCartan and whether the "pylon" was noted. It's probably too late to do anything about it now.

Enda Haran



Eoin Corr



Declan Furlong



Karen Gaffney felt the journey was worthwhile - she got the better of Ted



Oisín Sherlock & Craig McPhillips shared this Fiesta



times, with Robert Whelan having two, which is impressive. I finished eighth and possibly (*probably* - Ed.) deserve some of the ribbing I've been getting since.

It was a really fun day out and everything ran like clockwork. We were finished by 2:30 pm and happy with our day. Dara says she is still interested if I require guidance in the future. We'll see what forthcoming events might be mutually suitable..

Connacht Motor Club and their members are to be congratulated for putting on such a great event. It will definitely be on my list for 2017.



Piers

RESULTS

- 1 Declan Hendrick (Starlet) 1078.8s,
 - 2 Robert Howard (Starlet) 1110.9s,
 - 3 Nigel McCloughry (Starlet) 1111.0s,
 - 4 Kieran McCarra (Colt) 1120.5s,
 - 5 Patricia Denning (Starlet) 1140.0s,
 - 6 Enda Haran (Starlet) 1160.4s,
 - 7 Joe Downey (Starlet) 1160.5s,
 - 8 Piers MacFheorais (MX5) 1164.0s,
 - 9 Robert Whelan (Starlet) 1171.1s,
 - 10 Karen Gaffney (Starlet) 1196.4s.
- Class winners:* Kieran McCarra, Robert Howard, Piers MacFheorais.



Paul's exuberance (I wonder who he gets that from?) got slightly the better of him - just.

Seán's uninhibited approach, with his eclectic choice of car, was a sight to behold.





This was a landmark for me - my first outing as ballast for the President (Frank Lenehan). Given his reputation for not suffering fools gladly, I was shivering in my boots (the fact that he gave me a lift home suggests that I didn't blot my copybook too badly!).

The nature of the tests transpired not to require much passenger input.

The few tests bits were clearly laid out and, while not quite "as diagram", their negotiation was as straight forward as it could have been. What was tricky to cope with (for Frank, not me) was the level of grip. It was very slippery for the first lap and, while it did improve as the day went on, care was still needed.

We almost overshot the stop-line before the finish on, I think, the third test. Frank thought our day was ruined when he looked at the time card as it was being returned to me and saw what he thought was 1P - a 30 s penalty! In fact he was looking in the Marshals' Initials column and it was IP - relief.

There were also a couple of occasions when the car deviated slightly "off-piste" and gave the impression that it might easily stray further into the adjacent scenery, through which progress might not have been smooth, if indeed it could have been made at all. These interludes reminded me of one of the reasons why I enjoy sitting with competent pilots - the first-hand experience of a situation, which would see me disappear into the undergrowth, being retrieved with apparent ease. The more basic reason is the "kick" I get from being in a car expertly driven as quickly as it can be. It is also nice that there seems to be no imminent danger of flying off the road. On this event, I was not too busy and so was able to appreciate the ride even more than usual.

This event was further north than most of the Targa rallies that Frank competes in so he and I and Dermot (Carnegie) [seen here with Allan Harryman(L)] & Mark (FitzSimon) travelled up on the Friday evening. We stayed in Cookstown's comfortable and accommodating (breakfast at 7:00 am) Glenavon House



Hotel. The Cookstown 100 bike races were on the Saturday

as well but, apart from a few leathered folk and a queue on Cookstown's main street on our way home, it didn't

impinge on our consciousness. We had eaten at the Monasterboice Inn (a favourite Frank/Dermot pitstop in the test-trialling heydays) where we celebrated Frank's birthday with a musical candle and four fairy cakes. Frank is now a binary 1000111.

The Shepherds' Rest was an ideal HQ - lunch in particular was a cut above what is usually on offer. It is



a caravan park and campsite as well as a pub. Given the changeable (!) weather conditions, there was a surprising number of tented masochists in residence.



The route was compact - five tests in Davagh Forest and one on a concrete road in Tullybrick - all done three times. It was all very tight at the top - some of the bogey times were beatable so it made the situation even tighter.

The MX5 of Christopher Evans & Kevin Fagan (pictured here with C-o-C Bob McKeown) prevailed



over the similarly mounted Eric Patterson & Raymond



Donaldson. Matthew Mason (R) was more circumspect than he has occasionally been in the past. He and Peter Scott were third in the Micra.



The Toyota MR2 of Allan Harryman & Suz Graham was making its debut. Allan enjoyed the drive and professed himself happy with how it had performed. An endearing feature of this machine is that the driver has to remove the steering wheel when getting in or out of the car. Does Allan have F1 delusions? Fourth was commendable for its maiden outing. David Crothers & Barbara Kane put in their usual tidy run to nett fifth. Completing the top six was the



Peugeot 106 of Steven Ferguson & Milton McWilliams (above with Norman Ferguson)

Dermot & Mark finished twelfth in the Escort despite a chat with a STOP marshal who they assumed was the “finish”. We were two places behind them and “best Starlet”! Fellow southerners John O’Reilly & Nicky Sparks brought their MX5 in 16th. The unfortunate Peter Faulkner, partnered again by Johnny McNamee, had another non-finish. This time it was courtesy of a rock on the third test interfering with the steering geometry. Terminal toe-out was the diagnosis.



At the rate MX5s are propagating (I presume it is asexual reproduction given that the gender of cars is traditionally feminine) Ireland will soon, if it doesn’t already, have the greatest number of MX5s per capita in the world.

As ever, the organising team is to be commended for its endeavours. It even went to the



trouble of selecting an appropriately named sweeper car.



RESULTS

- 1 Christopher Evans / Kevin Fagan (MX5) 20:56
- 2 Eric Patterson / Raymond Donaldson (MX5) 20:59
- 3 Matthew Mason / Peter Scott (Micra) 21:07
- 4 Allan Harryman / Suz Graham (Toyota MR2) 21:09
- 5 David Crothers / Barbara Kane (MX5) 21:12
- 6 Steven Ferguson / Milton McWilliams (106) 21:15



A select sample of southerners or should that be a sample of select southerners?- Ian McCulloch, Kevin Fagan, Christopher Evans, John O'Reilly, Nicky Sparks



Darren Fleck & Gary Wilson



Redmond (L) & Kevin McNamee



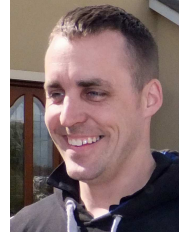
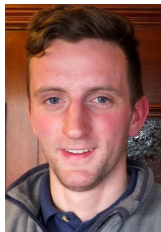
Kenny Martin (L) & Phillip Coote



Malcolm McQueen (L) & Jim Allen



Simon (L) & Jack Brien



Angus Johnson, Philip McIlvenna, Jason Dobbin



Gillian Haydon & Simon Woodside

Across

1 Steven Bolton and this guy, whose surname suggests (erroneously) that he might be from Co Kildare are a super-efficient marshaling combination (6)

