

# TDC Turbine



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

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

October 2016



*Judy Lambert, Mark FitzSimon and Gordon Graves are the latest  
premièring pen-pushers.*

Peter Boyd & Leslie McMullan have supplemented the amateur photographs. Thank you.



## CONTENTS

TDC Club Autotest	P4
RMC Targa Rally	P6
Crossword	P9
CMMC Endurance Trial	P10
TDC MVAT	P12
TDC Karting Night	P17
Club Championship	P20
Cookstown MC Targa	P22
Committee Notes	P24
Quiz	P25
Jimmy Peak MVAT	P26
Results	P29
Membership Form	P32

## COVER PHOTOS

*The shape of things to come?*

*The top two contenders for the current Hewison Championship, Paul Mooney and Steven Ferguson in their Mini Nova Specials which represent a big leap forward in car capability.*

*Does this mean that this demanding motorsport spectacle will become more attractive to potential participants?*

*Let's hope so.*

## Chairman's Chunterings

The Club seems to be busy all of the time these days.

It may be tidying up after previous events or getting ready for future events, both of which are never-ending.

There are also those who think ahead in a more general way as to how the Club might best prepare for the future. The survey overseen by Owen Murray at the beginning of the year has been a great help for these forward thinkers. If you have any thoughts please do pass them on.

We have a number of stalwart marshals - we need more. If you are competing please try to persuade friends and relations to come along with you to help. For instance, newcomers can spread the load by doing relatively mundane jobs like filling in check sheets.

Another perennial is venues. It was great to have Tony & Robert



Mansfield make the former HSS premises in Rathcoole available again. We need more locations like this. Do you know of anywhere we might use? Investigate please.

See you at something in whatever capacity (you and/or me).

Ian



**TDC Club Autotest, 16th October, Mondello**  
**TDC Howard Wilde Memorial Autotest**  
**13th November, Mondello**

## LETTERS

Still no need to get a bigger mailbox (it wouldn't actually matter if I didn't have one at all). If you do get the urge, please communicate. [valianmcculloch@gmail.com](mailto:valianmcculloch@gmail.com)

As a consolation prize I have raided the content of "backroads". an internet forum to which some of our members contribute. From it I have extracted and reproduced, on the opposite page, the post Holfeld's comments.



“LETTERS”

*Mick Kehoe*

Great entry... I wonder is this showing that people are looking for events that don't require road legal cars... ie. TAX NCT etc.... Part time cars are very expensive to keep now....

*Stephen Briggs*

I've no doubt that is one of the reasons. However, here are some other potential reasons;  
This is a great venue & the word is out  
Tests being set out to suit a wide variety of very cheaply available FWD & RWD cars - not just Starlets and Minis  
Lower entry fees  
A slight upward lift in "consumer sentiment"  
Increase in couple & parent/child entries  
Recruiting of new entrants by existing competitors  
Osmosis from other disciplines (track days, racing, rallying etc)  
Better publicising of the events on forums like this and Facebook etc  
Great photos and videos available after the events  
Inclusion in the TDC Club Championship  
It's great to see, so let's all keep the momentum going. However, I also enjoy the multi-venue, multi-venue events and wouldn't like to see them fade away. The bit of road mileage means less waiting at tests, allows the cars to cool down and are just pleasant drives, with something for the navigator to do. They also allow for a wider variety of surfaces and tests within the one event - Farmyards, Lanes, Quarries, Fields, Carparks etc

*Dave McAulay*

Completely agree Stephen, I'd also hate to see the multi venue multi venues die off. A car can be kept road legal for them very reasonably by using some of the facilities available, classic insurance and tax and they also make a

great spare car when the daily is broken ! Can't do that with a dedicated race car...

Well done TDC on getting such a good entry, looking forward to it!

*Damien Doran*

Well that was great craic. I was wrecked after it, it felt like a massive amount test time.  
I thought these events where popular because of no need for tax and NCT but there wasn't many trailers there.

*Andrew Boland*

That was a great day, such a good venue. I'm very new to this stuff but I'd highly recommend these days to any petrol head. A variety of surfaces, heaps of sideways opportunities and 99% of the time the hardest thing you could hit is a traffic cone or pole.  
I probably only used 1/2 a tank of fuel, its a bit harder on tyres than track days but you don't need expensive ones.  
Thanks speedy for the photos and everyone who organised this event. Mega craic.

*Brian Kingston*

Unreal day yesterday, TDC are such a great club and great petrolheads to share the craic with.

*James Mansfield*

Without doubt one of the best days motorsport I've had despite the DNF

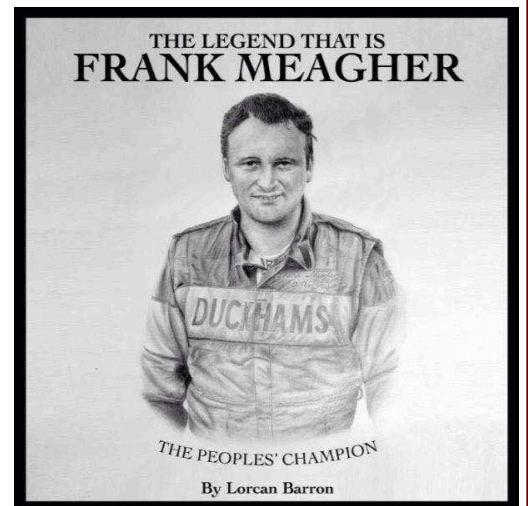
*Mark Walsh*

cant add more than whats above really, absolutely fantastic day out, one of the best events i've ever done. great fun great atmosphere, really is there anything better you could be doing on a sunday for a mere 75 quid?! just class. i was wrecked also, the drive home was painful

SNIPPET



On 6th August “The Legend that is Frank Meagher” was launched. He was a hero to that good friend of TDC, Eoin Longworth. Eoin contributed to the book and is seen here being interviewed at the launch in the Clonmel Park Hotel.





Round 6 of the TDC Championship took the form of a Club Autotest, particularly suitable for beginners. The venue was what was formerly HSS Plant Hire, now Earthmover Plant Rentals, in Rathcoole, by kind permission of Tony and Robert Mansfield.



Just over half-way through the 2016 season, there has been a dramatic increase in the number of beginners turning out for these events, 9 in total for this round in a rather healthy entry of 28 overall. The other classes were for novices and experts. After numbers dwindled in previous years, it is great to see the resurgence in popularity, as autotesting is a lot of fun and really sharpens your driving skills.

It's been a few years since TDC visited this venue and it was the first time I've competed there. The immediately noticeable feature in the first test was the downhill gradient, which added a new dimension to be taken into consideration. I was cursing when I sideswiped my first pylon but it appeared I was in good company as pylons were being set upon with much enthusiasm throughout the day!



The LSD I recently installed in my Suzuki Ignis really made a big difference, particularly circling pylons as it clawed in to the tarmac, whipped around and slung out the other side. I wasn't the only one enjoying improvements to their car as James Mansfield was beaming ear to ear after his recent fettling of the Mini's transmission. Clearly revelling in the performance, he went on to a great eighth place overall in what appeared to be a very tidy drive.