4 Lance Reventlow drove this self-built car in F1 in 1960 (6)

1		2			3
4	5		6		
7					

June Crossword

7 This tool brand has clothing connotations (6)

Down

1 There are 2000 lbs in a US one of these and 2240 lbs in an Imperial one (4)

2 A visitor from Cairo who brings his own car with him would display what international vehicle registration code? (2)

3 This drivers recent F1 winning run is unprecedented (7)

5 This American car brand sounds a bit ropey. It was manufactured by the Auburn Automobile Company (4)

6 Not dissimilar to 5 down, not often used for towing nowadays (4)

April Solution

T	O	H	I	L	L
E		G			E
N					A
G	O	R	D	O	N
	A		U		I
T	R	I	T	O	N
	S		Y		G

SNIPPETS



Derek Tohill returned to European competition on 15th May. He finished 12th overall from 22 finishers in the opening round of the FIA European Rallycross Championship at Mettet in Belgium.

The double FIA European Championship winning outfit made its first international start with its 600bhp Ford Fiesta Supercar and set eighth and ninth fastest qualifying times on the first day of competition in Belgium.

Strong times in Q3 and Q4 on day two secured a place in the semi-finals, where Derek was fighting for a starting position in the final until a broken suspension component during the race saw his hopes dashed, but he still netted 12th overall. The Olsbergs MSE built car had undergone a number of updates leading up to the event and the PFCRX team had spent quite some time honing it to Derek's style. The team is treating the 2016 season as a development and testing exercise as part of a multi-year programme with the target of winning events and, ultimately, the Euro RX Supercar title.



Derek had this to say about the weekend.

"It's great to be back in the European Championship. The team did a superb job. Objective number one was to be here and ready, which we achieved. Objective number two, which we knew we would be delighted with was a semi-final, and we achieved too. It's a very competitive championship and we almost achieved objective number three – to make



the final – much earlier than we expected. We've work to do, but we have a great starting point here.

We tried to up our pace in the semi-final but I jumped too long on the jump and broke a suspension wishbone, so we dropped from fourth to sixth. Having our own set-up and our own little team racing against works-funded programmes like the Peugeots is deadly. We need to stick at it; as we get to know the car better, life will be easier for us. Hopefully we've done enough here to secure a start at the next Euro RX round in Norway.

We're going to Lydden for seat time primarily but we know the track so we can measure progress better."

At the MI Achievement Awards Dinner in December 2015 the **Ivan Webb Memorial Award** for Most Outstanding Contribution to Irish Motorsport went to Frank O'Donoghue, from Clonsilla, Dublin, who has been an integral part of the Irish motorsport community for many years.

I'm not sure whether or not I mentioned this in the February Turbine. If not, I ought to have done. Frank fully deserves this acknowledgment of his input into the sport for many, many years. He continues to be a very positive influence.

He is seen here being presented with his trophy by Rosemary Smith.



Sunday was the big day - TDC's first production car trial of 2016. Good weather was promised, and with a great entry of over 30 cars, the day was set to be one not to be missed.

Production car trials is not a new formula; in fact, it's one of the oldest forms of motorsport in the country. However, only in the last year or so have they started to make a big come-back. It is a great way to get newcomers involved in club motorsport. The fact that you can basically enter and have a full day's fun in your completely standard roadgoing vehicle without risk of damage is a major factor. Our chief organiser, Stephen Briggs, pictured



here presenting Richard Meeke with his first prize, showed us that in his 'shopping car' Opel Corsa by coming seventh. There is no car preparation to worry about, only roadgoing tyres are allowed, so there is really no outlay. Even if you wanted to spend money it's pointless!

Upon arrival in one of Joe Reynolds's (thank you, Joe) more sizeable fields at the top of the mountains overlooking Wicklow, we were faced



with six sections, excellently laid out by the regular TDC production trial crew. They varied in difficulty and there was something to challenge even the best without demoralising the ordinary mortals. Naturally in Ireland, even though it was shaping up to be a fantastic day, the grass was soaking with dew, leaving the grass like ice. The countless piles of cow pats didn't help either - it was even difficult moving around the assembly area! This brings me to what can be a huge factor in production car trials, the weather and its effect on the ground conditions in the sections - they can change completely by the hour, depending on how damp the ground is, and how many enthusiastic drivers went through the sections before you at 9000 rpm while barely moving. In some sections early on, it was even difficult moving off the start-line.

We had one lap to do in the morning, and another in the afternoon after lunch. The afternoon run was completely different (easier) to the morning's greasy conditions though still, only one competitor managed six zeroes (Frank Lenehan).



It was also interesting to observe the different advantages and disadvantages of RWD and FWD in certain sections. One of these was a straight run up the hill, getting steeper all the time with some bumps just before the 1 and 0 posts to throw the car off balance. This test proved

a walk in the park for most of the RWD cars - Piers (MacFheorais),



seen here struggling uphill on foot, went up it like it was dry tarmac. *(They did have LSDs which meant they couldn't feature overall so their performance was slightly misleading - Ed)* Most of the FWD cars struggled in the morning but did better after lunch.

As well as the competition for overall glory there were other battles being fought - one of these featured the Minis -

TDC's own Frank Lenehan and Philip O'Reilly were neck-and-neck throughout the day with Frank just getting the edge over Philip in the end.



Philip's dad, Myles was not too far behind on his first competition outing for quite a few years. Myles is

pictured below with Joe Doran, both looking for inspiration.



An excellent, near-perfect performance from Richard Meeke saw him win by a considerable margin. Looking at the results, I'm finding it hard to comprehend how some of these scores were even possible in the morning, excellent driving by Richard, well done. *(He is a seasoned mudplugger / sporting trialist - Ed)* There were a number of newcomers on the day looking to try their hand at a bit of cheap and fun club motorsport for the day. I hope that you all felt welcome and that you had an enjoyable day.

A massive well done to Stephen Briggs for heading up this event and for putting in such a huge effort - also, all his helpers both beforehand and on the day who ensured that the event went without a hitch. I'm already looking forward to the next one of these, as this discipline comes back into the light as a fun day out at the grassroots level of motorsport.

Mark



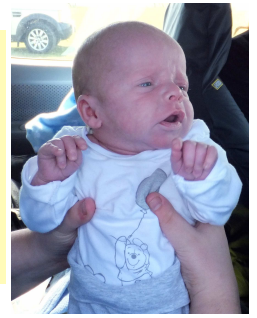
RESULTS

1	Richard Meeke	(Starlet)	7
2	David Meeke	(Starlet)	12
3	Frank Lenehan	(Mini)	13
4	Philip O'Reilly	(Mini)	19
5	Liam Cashman	(Starlet)	22
6	Myles O'Reilly	(Mini)	23
7	Stephen Briggs	(Corsa)	23
8	Paddy Lombard	(Starlet)	23
9	Colin Sheridan	(Starlet)	25
10	Joe Reynolds	(Starlet)	28
<i>Class winners: Stephen Briggs, Piers MacFheorais (MX5) 28</i>			

Declan & Paul Hendrick



The youngest attendee at 5 weeks & 2 days was JJ O'Driscoll, son of Bonnie Phillips's sister.