In the Beginners, Cian Power was the class of the field and impressed onlookers with his composed performance in the Mini Special, eventually taking the overall event winner accolades. Immediately behind him, Declan Furlong added more points



to his championship tally and is firmly the man to beat in the Beginners Championship this year.

This was a great learning event for beginners and novices alike as some of the experts [Piers MacFheorais (L) and Ronnie Griffin]



kindly took groups on a walking tour of the tests and imparted a lot of tips based on their considerable experience. Then in a true act of leading by example, Ronnie Griffin went on a forceful drive to take first place in the expert class,



demonstrating his blistering accuracy and skant regard for gearbox synchros! Alan Auerbach, pictured here with dad, Peter, was second despite a "fail" and Piers drifted his black MX5 to third in experts class with a statistically improbable total of precisely 500 s.


The Novice class is looking to be as tightly contested an affair as it was in 2015 - only one point separated the top three in the championship before this round. I was lucky to take the class victory as I thought I had made far too many mistakes. Matt Grimes, making a comeback after many years to keep



his debuting son, James, company, had a good drive to second in class. David Meeke rounded out the podium places in his Autotest special Nova.





If this event was anything to go by, it should be an entertaining few rounds to close out the year!  
*Brian* 

## RESULTS

### BEGINNERS:

- 1 Cian Power (Mini Special) 561.6s,
- 2 Declan Furlong (Starlet) 634.6s,
- 3 James Grimes (Nova) 639.8s,
- 4 Andrew Boland (MX5) 642.2s,
- 5 Ken Fleming (Starlet) 665.4s,
- 6 James Hogarty (Starlet) 690.0s.

### NOVICES:

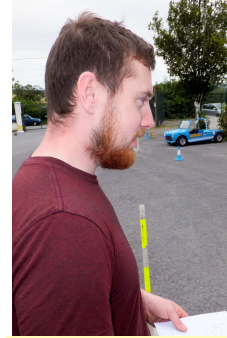
- 1 Brian Kingston (Ignis) 548.5s,
- 2 Matt Grimes (Nova) 571.6s,
- 3 David Meeke (Starlet) 600.5s.

### EXPERTS:

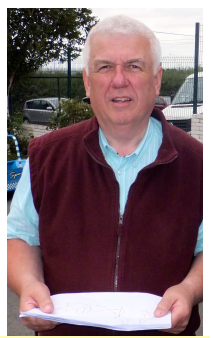
- 1 Ronnie Griffin (Starlet) 471.0s,
- 2 Alan Auerbach (Starlet) 497.7s,
- 3 Piers MacFheorais (MX5) 500.0s.



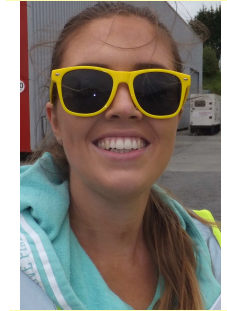
*It looks like Declan & Paul Hendrick might need a plane to complete the manoeuvre it seems they are contemplating*



*Daniel Boxwell*



*Dave O'Neill*



*Helen Caulfield with her hi-vis sunglasses and Linda Dempsey*

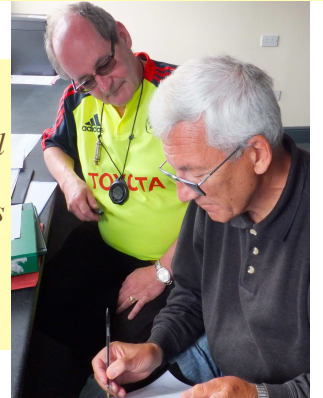


*Richard Meeke, Philip O'Reilly, Alan McNulty*



*Noel Broderick & Joe Doran*

*Tim Faulkner supplies Bill White with the numbers for his Steward's report*



*Andrew Boland inspects the "pitch"*

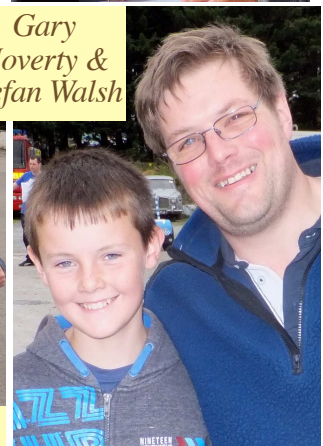


*Ken Fleming enjoys a siesta*



*Maurice McMonagle, Matthew & Mark Walsh*

*Gary Hoverty & Stefan Walsh*



*Stephen Briggs*



*75% of the Phillips family, Eve, Kate & Damien*



*The Freeney boys - Ciarán & Anthony*



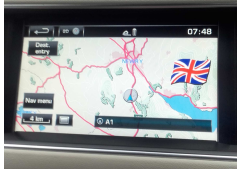
Poyntzpass is one of the nearer locations for those of us travelling north so it wasn't quite as early a start as usual. Christopher Evans was relieved to see the Union



as he wasn't absolutely sure (a condition suffered by the vast majority of drivers) that he was going in the right direction.

Kevin Fagan wasn't much help as he prepared himself mentally for the day's challenges.

Everybody seemed to arrive at the documentation/scrutiny opening time of 8:00 am. We headed to the primary school to unload the car as suggested in the regs. There had been a change of plan and we were re-directed to the church. As we left the school, there was a bell tower visible back in the town which we headed for but it was obvious that it wasn't the right place when we got there. We had, of course, forgotten where we were and that "the church" could have been one of six or so. We did find the intended destination - a typically unpretentious Baptist version. John O'Reilly is seen here



checking that his MX5 was still in the trailer after the journey.

Then it was off to the scrutiny/documentation queues both of which (given that there were seventeen tests to be completed) were moving at a leisurely pace. Malcolm Johnston and his team had it all under control though and we got through all the short, sharp tests in double quick time. Apart from two excursions to the Around-a-Pound test it was all very compact with five tests in the nearby Scarvagh House being tackled three times.

The scrutineers were very rigorous regarding tyres at scrutiny - John & Anna Kelly weren't allowed to start because of theirs, but to make up for the disappointment they were



offered a run as 00 car. Despite their tyre rigour some of the tests did cut up a bit. This had been anticipated and "lo and behold", out of nowhere



it seemed, a tractor and grader (supplied by Leslie McBride and driven by Alex Moorehead) appeared later on to do some remedial work.

Sustenance was equally slick at Trainor's Spar garage/shop across the road. Matthew Mason & Peter Scott are pictured at "lunch". Peter is mid chew, hence his strange expression.



Piers and I had an uneventful run which I enjoyed. It felt pretty neat but a meander on each of the two visits to the "Around-a-Pound" test cost us some time. Piers is such an electronics whizz that I am hoping he might be able to adapt/develop the "Lane Departure Warning" system found in current up-market cars to help me to guide him more accurately in future.

Given the quality of the field we felt that our errors would have put us out of contention so after putting in a brief appearance in Rice's Hotel we headed for home.

Our departure was delayed somewhat thanks to some inconsiderate parking by Steven McCombe/Kieran McCaughey.

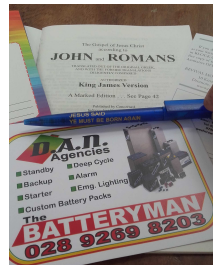
Their tow car and trailer was thoughtfully positioned across the front of ourselves and two others. We just about managed after much to-ing and fro-ing to extricate ourselves. All in the carpark were given a goodie bag (under a windscreen wiper), courtesy of the Poyntzpass Baptist Church, which gave us 'food for thought' on the way home - not to mention the biro which I used to draft this report. We were very surprised when the 'phone rang as we approached the M50 to give us the good news of Piers's 5th place.

Steven Ferguson & Milton McWilliams had an amazing

comeback drive to 4th place after inadvertently sailing



through the first Stop Box on the first test. The Stop Boxes weren't







quite as rigidly defined as usual but still fulfilled their function. Steven mustn't have been listening at Drivers' Briefing when the variation was announced.

A welcome innovation was Jim Allen's "timing tablet" which counted down competitors at one of the test starts. At the finish a similar device, differently configured, provided the elapsed time and also recorded it and everybody else's for downloading to the results computer later on. Jim is hoping to make up a "set" of these. This would certainly facilitate the speedier generation of results.

This time Peter Faulkner had



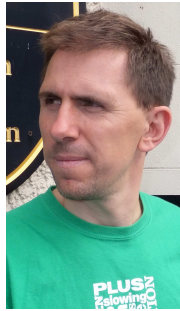
his customary, unscheduled distraction on the way up in the morning when one of the trailer tyres gave up the ghost and shredded itself. Under the watchful eye of Anne Smyth the rally itself was less eventful and Peter & MX5 finished unscathed.

Editor



## RESULTS

1 Robert Woodside / Bruce Drummond (MX5) 797



2 Christopher Evans / Kevin Fagan (MX5) 799

3 Eric Patterson / Raymond Donaldson (MX5) 804

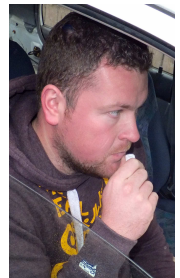


4 Steven Ferguson / Milton McWilliams (Peugeot 106) 828

5 Piers MacFheorais / Ian McCulloch (MX5) 830



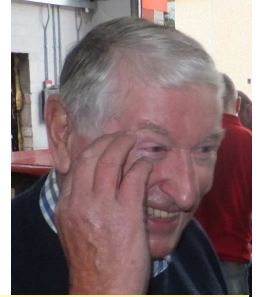
6 Robert Whelan / John Whelan (Starlet) 831



7 Daniel Byrne / Jonathan Bradshaw (Peugeot 106) 833



Jonathan



Dermot



Mark

8 Dermot Carnegie / Mark FitzSimon (Escort) 839



Eamonn is just checking that Frank Lenehan's Starlet has a brake disc

9 Eamonn Byrne / Joanna Lenehan (Starlet) 841

10 Damien Mooney / Conor Nevin (Citroen Saxo) 844

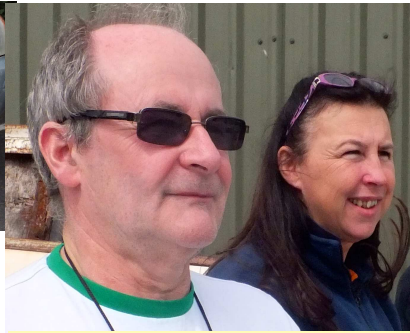




## TDC Turbine



Declan Furlong & Dave Mannion. Declan was trialling this air dam / splitter arrangement. It proved to be successful in attracting derision from Robert Whelan if nothing else.



Tim Faulkner & Karen Gaffney



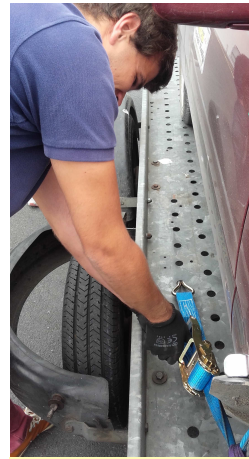
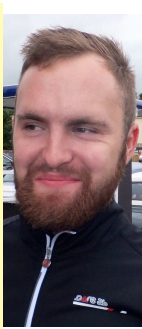
Was Ted Gaffney Karen's bagman or driver?



Nicky Sparks



Owen Murray had Ronnie Griffin alongside for some expert guidance. Ronnie's son, Jason, was there to make sure that Ronnie behaved himself.



Philip O'Reilly makes sure he doesn't lose his Starlet on the way home.



Darren Fleck took his dad, Wilbert, along for the ride



You could get a good evening's entertainment out of this mature mélange - Alex Scott (L), Davy Johnston & Raymond Mason

Mark Faulkner's enthusiastic approach provided a challenge for his rear tyre sidewalls. They weren't equal to it and he used up all of his spares as well as those of David Crothers

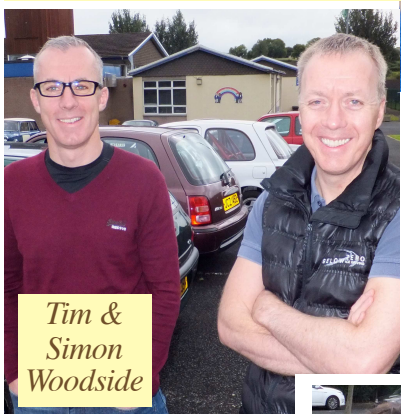


Davy Young and the just visible, Johanne McCann

Gavin Campbell had a troubleshooting diplomatic role. His disposition is such that his presence seems to engender a sense of calm and order



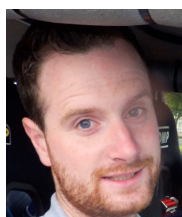
John Boyd did his usual chaperoning of Peter



Tim & Simon Woodside



Andy Blair



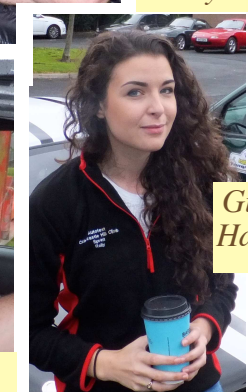
Paul Mooney and Lorraine McMorro suffered stop-box stumbles



The almost ever-present Neil Fletcher had Aynsley Johnston for company this time.



Rodney & Shiralee McCready



Gillian Haydon



## SNIPPET



Dermot Carnegie and Ted Gaffney were the only Irish drivers competing on this year's Vale of Clwyd Classic Rally in North Wales. They were accompanied by their regular Lancastrian Navigators, Paul Bosdet and Brian Goff.

This is a very social event headquartered by the friendly owners and staff of the Druid Inn, Loggerhead, just over an hour's drive from Holyhead.