Mick Kehoe



Damien Phillips & Karen Gaffney (she was the "Best Lady")



Mark Walsh & Linda Dempsey



Owen Murray is not sunbathing - rather he is suffering, after some "food poisoning" the night before. He and Judy went home early.

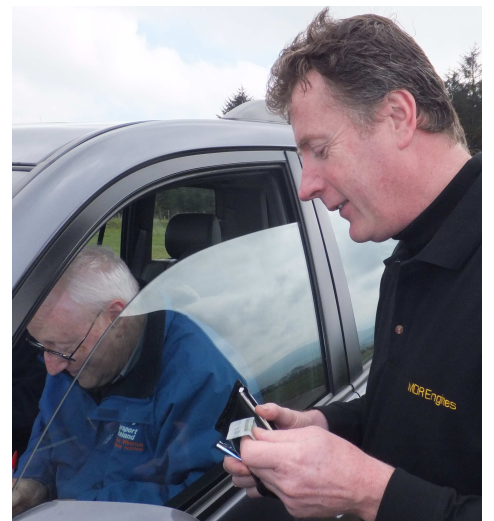


Jason Griffin double drove with Joe Reynolds - car AND dogs





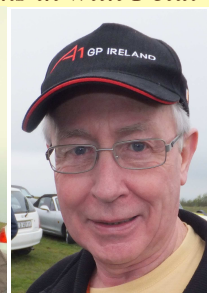
Mark Doran ploughs a lonely, but picturesque, furrow



Johnny Whelan checks in with Felix



*The Cork corps,
Liam Cashman
and Brian &
Sarah Kingston*



Luke & Finbar O'Neill, David Swail, Colin Sheridan, Syd Quille

*Robert Whelan with
Gavin Beattie in the
background*



*Ted Gaffney finds the
pressure too much*



*Jason lost concentration and
one of the dogs savaged
Peppa Pig*



*The editor auditioned Finn and Evan for the role of bouncer.
Their mother vetoed the notion.*



TDC Turbine

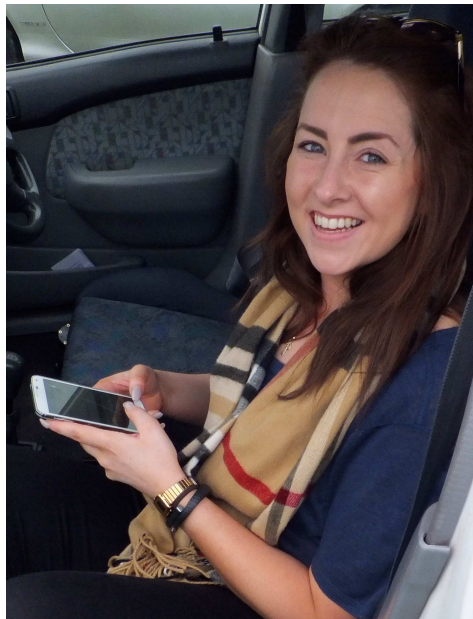


Paddy Lombard gets in amongst the sticks

Damien Mooney

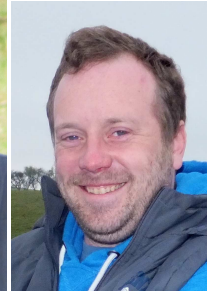
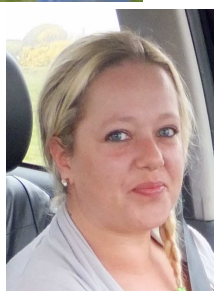


John Nolan & Dave O'Neill



Laura Mooney

Bill White went to Mondello before abandoning it for the excitement on offer in Killeel



Eoin O'Curry, Rachel Jackson, Chris Byrne, Ciarán Freeney, David Ronaldson, Gordon Graves, Declan Furlong

**TDC
Production
Car Trial**



**Wednesday,
27th July
2016,
Glencullen,
53.22367,
-6.20880**

2016 TDC Club Championship

		Rnd 1 Autosolo 10-Apr	Rnd 2 PCT 08-May	Rnd 3 Birr AT 15-May	Full Total	Autotest Total
Beginners						
1	Declan Furlong	10	10		20	0
2	Frank Dwyer			10	10	10
3	Tim Swail		9		9	0
4	David Quille	9			9	0
5	Eoin Quinlan			9	9	9
6	Linda Dempsey		8		8	0
7	Andrew Boland	8			8	0
8	Ciaran Dwyer			8	8	8
9	Finbar O'Neill		7		7	0
10	Declan Donoghue			7	7	7
11	Paul Hendrick		6		6	0
12	Lar Hogan			6	6	6
13	David Swail		5		5	0
14	Peter Molloy			5	5	5
15	Luke O'Neill		4		4	0
16	Gerry Joyce			4	4	4
17	Joe Buckley			3	3	3
18	Liam Ryan			2	2	2
19	Pat Maher			1	1	1
Novices						
1	David Meeke	8	10		18	0
2	Brian Kingston	5		10	15	10
3	Karl O'Donoghue	10			10	0
4	Mark Walsh	9			9	0
5	Myles O'Reilly		9		9	0
6	Robert Lewis			9	9	9
7	Robert Whelan	4	4		8	0
8	Stephen Briggs		8		8	0
9	Owen Murray			8	8	8
10	Matthew Walsh	7			7	0
11	Paddy Lombard		7		7	0
12	Hughie Dunne			7	7	7
13	John O'Reilly	6			6	0
14	Colin Sheridan		6		6	0
15	Kieran Garahy			6	6	6
16	Joe Reynolds		5		5	0
17	Joe Downey			5	5	5
18	Patricia Denning			4	4	4
19	Derek Lenehan	3			3	0
20	Damien Phillips		3		3	0
21	Mick Kehoe	2	1		3	0
22	William Cavanagh			3	3	3
23	Brian Flanagan		2		2	0
24	Patrick O'Leary			2	2	2
25	Graham O'Donoghue	1			1	0
26	Mark Shanahan			1	1	1
Semi Experts & Experts						
1	Liam Cashman	6	7	10	23	10
2	Philip O'Reilly	1	8	7	16	7
3	Frank Lenehan	4	9		13	0
4	Eamonn Byrne	10			10	0
5	Richard Meeke		10		10	0
6	Piers MacFheorais	2		8	10	8
7	Christopher Evans	9			9	0
8	John McAssey			9	9	9
9	JJ Farrell	8			8	0
10	Simon Echlin	7			7	0
11	Mark Doran	3	4		7	0
12	Declan Hendrick		6		6	0
13	James Mansfield			6	6	6
14	Damien Doran	5			5	0
15	John Nolan		5		5	0
16	Mark Faulkner			5	5	5

The latest championship positions are on your left and the remaining rounds are below

In order to reflect the club's autotesting tradition there will be a championship award for the Best Beginner in the "pure" autotest rounds.