Clerk of the Course for this event (and the Rally of the Tests) Guy Woodcock, lives just around the corner from the Druid Inn and runs a very tough rally of tests and regularity sections all within about a 20 mile radius of the start and finish venue.

The tests were in car parks, farm lanes, and agricultural show and sales grounds. Guy doesn't believe in easy straightforward regularities and, sure enough, these were as tricky as they get with lots of map work and calculating average speeds on the move with timing points regularly appearing out of the blue.

There were 65 starters including: 5 Porsche 911s, 6 Ford Escorts, 7 Minis and a wide range of cars that were rallied in the 60s, 70s and 80s.

Matt Warren and Andy Pullan won the rally in a Ford Escort beating Matt's dad, Howard and Iain Tullie into second place.

Howard Warren and Ted Gaffney are part of the same group of competitors who are trying to introduce a rule to stop son's beating their fathers on rallies. No



one is brave enough to mention any similar proposed rule involving wives beating husbands. (*See Holfeld's MVAT results - Ed*)

Dermot and Paul were 8th overall this year having won it twice before in its 5-year history. However on each of these 5 years Dermot and Paul have demolished the younger opposition by being fastest on test times!



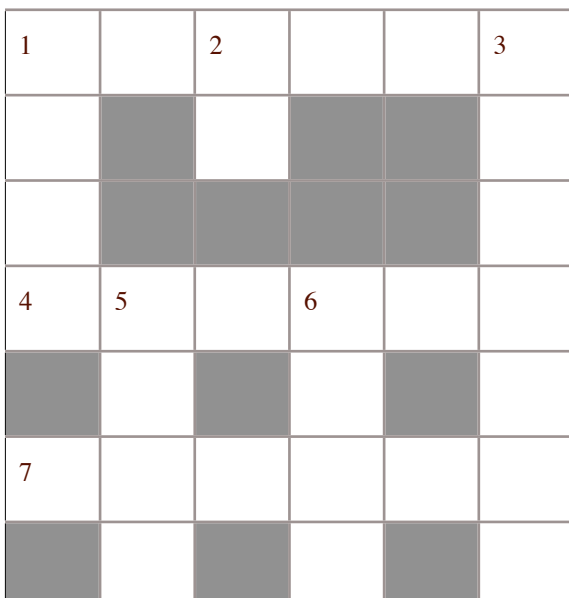
Ted and Brian finished 14th overall and 3rd in class, and to their great surprise and delight they were awarded with a crystal trophy for being the highest placed Mini in the rally!



Ted



## October Crossword



## Across

- 1 Fruity Datsun (6)  
4 Dad, Jonathan and son, Jolyon (6)  
7 Bahamas Speed Week was held here from 1954 - 1966 (6)

## Down

- 1 The radius of a jubilee one of these can be adjusted (4)  
2 One for Joe & Mark Doran - half the width of an em (2)  
3 An element, symbol Y, that increases the strength of magnesium and aluminium alloys (7)  
5 An Opel forename (4)  
6 Its unit is the kg (4)

## August Solution

S	U	Z	U	K	I
P		N			N
E					E
C	O	T	T	E	R
	S		R		T
A	S	C	A	R	I
	A		M		A

We had an early start this



*Eoin Longworth & Patrick O'Leary*

time and the sun was just rising as we headed out the gate of the Tiny Motorsport Ltd. HQ and on our way to the Monaghan Endurance trial. After doing battle with the hordes heading for the Tullamore show, we finally arrived in Monaghan in time for Mechanical and Paper Scrutiny.

After this we sat down among our fellow competitors to organise our paperwork for the day, plan out our route, and paint our test diagrams with plenty of highlighters so we wouldn't get lost. Drivers' Briefing soon followed and then it was out to the cars to sit in and belt up, ready for the day ahead.

The first test was in Carrickanoran. Here we had a nice blast around a quarry, only slowing down for the odd code board and stop-box encountered along the way. Here we caught a glimpse of the many tight battles that would persist all day, with Robert Howard/Andrew



Stewart pairing (pictured here hiding in the long grass) nabbing a narrow lead from joint second Karl O'Donoghue/Evin Hughes (being



counted down by Noel Devlin above - evidence of how hard they were trying can be seen on the rear quarter panel) and Patrick Corcoran/Art



McCarrick: only two seconds between the three crews.

From here, we headed for McNally's, for a quick, but careful spin through a couple of tight and slippery farmyards, connected by some nice gravelly lanes. The second farm included a nice trip through a tight cattle shed with a sharp left just inside the door to help shave some seconds off our time as we battled for a spot in the top ten. This seemed to suit the O'Donoghue/Hughes pairing the best, as they managed to nab the lead by one second, with still only two seconds covering the top three.

Dixon's was next, for a leisurely run around another farmyard. Here, we met one of the trickiest corners of the day in the form of a square left, so tight that I reckon even the cows have a hard time getting around it. Here, the leaderboard changed again, this time with Corcoran/McCarrick and Howard/Stewart sharing the lead with O'Donoghue/Hughes just behind - only one second covering them now.

We then moved onto Traynor's for a great 2 km selective. Here we were faced with a nice, free-

flowing gravel track save for a narrow bridge and also a chicane along the way. This test helped spread out the top three a small bit, with Corcoran/McCarrick in front by five seconds.

From here we headed to Latton for a lovely dash around the famous autocross track. O'Donoghue/Hughes narrowed the gap back to just one second before we tackled Wright's. This started on concrete and moved onto a short section of rough gravel before returning to the lovely smooth concrete for the remainder of the test.

To finish off the loop, we headed for the Corcaghan test, which was another lane with a flowing series of bends. A shed with a tight entrance slowed us down on this one. A bit of panel damage on some cars suggested that not everybody slowed enough.

We stopped at McNally's for a quick refuel and pit-stop. Cocoran/McCarrick had a slight lead, only slightly in front of Kieran McCarra/



Darren McCague and O'Donoghue/Hughes both one second in arrears. The battle at the top showed no sign of letting up.

We then repeated this loop before the lunch halt in the Four Seasons Hotel in Monaghan. Cocoran/McCarrick were still in front of the ever-persistent McCarra/McCague and O'Donoghue/Hughes.

The remaining nine selectives were to the West and North of Monaghan town. First was Scott's Farm for a sprint around (and



through!!) sheds and houses, with the odd stop-box thrown in for good measure - we had code-boards on this one as well.

Next it was Rally School Ireland where competitors were treated to a lovely, quick, free-flowing test, with the usual bunch of speed reducing stop-box tickets to be collected.

There were three other farm lane tests, roughly 1 km long each, featuring sheds, diggers and other obstacles to be looped around, through and in-between.

Corcoran/McCarrick continued to impress but they could not shake off their pursuers. McCarra/McCague were still not too far behind but Kevin O'Rourke/



David Ray were on a charge and had pushed O'Donoghue/Hughes down to fourth after posting some impressive times.

Despite pressure from McCarra/McCague over the last loop of selectives, the Sligo pair, Corcoran/McCarrick managed to keep their composure to claim victory by only five seconds. O'Rourke/Ray weren't too far behind in third. O'Donoghue/Hughes, Martin Tynan/Fintan Clerkin and



Mickey Tynan/Ciaran Tynan



completed the top six overall and the top three in Class A2.

Class B went to Robert Howard/Andrew Stewart with Mark



Reilly/Darragh Gibbons and Anthony McDonald/Adrian Foley completing the top three. Peter



Farrell/Shane Farrell were comfortable winners in Class C with Mark Hamill/Darren Caulfield and David Dixon/Abraham Dixon completing the top three.

Oisin Sherlock/Pamela McMahon won Class A1 from the Seicento of Catherine Dancey/Robert



Dancey.

So that's it from a enjoyable day of motorsport in Monaghan. Well done to C-o-C Shane Maguire and all his helpers for putting

together a lovely event that I have no doubt every competitor enjoyed. Roll on the Birr Endurance trial on 9th October, where I'm sure we'll be treated to another great experience.

Patrick



## RESULTS

1 Patrick Corcoran/Art McCarrick (Toyota Starlet) 9m 14s,  
2 Kieran McCarra/Darren McCague (Mitsubishi Colt) 9m 19s,  
3 Kevin O'Rourke/Dave Ray (Toyota Starlet) 9m 33s,  
4 Karl O'Donoghue/Evin Hughes (Toyota Starlet) 9m 36s,  
5 Martin Tynan/Fintan Clerkin (Toyota Starlet) 10m 05s,  
6 Mickey Tynan/Ciaran Tynan (Toyota Starlet) 11m 09s.  
*Class winners:* Oisin Sherlock/Pamela McMahon (Nissan Micra) 16m 13s.

*Navigation Cars:*

1 Peter Farrell/Shane Farrell (Honda Civic) 10m 35s,  
2 Robert Howard/Andrew Stewart (Toyota Starlet) 10m 54s,  
3 Mark Reilly/Darragh Gibbons (Toyota Starlet) 11m 30s.

*Colin & Breen Sheridan*



*Ted & Karen Gaffney*



*Patrick, C-o-C Shane & Art*





Having taken part in the Autosolo in Holfelds earlier in the year, I was delighted when I heard that we were returning to this fantastic venue. This was the first event where I really appreciated the amount of work that it takes to prepare a venue for an autotest. It was apparent from the outset that the conscientious group of volunteers had the set-up down to a fine art. However, it would never have dawned on me just how much time is spent physically laying out and ensuring that tests are driver friendly. That was one aspect that until now I had taken for granted. Hours were spent in the blistering sunshine adjusting the tests to ensure optimum flow and safety for the drivers.

Sunday morning saw an early start as we headed for Arklow. There was a great atmosphere when we arrived down to find almost 60 fellow competitors. I have to admit that I was delighted to see a few more female drivers as, occasionally, they can be few and far between.



*Karen Gaffney with husband, Ted*

Proceedings began with the customary driver briefing lead by Timmy in his traditional Munster

attire...ahem and then it was off to our first test.

After a shaky start the weather improved giving us a good hot day. Thanks to this, the tests started to dry out, times became quicker and competitors grew more determined. Personally, I find the drier the test the more my arm wants to detach itself so I would like to sincerely thank Dave McAulay for unknowingly helping me out with his donation of oil (after his diff had gone into self-destruct mode) round one of the last pylons on one of the tests!



Lunchtime came around and it was evident that the invitation to the Burger Van man had been a good decision. He did lots of business



and there was a great opportunity for everybody to mingle. I am beginning to get to know more of the faces of competitors and marshals. There

was great banter and comparing of times throughout the day. I would also like to mention my delight in seeing the lovely clean portaloos. *(Is this a Car No. 37/38 thing? Owen was raving about them after our April visit? - Ed.)* The loos are seen here being guarded by Grandpa & Mark Geraghty.



The second half of the day was fantastic – the tests were familiar, the car was doing more of what I wanted and the throws were



getting, bit by bit, more accurate. I was actually throwing the car onto the line and was pleasantly surprised to see that the back of the car finished up in the right place over the line. Martin (Casey) in the



*Martin with Ciarán Freeney (L) & Peter Auerbach (R)*

yellow taxi was audibly heard laughing at me though when I threw the car perfectly and then stalled it. Thanks Martin 😊



Throughout the day I was watching and learning. I noticed that Stephen and Zoe (Briggs) had a



novel approach for an engine cooling system. They just removed the bonnet and drove the tests sans same! A special mention must also go out to the two Kevins (Fagan, in



the car, & Fitzgerald) who thanks to a load of punctures sported different wheels throughout the day having borrowed what they could from a number of other competitors.



As we were waiting around for the results I found blackberries growing wild. Delighted, I scavenged and came back to join the others for the presentation. Frank



(Lenahan) doing an impression of Socrates as he reminds himself of a test's intricacies, doesn't like oil on



his blackberries so he had me feed them to him - a man after my own heart. It was great to see so many people staying on for the prize giving. Well

done to Eamonn (Byrne) for winning overall.

The great turnout made the day all the more enjoyable and when the presentation was finished it didn't take nearly as long to clear up as there were so many folk left to lend a hand.

I'd like to thank all the marshals - it was wonderful to chat and see smiling faces, Ed Holfeld for allowing us use such an amazing venue, and Paul & Ian for looking after the results.



See you all at the next event!

Judy



## RESULTS

- 1 Eamonn Byrne (Starlet) 1226.5s,
- 2 Liam Cashman (Starlet) 1240.8s,
- 3 Christopher Evans (Mazda MX5) 1244.6s,
- 4 Frank Lenahan (Starlet) 1267.8s,
- 5 J J Farrell (Corsa) 1284.2s,
- 6 Philip O'Reilly (Starlet) 1289.8s,
- 7 Damien Doran (Starlet) 1293.4s,
- 8 Piers MacFheorais (Mazda MX5) 1293.6s,
- 9 Ronnie Griffin (Starlet) 1293.8s,
- 10 John O'Reilly (Mazda MX5) 1295.8s.

*Class winners:* John Maher (Starlet) 1357.2s, Liam Cashman, Christopher Evans, Mark Walsh (Escort) 1379.5s.