Classification of drivers is made using the Hewison criteria. This may sometimes appear to be a bit strange but there is no obviously different way of doing it.

Stephen  

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

Wed 27th July (evening), Production Car Trial, Glencullen

Sun 7th August, Autotest, TBC

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

Sun 16th October, Autotest , Location TBC

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

Mon 26th December, Autosolo, Gormanston

SNIPPET

Those of you who are Late Late Show aficionados will be aware of the revival of the "restore a bit of 'junk' to its former glory" feature. This year the "after" element was broadcast on 12th



May. I am pleased to report that the comfortable winner was Sandra McAllister (daughter of Richard & Jo) who did a splendid job on an old wooden barber's chair.

Committee Notes

I thought it would be a good idea to keep you informed of some of the more significant decisions we make at our monthly committee meetings.

Meetings were originally held in the RIAC. Now, we avail of the generous hospitality of our leader, Frank Lenehan, and meet in Woodside. The grandeur of the dining room and, in particular, its fine table encourages an atmosphere conducive to civilisedly productive proceedings.

For these introductory “notes”, to give you a flavour of what goes on, I will summarise what happened at our last meeting.

AGENDA 5.5.16

- 1 Minutes
 - 2 Matters Arising
 - 3 Correspondence
 - 4 Finance
 - 5 Website
 - 6 Autosolo 10.4.16
 - 7 Social Events
 - 8 PCT 8.5.16
 - 9 JJ MVAT 5.6.16
 - 10 Club AT Wednesday 22.6.16
 - 11 Other business
- Next committee meeting 2.6.16

Above is the agenda, which is fairly typical.

The highlight of the meeting was the arrival of Larry Mooney, who has been out of action for quite some time. His input was, as usual, germane and enlightened.

This time the “matters arising” included a progress report from Tim Faulkner who is working on a submission to MI about reducing the age for beginner autotesters, amongst other things.

Finance involved cheques being passed to cover permit fees and suchlike. Website, as I think was mentioned in the last issue, is being upgraded. There was a progress report and people were reminded of their commitments to the re-vamp.

There was a post-mortem on the autosolo in Holfelds. It was deemed to have been a success. There were some recommendations as to how it might run better next time.

There were suggestions for potential social events, for instance, a 10-pin bowling night (could this be described as a Lanes event?) with maybe some pool thrown in.

The arrangements for our next three events was also discussed. The Club autotest in Woodside is to be called the James Pringle Autotest.

Various bits and pieces came up under “other business”.

There was a suggestion that we have a Credit Card style membership card for 2017 in addition to, or instead of, the Fixture List with the Club logo on the cover which currently fulfills this function.

The most significant item that came up under this heading was the donation to the club of a defibrillator. Somebody will come to the June committee meeting and give us some instruction as to how to use this. Owen Murray is already qualified in this respect. We are very grateful to the donor of this piece of equipment who wishes to remain anonymous.



Another important item was the Irish Classic Retro.



The amount of work required to make last year’s event so well-received was such that, with our resources, it would not be possible to run it again this year, 2016. There had been a vague aspiration to have another go in 2017 but after much discussion with those involved with ICR 2015, the conclusion was that, at present, TDC just can’t put together a team capable of doing this. There are enough potential competitors to warrant reviewing the situation early next year to decide on the viability of trying for 2018.

As you can see, it’s all very exciting stuff.

John & Liam Simply The Best

Where would you rather be on a beautiful, sunny May Weekend than Kiltcotton, Borris-in-Ossory for another fabulous Birr Autotest Weekend, full of Starlets, Sun-burn and the odd Micra & Suzuki Swift. *(I think you'll find that it's an Ignis -*



Brian Kingston is a stickler for detail! - Ed) This year retained the now standard 2-day format, in the glorious Campion's Yard with the whole show in the capable hands of C-o-C, Bill Ryan.

After slight technical issues with getting my own car ready for the trip up from Cork, turned to Tiny Motorsport Ltd., where Eoin Longworth (seen here making a



splash) was more than happy to help out by offering me the opportunity to double-drive his car for the weekend. Both front seats of this car are familiar to me!!!!

When I arrived on Saturday for the leisurely 4: 00 pm start, there were already plenty of cars all set for action. 22 competitors battled on the various tests to see who would end up "top of the heap".

This year the tests were significantly different from before, due largely to the extra flurry of work going on in the yard. This generated more supplies strategically

left around which forced some redesigning.

Test 1 started out in a tight section of the yard, but quickly opened up into a nice, quick, free-flowing test, with the odd reversing manoeuvre thrown in for good measure. Just before the finish, there was a tight, technical loop around a pylon, which caught the odd competitor out and cost valuable seconds in the race to the top.

Test 2 was mainly sandy and loose on a concrete base. There was a tight, awkward reverse and throw in the corner for good measure, to make the test more interesting!

Test 3 then moved down to the back of the yard, where a mixture of concrete, sand and gravel that constantly had you guessing the grip levels as you looped pylons and reversed over the odd line.

There was a much needed lunch break at 5:45 pm. *(What time zone is in operation in Birr? As far as I know in the rest of the country lunch is at 1:00 pm - Ed)*. Lunch, as always in these parts, was the fine dining experience provided by Batty & Marie from the 5-Star Catering Truck.

After a fun day of auto-



testing, John McAssey emerged the victor. Rob Lewis took the win in



Class 1 despite intermittent gearbox trouble, Richard Meeke Class 2 and Piers McFheorais, in his "new"



MX5, Class 3 just 10 seconds ahead of Mark Faulkner who had travelled over 220 miles to compete with us. He certainly provided great entertainment all weekend in his rear



wheel drive MX5. It is worth mentioning that dad, Dave broke the Meeke Starlet on the second last test. true to form John McAssey let both Dave and Richard complete their quota of tests in his Starlet .

Kieran Garahy took best Birr Member of the day. A great performance was also seen from Pat Maher, who was 3rd in class despite it being his first day out - he was Best Newcomer. Others who featured in Saturday's results included William Cavanagh from Modreeny in a Toyota Avensis, Gerry Joyce from Galway, newly-wed David Forde, Coolrain Publican Lar Hogan & The Yeti!!!! *("The Yeti" is one of a selection of not very polite nicknames that the hardworking and indispensable Eoin Longworth is called - Ed)*

Next it was off for a quick shower to remove the various test surface contents from our hair and other nooks and crannies, before hopping on the bus to the renowned Birr Social Night, held in Sheeran's Bar, Coolrain. This was hosted by Lar Hogan who rushed off to prepare much-needed refreshments after

putting in a fine performance to win second in class. Here the banter continued well into the night and new challenges were laid down for the next day's event. In particular, Declan Donohoe and Peter Molloy,



who had a fine battle amongst themselves all day and very little splitting the pair in the results, were keen to resume their contest the next day.