Christopher



Liam, JJ, Damien



Ronnie, John O'Reilly, Phillip



*A slightly fuzzy Piers brought along his sister, Dara for balance*



Mark Walsh & Linda Dempsey



John Maher, Aoife Ryan, Brian Duggan



Maurice & Luke McMonagle



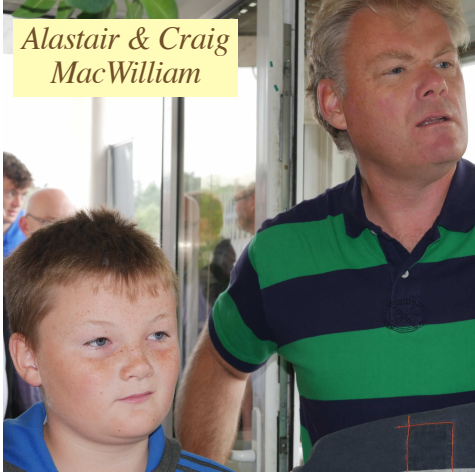
## TDC Turbine



*Brian Kingston is confused - he hasn't just won the 100 m final at the Rio Olympics*



*Mick Kehoe, James Driver, Paddy Lombard*



*Alastair & Craig MacWilliam*



*Dermot Carnegie had his Mini out for a change. Mark FitzSimon kept him company*



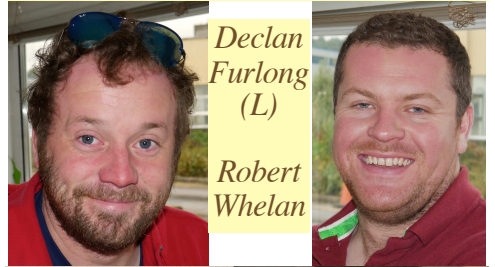
*John Whelan, Adam Geraghty & Austin Quille sought anonymity in the foliage at sign-on*



*Luke & Finbar O'Neill*

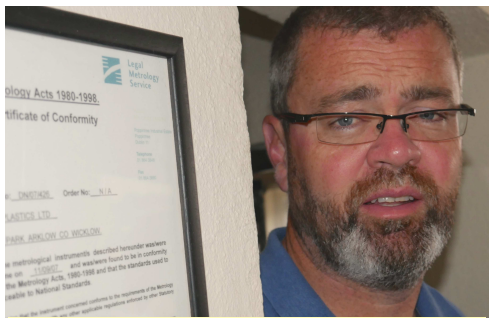


*Mark Nugent*



*Declan Furlong (L)*

*Robert Whelan*



*If you look carefully, you will see that this is a Certificate of Conformity on the wall - I think Declan Hendrick is in the wrong place.*



*John McAssey & Colin Sheridan*



*Jakub Myszak*

*Ron Corry & Syd Quille*



*Richard Meeke, James Hogarty*



*Andrew Boland*

*Piers piles on the pressure*



*James Mansfield*



## TDC Turbine



*Dave Meeke, Bernard Bradley, Aidan Doran*



*Lar Hogan*



*Owen Murray, Judy Lambert, John Byrne*



*Rosaleen, Rachel & Laura White*



*Jack Quinn*



*Larry Mooney was C-o-C*



*Matthew Walsh unveiled his new (to him) toy. As usual, Helen Caulfield helped him find his way around.*



*Philip Armstrong*

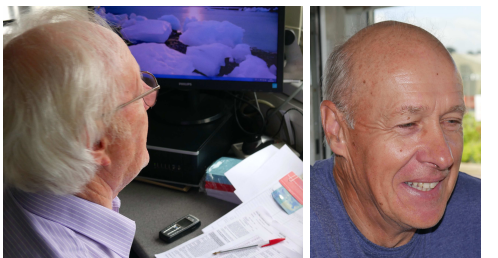
*Peter Boyd is put behind bars*



*Peter Faulkner*



*Ian White kept his cool*



*Paul Phelan (L) did the results and James Doran was the steward.*



*John Nolan*



*Joe Doran*



*Ken Fleming*



*Paul Hendrick*



*Anthony Freeney*



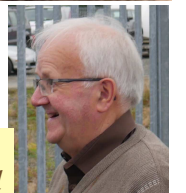
*Michael Byrne felt at home he used to work in the "fert"*



*An untypically grumpy looking Dave O'Neill*



*Rob Bolton*



*John Boyd*

## SNIPPET

A science teacher friend remembers his dad, a National Schools' inspector winding up the family Beetle, ZF 8724, to 84 mph on the clock on the Carrigrohane straight in Cork in 1960.





SNIPPETS

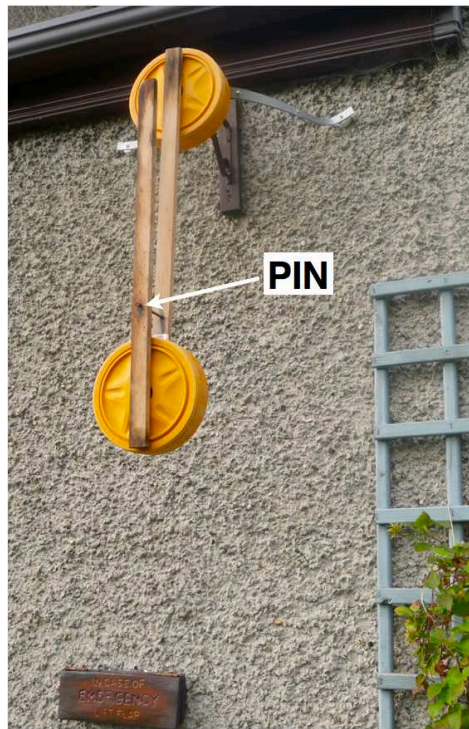
Despite it not being very long ago, I can't remember how I came across this picture of Stephen Briggs's



wounded lawnmower. I could empathise with his predicament as my mower was crippled not so long ago as well. My damage was



terminal. It was a McCulloch (no relation) machine, so I suppose it shouldn't have come as too much of a surprise. As is the way of "modern technology", the mower still had a perfectly functioning Briggs (no relation either) & Stratton engine. Unfortunately, the

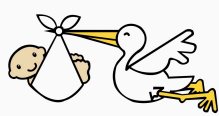
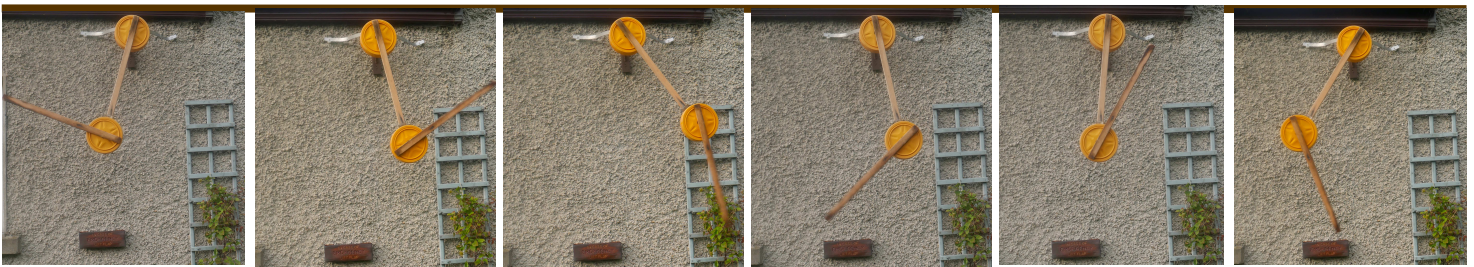


"no expense spared" micron, or thereabouts, thick metal on which it was mounted had not aged very well. Oxidation resulted in the engine dropping to the extent that the blade adopted a rotavating, rather than cutting, role. If Stephen's machine's impairment transpires to be similarly serious, I have a suggestion for the leftovers - well, for just two of the wheels. As you can see I have used two of my wheels as part of an installation in the back garden. At rest, it performs



the role of a meaningless sculpture which, tastelessly, relieves some of the monotony of the rear wall of the house. In motion, it is transformed and gives those who play with it some sort of feel for Chaos Theory (supposedly).

With the system oscillating about the axle of the upper wheel (one variable) the "what one would expect" over and back standard pendulum motion results if you give it a push. However, if you remove the pin and set it off again, you will bring the second wheel (now two variables) into play. The resulting motion is encouragingly unpredictable (chaotic). I am sure there are You Tube links that will have moving images but I suspect it would take me a long time to find them. I trust that the accompanying series of "stills" will give you the idea.



*Jamie O'Donohoe and Orla (née Deane) welcomed their daughter, Suki Rose, into the world on July 19, 2016, a niece for Danny, Andrew and Stephen and a granddaughter for Wendy (Peter Lynch's sister).*



Good to see the talented Peter Falvey back on the Hewison scene - this time Nova mounted



## Club Karting Night

15th September



**Kylemore Karting Kapers  
by the "G-force"**

Having several times turned down TDC's kind invitation to participate in a Club Karting evening at Kylemore, I finally summoned up enough courage to accept and to launch myself into the fray with those of far younger years. Many moons ago in the early days of this popular emporium I seem to remember having spent a lively and somewhat bruising evening fending off a party of Mondello timekeepers (including two of my own progeny) who insisted on either T-boning me or else entrapping me in some dark trackside recess to prevent me from recording any noteworthy lap-time.

So it was with some trepidation that I found myself, earlier than the appointed time, surveying those eager young enthusiasts arriving, some with their very own gear and, indeed, one who appeared in a white van with all his personal equipment, presumably hoping to transport large "pots" homeward (and so he did later!).

Our genial host for the evening Owen (Murray) introduced himself and encouraged me to partake of a variety of soft drink and colourful nibbles suitably laid out for us. I thought better of laying into this super supper knowing full well what my dodgy stomach might have to endure over the next while, given that I was expecting to be hurtled around at speed like some pin-ball. It wasn't long till we were summoned to the briefing room where a former

Mondello owner appeared on screen to deliver the obligatory do's and don'ts of the karting track, not mentioning of course the black art of driver behaviour.

Back downstairs again,



numbered bibs, jackets, helmets and gloves were proffered to those of us amateurs who were gearless. For me, the difficulty was with the helmet. Having deposited my hearing-aid for safe keeping, I found that spectacles were better first being removed.

Then, with helmet on, several attempts were made to insert my goggles through the front orifice prodding the arms along the tightly foam padded sides before eventually locating them behind, what I thought to be, my ears. Within these tight confines I was now finding it difficult both to hear, let alone to see, the blurred TV monitor when suddenly I was tapped on the shoulder and ushered through the pit-road door with my fellow competitors to the waiting line of karts. A bearded servant waved several fingers at me in quick succession and beckoned me to my waiting steed in which I squatted anxiously. Very abruptly, the karts ahead of me moved off revealing my perplexed servant "friend" giving me further fingers and, having received a



*Spectacles in place*

sharp nudge from the good fellow behind, I pressed my right foot firmly and moved off at what I thought to be a brisk pace, only to be overtaken by that nudging chap who disappeared around the first corner at a rate of knots in front of me. Nevertheless I pressed on, manfully wrestling with the steering wheel as I negotiated sundry bends of varying severity, before bursting out onto a wide straight whereupon I ventured to give it more welly, enjoying the resulting cool wind in my helmet and concomitant streaming eyes. Only now trying to travel in a straight line could I feel the full effect of the severe wheel wobble and, with the chassis threatening to part company with the suspension, my somewhat blurred vision became further out of kilter. Yet, out of the corner of my eye, I observed some dark helmeted projectile flashing past and vanishing around the oncoming corner. Not wanting to appear cowardly by backing off, I took a wider line and crabbed around the acute bend following, in hot pursuit of the enemy and, with ever increasing speed, hurtled downhill through the darkened esses erupting into the brightly lit pit-road section totally out of control. With much arm wrestling and a touch of the brake, I managed to tame the beast but thumped the exit of the corner which launched me into yet another lap. As I passed the pits with those enemy faces pressed tightly to the glass I thought for one moment I heard applause!

The ensuing practice laps became a bit of a haze until the red lights came on and we all filtered back into the pit lane once more. With quivering arms and cramped legs, I extracted myself from my still pulsating steed and gingerly returned to join my fellow competitors (the enemy) in the foyer. There, before I



removed my helmet, I thought to extract my spectacles but alas, to my horror, I discovered they were missing. With terrible thoughts of expensive smashed glass on the track, I poked around inside the face of the helmet finally locating them perched across my chin. Great - now I could focus on the TV monitor which, preceded by a vocal announcement, provided a visual list of those selected for the next heat.

Whilst looking around it was interesting to note that the extreme efforts of my companions were being reflected in their sweaty ruddy complexions, bloodshot eyes, and heavy breathing. I suspect that, had blood pressure monitoring devices been deployed, they would have been in grave danger of overheating.

During the running of the following heats I made further observations : (1) Not all karts gave the same performance and were suited to either long-legged or short-legged jockeys, (2) My bearded start line servant appeared to allocate superior karts to competitors, who had befriended him and (3) Not all of the participants were as friendly on the track as they were off it. At one stage my accomplice for the evening (a one time former navigation/ retro rally pilot of note) kindly drew my attention to the TV monitor leader-board which



Rob Bolton

amazingly showed me in third place. Within seconds a flicker of the screen saw my position plummet – fame short lived! It surprised me that at this stage my exertions were seemingly fruitful and therefore, with my dander up, I made an even

bigger effort. Disappointingly, this seemed to result in a performance decline.

In one race, after a few laps, I found I had gained considerably on a



*The 'lady' Gordon refers to might have been one of these - Judy Lambert (with dad, Robert), Helen Caulfield (with consort, Matthew Walsh), Eve Phillips, Sarah Fagan, Aoife Ryan - Ed.*



'lady' competitor who had

started from the front row of the grid. On approaching her, with a view to overtaking, it became apparent that there was no way that I was going to be allowed to pass. Despite my repeated nudging of her "rear", I was being blatantly and very professionally blocked. No matter which side I attempted to pass, her rubber neck allowed her to cover it – no joy there!

Then to the semi-finals and from being third on the grid at the



green light would you believe I was overtaken by Owen, the Orange Owl (looks more like a rabbit to me - Ed.), who grabbed the inside line on the first bend and stormed off into the distance much to my displeasure. How he managed it, I know not, but he sure had a hot steed or maybe he jumped the lights (or OK, maybe I was a bit slow off the line).