Sunday saw a slight change to the event format. Starting at midday, there was a fourth test, starting down at the bottom of the yard. Here, competitors were introduced to a quick mixture of sandy concrete, gravel, and the only sign of water we saw all weekend in the form of a large puddle.

We also welcomed some new competitors, bringing the total competing to a whopping 33 competitors. These included the 5-man Borrisoleigh/Toomevara team of Damien O'Meara, Mark Shanahan, Joe Buckley, Liam Ryan



& David Shanahan who started the day with two Micras, but were reduced to one by the end, and the Midland Tyres contingent of Eoin



Quinlan, Frank Dwyer and Hughie Dunne along with Ciaran Dwyer from Arigna. Father & son, Larry & James Newe made their autotest debut and thoroughly enjoyed the experience.

We again enjoyed a great day of motorsport. There was a bonus when Charlie Cavanagh from Modreeny, Cloughjordan performed



on Test 1 during the lunch break in a restored Ford Special making its first appearance since 1977. This car would have been used in all sorts of events - hillclimbs, test trials, autocrosses, etc. in the fifties when it was originally built by Val Baker. It was owned by the Cavanagh brothers Billy (7-time Autocross Champion) & Ken, Charlie's dad.

Sunday saw a new winner emerge, Liam Cashman from Cork



taking the prize this time, with Frank Dwyer, John McAssey and Piers McFheorais all winning in their various classes. The Ladies Award



went to Patricia Denning (above) ahead of Judy Lambert.

I would like to give a special thanks to our C-o-C Bill Ryan, M.I.

Steward Timmy Faulkner (pictured here with Eoin Longworth), Results



Officer Mark Parsons, and all the marshals who helped make the weekend such a success.

So that's it from another fabulous weekend of motorsport from the Birr & District Motor Club. Roll on Sunday July 24th when the Birr Multi Venue Autotest, based around Athlone will be sure to provide just as much entertainment and fun.

Patrick



RESULTS

1 John McAssey (Starlet) 1281.8s,
2 Richard Meeke (Starlet) 1314.1s,
3 David Meeke (Starlet) 1357.8s,
4 Rob Lewis (Starlet) 1358.5s,
5 James Mansfield (Mini) 1359.5s,
6 Kieran Garahy (Starlet) 1366.9s.
Class winners: Rob Lewis, Richard Meeke, Piers MacFheorais (Mazda MX5) 1377.8s, Kieran Garahy.

1 Liam Cashman (Starlet) 1094.6s,
2 John McAssey (Starlet) 1111.3s,
3 Brian Kingston (Ignis) 1131.5s,
4 Rob Lewis (Starlet) 1134.5s,
5 Piers MacFheorais (Mazda MX5) 1136.1s,
6 Philip O'Reilly (Starlet) 1140.6s.
Class winners: Frank Dwyer 1176.1s, John McAssey, Piers MacFheorais, Hughie Dunne.



It is pretty obvious that Peter Molloy & Patrick O'Leary are observing timing master, Eoin Longworth at work but what are Kieran O'Brien & Leo Brophy looking for in the barrel - they're not even scraping the bottom of it.



Maurice
McMonagle

Owen
Murray in
the car he
shared with
Judy
Lambert



P.S. Email from Owen Murray to Eoin Longworth after the event

Having done the Birr MC MVAT last year at Campion's Concrete it had been one event I was looking forward to for this year. Judy, the other half, won an award last year and didn't take much convincing to come along. So off we went down the Naas Rd with the coolbox packed with drinks and sambos last Sunday.

As we arrived we were greeted by the usual friendly banter and faces (some more tanned than others!!). There was plenty of time to walk the tests before getting started. The locations were similar to last year, but the tests themselves were completely redesigned which kept it interesting... As the event went on a number of us were comparing times and there were only tenths of seconds between some of us which only added to the repartee. The organisation was very impressive from the colour-coded time cards to the on-site catering van which provided refreshments all day - it all ran very smoothly.

It was a scorcher of a day and everyone seemed to enjoy themselves - the mixture of dust, sweat and sunburn didn't seem to dampen anyone's spirits! An added incentive to participate was that the event is part

of the TDC club championship (I only found out recently you must come in the top 10 of each event to get points) and, having come near the top of the field, I'll get a few points for the championship too... Judy got an award again too so a great day all round and I probably won't have much of a job convincing her to come along again next year!

Thanks to Mr and Mrs Campion for the use of the venue and to all the organisers and the marshals.

SNIPPET

This sad Beetle (Reg. No. 2136 ZI) lives in Dartry Park which is on our "walking grandchildren" route. I took a photo of it with my trusty Nokia C2-01 thinking that Larry Mooney, Frank Fennell or someone similarly like-minded might be able to reveal that it had won its class in the 1973 Circuit of Ireland or some comparable achievement.



QUIZ

March Answers

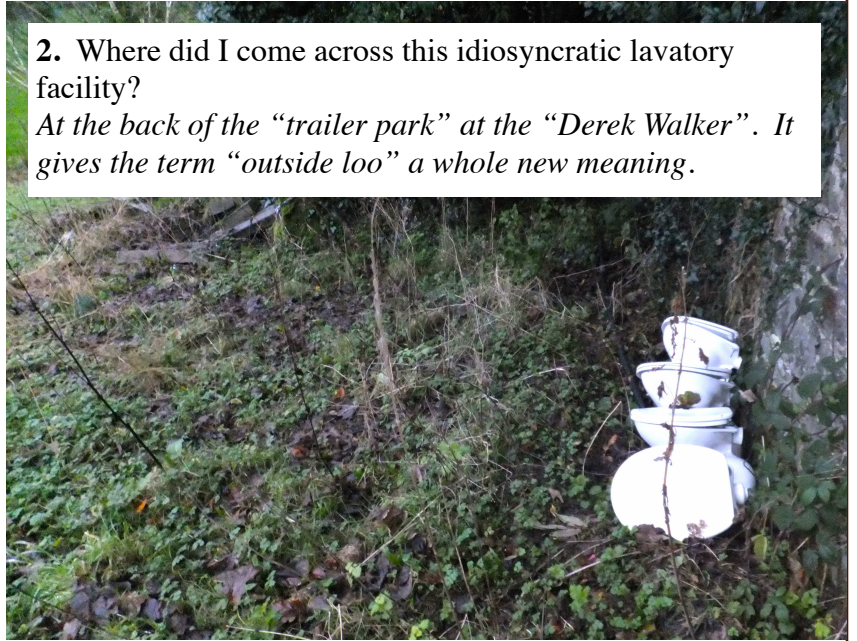
2. In 1985 this man and Rodney McComb were responsible for a classic phenomenon. Who is he? Niall Hannigan. He and Rodney inaugurated the UAC Circuit Retro.



3. More shoes, whose? Jack Brien at the "Derek Walker". It is worth mentioning that it was cold and he wasn't wearing socks. The privations of being trendy.

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

At the back of the "trailer park" at the "Derek Walker". It gives the term "outside loo" a whole new meaning.



June Questions

1. What is the surname of the custodian of these registration plates?



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

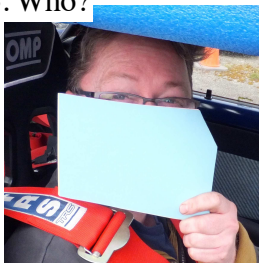
5. The RSA (road safety authority) is proposing a revision of the current road signs. What does this one suggest?

NO LEFT

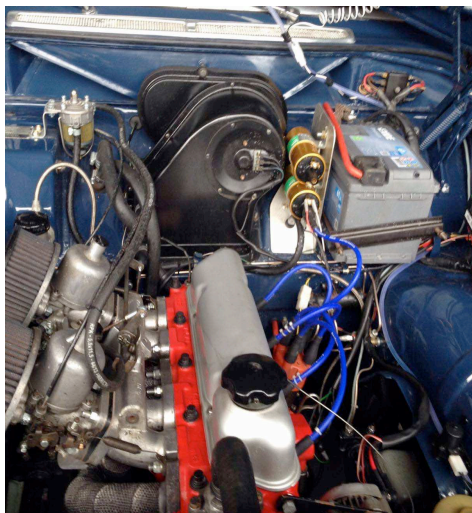
6. In similar vein, one of these would be best avoided. What is it?

PRINCIPAL COLLISION

3. Who?



4. Who?



7. Who is hiding in the dust?

8. Whose immaculate engine compartment is this?

Responses to valianmcculloch@gmail.com

SNIPPETS



The Flying Scotsman is not unlike our Irish Classic Retro, though it is aimed at older cars. This

year it started in Belvoir Castle in Leicestershire on 15th April and finished in Gleneagles Hotel in Perthshire three days later. There were some names which may ring a bell with regular Turbine readers.

Despite a hiccough early on Richard Pain guided Shane Houlihan in his 1932 Alfa Romeo 8C to a fine



fourth place. Also, the Alfa was awarded the Concours d'Elégance. Clifford Auld was also "on the maps", in Nicky Ward's 1933 Talbot AV 105 Alpine. They were



10th. Given that there were 113 starters (only two post-WW2) these were worthy performances.

Andy Bailey and Philippa Spiller had car problems in Andy's fairly recently acquired 1934 Triumph Dolomite 6C which saw them finish well down the order.



There were a few regulars from Classic events amongst the navigators. One of these, Martyn Taylor, won with Gareth Burnett in a 1931 Talbot 105 Alpine.

There was a minimal Irish representation on the Tulpenrallye which took place from 1st to 7th May. It is an event normally contested by mainland Europeans (more than 200 cars on this occasion). It relies on noting the codes at locations to which abstruse directions are given. It seemed to offer good value for money, but the navigation proved to be extremely demanding and it wasn't a particularly drivers' event. The best of the navigators whose names might be familiar to us was Anthony Preston. He was 18th.

Peter Rushforth was sitting with Frank Fennell. They had so many car woes that the navigational challenges became academic. Despite its newness, the Amazon was recalcitrant in the extreme.

Merc mounted Philip Armstrong and Frank Hussey also had car issues.

A brake cylinder failure necessitated a detour to Stuttgart for a replacement. This resulted in the loss of a day.



Martyn Taylor was sitting with Charles Colton. Their event came to a very dramatic end. About halfway through, they opened the curtains of their hotel room in the morning to discover that the Porsche (the lovely yellow one on the cover of the June 2015 Turbine) was gone. It hasn't been seen since.

Stablemate Howard Warren's machine had been broken into and 'stuff' stolen. He and Iain Tullie withdrew.

Both Martyn & Iain had been finding it challenging.

FF was fortunate that his Volvo was unmolested, even though it had suffered a driver's window failure (the glass was sitting at the bottom of the door which



rendered it vulnerable). A memorable excursion, if not necessarily for the best reasons. He and Peter were 33rd.

SNIPPETS



Despite a 1 m 45 s penalty (I can't believe that Bossie needed to go on yet another shopping expedition), Dermot Carnegie and Paul Bosdet finished in a fine third place in the Winter Challenge to Monte Carlo at the end of February.



The winners were Porsche 911 mounted Charles Colton / Ryan Pickering who beat the 356 of Jan Ebus / Bart den Hartog into second place.

Frank Hussey guided James O'Mahony to a class win in his Volvo 122S.

for a few years whilst David Woods on the Frank Lenehan Cooper S was fourth.

Of the Experts, the best performer was Frank Fennell who drove an 850 Mini instead of his usual Cooper S, whilst he was followed by Clive Peterson (Cooper S) and Larry Mooney (Mini 1000). Paul Phelan (Mini 1000) scored maximum points under the handicap system for the club championship.

I had a communication from Tony McCusker, who recently celebrated his 87th birthday, subsequent to his terrific Circuit of Ireland memories in the April Turbine.

"There is nothing worth the wear of winning except laughter and the love of friends."

Hilaire Belloc.

Arthur S in my "Circuit" tale was Arthur Stringer who told such wonderful stories which we all believed. After all, he was an Estate Agent from White House. He had a 2.5 litre Riley which he drove to perfection.

My navigator was my first cousin Patrick McGlade, a well known local family who owned the famous Queen's pub and restaurant in the Queen's Arcade, plus a large pub in Donegall Street and a garage on the Ormeau Road.

I grew up in 10 Manse Rd, Bangor. My next door neighbour was the local boat builder Jimmy Laird whose rowing boats and motor boats gave pleasure to so many for decades around Bangor bay. From the age of 5 or 6 I spent a lot of time in his vast workshop helping to build these boats by fetching copper nails and finding that lost hammer or chisel. My love of the sea and ships grew from this and I have a collection of stories, cuttings, books etc., connected with the sea. I also learned a language not suitable for the dinner table.

I still love cars and get the CLASSIC CARS magazine each month which supplies me with lots of material for my dreams. (I sleep more now than I used to.) I have a collection of over 300 die-cast models, mostly cars and ships.

I am still a rally driver at heart.



From time to time, I am given miscellaneous material in a variety of forms. This, I thought worthy of inclusion, and transcription.

Peter Lynch, driving his first trial, won the Motor Enthusiasts Jenkins Cup novice test trial at Glen o' the Downs on Saturday, and although nine experts were allowed take part they were not eligible for awards. Second overall went to George Leech and the top pair drove B.M.C. Mini 1000's. In third place came John Horan who has been out of test trials

RESULTS

MOTOR ENTHUSIASTS' CLUB DEVEREUX CUP SPORTING TRIAL AT CORBALLIS, RATHDRUM, CO WICKLOW: 2nd April

- 1 Brian Conlon (Erskine-Honda) 10 marks,
- 2 Paul Needham (Erskine-Honda) 14m,
- 3 Joe McCann (JMcVW) 16m,
- 4 Ian Sweeney (Sweeney-Suzuki) 18m,
- 5 David Meeke (BD-Opel) 24m,
- 6 John Bolton (Grasshopper VW) 25m.

CLARE M C AUTOTEST AT CLARE MARTS, ENNIS, CO CLARE (ROUND 2 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 1): 9th April

- 1 Liam Croston (Nova) 422.8s,
 - 2 Paddy Power (Mini Special) 428.0s,
 - 3 Martin Walsh (Starlet Special) 463.0s,
 - 4 Connie Lynch (Starlet Special) 464.7s,
 - 5 Michael Lynch (Starlet Special) 471.8s,
 - 6 Mike Mulcahy (Mini Special) 474.5s.
- Class winners:* Paddy Power, Martin Walsh, Don Giles (Westfield) 481.5s, Stefan Walsh (Starlet) 532.2s, Joe Downey (Starlet) 657.9s, Brian Hassett 676.0s.

CLARE M C AUTOTEST AT CLARE MARTS, ENNIS, CO CLARE (ROUND 3 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 2): 10th April

- 1 Paddy Power (Mini Special) 636.1s,
 - 2 Martin Walsh (Starlet Special) 655.1s,
 - 3 Liam Croston (Nova) 659.7s,
 - 4 Mike Mulcahy (Mini Special) 661.4s,
 - 5 Michael Lynch (Starlet Special) 666.8s,
 - 6 Connie Lynch (Starlet Special) 683.8s.
- Class winners:* Mike Mulcahy, Martin Walsh, Don Giles (Westfield) 481.5s, Liam Croston, Brian O'Connell (Micra) 755.1s, Eoghain McMahon 1034.2s, Patricia Denning (Starlet) 866.0s.

IRISH MOTOR RACING CLUB RACE MEETING AT MONDELLO PARK: 16th/17th April

- SEAT SUPERCUP IRELAND RACE 1 (16 laps):
- 1 Niall Murray 15m 45.54s, 70.03 mph,
 - 2 Niall Quinn 15m 48.87s,
 - 3 Rob Butler 15m 54.48s,
 - 4 Rod McGovern 15m 56.17s.
- Fastest lap:* Murray 58.436s, 70.82 mph.
- SEAT SUPERCUP IRELAND RACE 2 (12 laps):
- 1 Niall Murray 11m 59.52s, 69.02 mph,
 - 2 Erik Holstein 12m 00.95s,
 - 3 John Farrelly 12m 03.39s,
 - 4 Brian Berry 12m 03.53s,

- 5 Rod McGovern 12m 04.58s.
- IRISH SPORTS CARS RACE 1 (15 laps):
- 1 Des Bruton 15m 43.55s, 65.79 mph,
 - 2 Alan Watkins 15m 52.14s,
 - 3 Roger Welaratne 15m 52.41s,
 - 4 Dave Griffin 15m 52.42s,
 - 5 Des Meehan 16m 04.17s,
 - 6 Peter Auerbach 16m 33.95s.

Fastest lap: Bruton 1m 01.594s, 67.19 mph.

IRISH SPORTS CARS RACE 2 (14 laps):

- 1 Alan Watkins 15m 01.69s, 64.25 mph,
- 2 Des Bruton 15m 03.89s,
- 3 Roger Welaratne 15m 36.25s,
- 4 Peter Auerbach 16m 46.55s,
- 5 Darren Griffin 15m 46.66s,

Fastest lap: Bruton 1m 03.463s, 65.21 mph.

HISTORIC RACE 2 (12 laps):

- 1 Jackie Cochrane (Sunbeam Tiger) 12m 54.44s, 64.12 mph,
- 2 Steve Griffin (MG Midget) 12m 57.87s.

MUNSTER C C MOONRAKER FOREST RALLY AT BALLYVOURNEY, CO CORK (ROUND 2 OF VALVOLINE NATIONAL CHAMPIONSHIP):

17th April

- Junior Class:* 1 Alan Moran/David Loughney (Peugeot 206) 46m 53s,
- 2 Stephen Dickson/Tommy Hayes (Fiesta) 47m 14s,
 - 3 James Driver/Megan Conway (Ka) 50m 14s.

BARC RACE MEETING AT BISHOPSCOURT, CO DOWN (ROUNDS OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIPS): 7th/8th May

IRISH SPORTS CARS RACE 1 (12 laps):

- 1 Alan Watkins 16m 40.30s, 78.77 mph,
- 2 Dave Griffin 16m 40.77s.

Fastest lap: Watkins 1m 21.396s, 80.67 mph.

IRISH SPORTS CARS RACE 2 (12 laps):

- 1 Dave Griffin 16m 04.08s, 81.73 mph,
- 2 Alan Watkins 16m 04.91s.

Fastest lap: Watkins 1m 18.888s, 83.24 mph.

SEAT SUPERCUP IRELAND RACE 1 (12 laps):

- 1 Rod McGovern 15m 12.87s, 86.32 mph,
- 2 Eoin Murray 15m 23.33s

Fastest lap: Murray 1m 13.997s, 88.74 mph.

SEAT SUPERCUP IRELAND RACE 2 (12 laps):

- 1 Eoin Murray 15m 11.11s, 86.49 mph,
- 2 Erik Holstein 15m 15.77s,
- 3 Barry English 15m 20.09s,
- 4 Rod McGovern 15m 20.46s.

Fastest lap: Murray 1m 14.006s, 88.73 mph.

**SKIBBEREEN & DISTRICT C C NORMAN
GILES MEMORIAL AUTOTEST AT
KILBROGAN, BANDON, CO CORK (ROUND 4
OF PREMIER AUTO PARTS MUNSTER
CHAMPIONSHIP) (DAY 1): 21st May**

1 Ian White (Mini Special) 512.6s,
2 Liam Croston (Nova) 524.9s,
3 Mike Mulcahy (Mini Special) 552.6s.
4 Peter Desmond (Westfield) 584.7s,
5 Liam Cashman (Westfield) 587.5s,
6 Alan Clarke (Mini Special) 592.2s.
Class winners: James Mansfield (Mini) 635.7s, Mike
Mulcahy, Connie Lynch (Starlet Special) 593.8s, Peter
Desmond, Liam Croston, Joe Downey (Starlet) 767.4s,
Cian Power (Mini Special) 791.6s, George Swanton
(Starlet) 678.4s, Patricia Denning (Starlet) 677.5s.

**SKIBBEREEN & DISTRICT C C NORMAN
GILES MEMORIAL AUTOTEST AT
KILBROGAN, BANDON, CO CORK (ROUND 5
OF PREMIER AUTO PARTS MUNSTER
CHAMPIONSHIP) (DAY 2): 22nd May**

1 Ian White (Mini Special) 458.8s,
2 Liam Croston (Nova) 473.8s,
3 Liam Cashman (Westfield) 488.8s,
4 Mike Mulcahy (Mini Special) 498.2s.
5 Don Giles (Westfield) 498.4s,
6 Peter Desmond (Westfield) 509.2s.
Class winners: James Mansfield (Mini) 549.8s, Mike
Mulcahy, Martin Walsh (Starlet Special) 517.4s, Liam
Cashman, Liam Croston, Joe Downey (Starlet) 656.0s,
Cian Power (Mini Special) 656.3s, George Swanton
(Starlet) 594.5s, Patricia Denning (Starlet) 692.9s.

SNIPPET



You will possibly have noticed a side-view photo of Dermot Carnegie's Volvo PV544 on Page 25. Frank Fennell has provided me with this more interesting image of the rear of the car.

The "interesting" arises from the International Registration Letters adorning his boot lid.

Could it be that DC is considering a nationality change to take advantage of the Brexit ramifications?

FF suggests that it is a reminder to that shopper supreme, Paul Bosdet, who sits with DC on retros, to **Go Bossie**.

Or maybe, **Getting Better**.

Or maybe even, in deference to DC's fondness for all things computing it may be suggesting that there are no **GB** (gigabytes) on board.

CAPTION COMPETITION



*Jessica O'Donohoe (Andrew & Sylvia's daughter)
and Frank Fennell*

Suggestions to valianmcculloch@gmail.com

SNIPPET



At the end of April Beatty Crawford and Plum Tyndall organised a Circuit of Ireland reunion in Killarney. It was very informal and there was no competitive element. Various luminaries were invited. These, of course, included our very own Paul Phelan. He was third in

1977 with Öve Andersson in a Celica, second in 1973 with Eamonn Cotter in a BMW 2002 Alpina and first in 1975 with Billy Coleman in a Mk1 Escort. A replica of the Escort 000 96M is on the right. Paul took some snaps.

There were various notable cars to complement the notable competitors. Some of these were original - for instance Barrie Williams's Mini which was the first



Mini to win an international rally (the "Welsh" in 1964).

Then there is Paddy Hopkirk's Monte winning Mini which is an exact replica. It is wheeled out on



occasions like this - the original car is too precious.

The provenance of the other cars pictured is open to conjecture. Whatever their history, they do revive memories for older and maybe stimulate younger folk.



This is a flashier 2002 than Eamonn Cotter's would have been. Achim Warmbold might have driven this one



In 1977 the Celica would have looked similar to this 1973 version but would have been "better" underneath



TDC Turbine



Russell Brookes had three cars to choose from - Sunbeam, Delta, Chevette



A Corolla of the type driven by Per Eklund in the Circuit

Billy Coleman



Donald (L) & Penny Grieve and Brian Nelson



Rosemary Smith brought her ex-works Imp



The late Paddy O'Callaghan campaigned a Beetle in the fifties. This later model was built (by his son, Liam) as a present on a significant birthday for Paddy to use in Retros



There was a "talk-in" (?) orchestrated by Plum Tyndall with Paddy Hopkirk and Terry Harryman

APPRECIATION

Brendan McCoy sent me this which he found in the Independent. Robin's name will be familiar to many of you.

ROBIN RENNICKS - MOTOR RACING MOULDED AN INNOVATIVE BUSINESS LEADER.

Robin Rennicks, one of the finest racing drivers of his generation passed away in January after a long illness.

Born in Mount Merrion in 1933, Robin worked for Booth Poole, assemblers of MG and Wolseley cars; an Aston Martin dealer in Exeter; PR Reilly, then selling and assembling cars as well as parts; and Huet Motors, then Rolls Royce agents.

In 1958 Robin competed in the first Dunboyne road race in a 650cc motor cycle engined single seater called a Leprechaun in then Formula 3 style. By 1961, he had acquired a state of the art, Colin Chapman designed, Lotus 18. But lack of funds in 1962 led to a complicated swap with Lingard Goulding, with Robin acquiring the burnt out shell of an MGA twin cam which the Watkins Brothers of Waterloo Lane rebodied into the ugly but effective Phoenix Special. He won the prestigious Holmpatrick Trophy in Dunboyne by 20 seconds. Robin had developed into an exceptionally skilful driver and with the help of Alex Watkins engineering talents, he won the Sexton Trophy in 1965 in their semi works Austin Mini. Amazingly for a man of 6' 2, his greatest success was in Minis and in 1967 he recorded the faster ever saloon car lap of Dunboyne in his distinctive yellow "Mini Chick". This had been unused for some time and was hastily reassembled in the paddock just in time for practice. The fire extinguisher went off during the race and Rennicks stopped to remove it before setting off to catch young Steve Griffin, setting awesome average speed of 86.75 mph on the way.



Robin gave it 110% behind the wheel – maximum attack all the way. This led to the occasional "off" and he survived huge accidents at Mt. Venus Hillclimb and Mondello Park, the latter while aboard a very quick Ford FVA engined Mallock U2. In later years he campaigned BMW's and did the Circuit of Ireland in a Peugeot 404 and featured in sporting trials with his pal Tony Hennessy. In the 1990s he commuted to and from the USA to run an Oldsmobile for Buddy Baker in NASCAR's premier Winston Cup series. While there Robin found and had restored the quad cam Porsche 356 Carrera he had first seen Stephen O'Flaherty race in Dunboyne in 1958. This ignited an interest in classic cars and he was a prime mover in the Spirit of Dunboyne revivals with his restored Leprechaun appearing regularly in recent years.



Robin had an excellent eye for business, ("He could almost see around corners" said his great friend Frank Keane) setting up his own tyre remoulding business in 1966 before changing to import Yokohama truck tyres. In 1970 he started Rennicks Sign Manufacturing which became a world leader in reflective road signs before he sold it in 1989. After his NASCAR sojourn he bought precision engineering company Prodieco in Tallaght. At 66 Robin trained as a toolmaker so he could turn the company into the global leader in blister packaging tooling for the pharmaceutical industry it is now.

He suffered ill health in later years, but never lost the inquisitiveness or humour which made him such a popular man in sport and business.

JJ's TDC Charity Multi-Venue Autotest



Sunday, 5th June 2016, Puddenhill, 53.58874, -6.42705



**TDC
James Pringle
Club Autotest**

& Barbecue



Wednesday, 22nd June 2016, Woodside, Sandyford, 53.26351, -6.22826

**TDC
Production
Car Trial**



**Wednesday,
27th July
2016,
Glencullen,
53.22367,
-6.20880**



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

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Enniskerry Road
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