However, this race was to see my downfall and brought into question the vagaries of the so-called "rules". Some laps into the race and, when enjoying myself immeasurably, I suddenly encountered a fellow competitor stopped, facing the wrong way but off what could be termed the racing line. Too bad, thought I, and continued apace. Next thing, on came the orange lights and having been instructed at the earlier briefing to back off, I did so only to be passed at speed by, not one, but by two of my "mates", still going hard at it in outright defiance of the safety briefing instructions and having no



respect for the “stricken one” who was receiving some trackside assistance. After some further laps, orange turned to red and it became clear that my driving was over for the evening, my naivety being reflected in my slower lap times with my so-called “mates” taking full advantage and elevating themselves to the finals.



Les

The last race saw some thrilling three and four-car dices when Ted (Gaffney) took the chequered flag (and the “pot”) having finally overtaken Les (Coogan) in a superb finish to a great evening’s entertainment.

In all, I think I gave a good account of myself encouraged by dominating some younger auto-testers and rally men – it’s an old dog for the hard road they say! My hearty thanks to Owen and your hard working committee and all my TDC friends (most of whom were absent on the night!).

And would I do it again? Can a duck swim? – You bet I would!

Gordon



Richard Lombard, Cathal & Eoghan O’Carroll, Damien Phillips



Derek Lenehan, Peter Auerbach, Dave Meeke, Kevin Fagan



John McAssey

#### SNIPPET

Is there such a thing as a FAST RAMP?





SNIPPET

**TDC AVOCA RIVER AUTOSOLO 2016**

CARD **3** NAME: **PF** CAR No. **30**

Test 1				Test 2				Test 3			
	Hr	Min	Sec		Hr	Min	Sec		Hr	Min	Sec
Finish	14	03	30	Finish	1	15	18	Finish	14	29	57
Start	14	02		Start				Start	14	28	
Subtract (secs)	115			Subtract (secs)	75-1			Subtract (secs)	117		
Pylon/Line				Pylon/Line				Pylon/Line			

Test 4				Test 5			
	Hr	Min	Sec		Hr	Min	Sec
Finish	14	20	12	Finish		1	07 06
Start	14	19	00	Start			
Subtract (secs)	72			Subtract (secs)	67-0		
Pylon/Line				Pylon/Line			

PLEASE HAND CARD IN IMMEDIATELY AFTER THE FINISH OF LAP 3 TO SPEED UP RESULTS

As I was tidying up after the Holfeld's event, it struck me that this was a bit of a collector's item. You may wonder why. (If not, just turn over the page). What is noteworthy is what is not on the Time Card - to wit, no pylons, lines or fails feature. When I reveal that, for those of you who haven't guessed already, PF stand for Peter Faulkner you will understand. There is no doubting Peter's commitment when tackling a test - his accuracy, though, sometimes usually leaves a little to be desired.

2016 TDC Club Championship

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

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

Stephen





# TDC Turbine

		Rnd 1 Autosolo 10-Apr	Rnd 2 PCT 08-May	Rnd 3 Birr AT 15-May	Rnd 4 Club AT 22-Jun	Rnd 5 PCT 27-Jul	Rnd 6 Club AT 7-Aug	Rnd 7 MVAT 28-Aug	Full Total	Autotest Total
	<b>Novices</b>									
1	Brian Kingston	5		10	9	2	10	7	43	29
2	David Meeke	8	10			9	8	5	40	8
3	Robert Whelan	4	4		8	10		3	29	8
4	Owen Murray			8	10			8	26	18
5	Mick Kehoe	2	1		7	8		4	22	7
6	Mark Walsh	9				7			16	0
7	John O'Reilly	6						10	16	0
8	Colin Sheridan		6					6	12	0
9	Stephen Briggs		8		3				11	3
10	Karl O'Donoghue	10							10	0
11	Myles O'Reilly		9						9	0
12	Robert Lewis			9					9	9
13	Matt Grimes						9		9	9
14	Ian White							9	9	0
15	Matthew Walsh	7							7	0
16	Paddy Lombard		7						7	0
17	Hughie Dunne			7					7	7
18	Maurice McMonagle						7		7	7
19	James Driver					6		1	7	0
20	Kieran Garahy			6					6	6
21	Jay Donegan				6				6	6
22	Ted Gaffney				1	5			6	1
23	Alan McNulty						6		6	6
24	Joe Reynolds		5						5	0
25	Joe Downey			5					5	5
26	Michael Cullen				5				5	5
27	Patricia Denning			4					4	4
28	Johnny Whelan				4				4	4
29	Niall Driver					4			4	0
30	Derek Lenehan	3							3	0
31	Damien Phillips		3						3	0
32	William Cavanagh			3					3	3
33	Jack Quinn				2	1			3	2
34	Trish Wojnar					3			3	0
35	Brian Flanagan		2						2	0
36	Patrick O'Leary			2					2	2
37	Kevin Fitzgerald							2	2	0
38	Graham O'Donoghue	1							1	0
39	Mark Shanahan			1					1	1
	<b>Semi Experts &amp; Experts</b>									
1	Liam Cashman	6	7	10	9	7		9	48	19
2	Frank Lenehan	4	9		6	10		7	36	6
3	Philip O'Reilly	1	8	7	3	5	4	5	33	14
4	Richard Meeke		10			9	5		24	5
5	John McAssey			9		8	6		23	15
6	Piers MacFheorais	2		8	5		8	3	26	21
7	Alan Auerbach				8	3	9		20	17
8	Eamonn Byrne	10						10	20	0
9	Christopher Evans	9						8	17	0
10	John Nolan		5		7	4			16	7
11	Declan Hendrick		6				7	1	14	7
12	JJ Farrell	8						6	14	0
13	Ronnie Griffin						10	2	12	10
14	James Mansfield			6	2		3		11	11
15	Mark Doran	3	4		4				11	4
16	Eddie Peterson				10				10	10
17	Damien Doran	5						4	9	0
18	Simon Echlin	7							7	0
19	Kevin O'Rourke					6			6	0
20	Mark Faulkner			5					5	5
21	Stefan Walsh						2		2	2
22	Peter Lynch				1				1	1



## Cookstown MC A29 Targa Rally

17th September

Saturday morning, 5:50am, I was collected by Dermot Carnegie and we headed for Cookstown. Scrutiny and documentation were in the A29 Service Station - the main sponsor. This event last year was my first Lanes Rally and, despite my inexperience as a navigator resulting in a few bad calls, we had finished second. I was hoping we could do the same this year but, with the strong entry (quantity and quality), I suspected that this aspiration was a bit ambitious.

We arrived shortly before 8:00



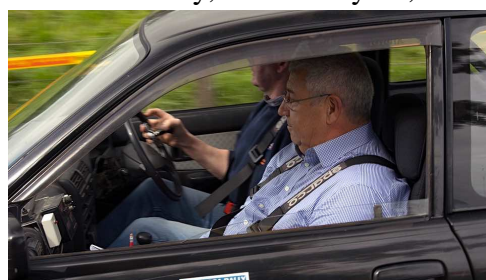
am and met the others who had travelled from the South, Christopher



Evans & Kevin Fagan, Frank Lenehan



& Eoin O'Curry, Eamonn Byrne, Peter



Faulkner, Piers MacFheorais & Tim



Faulkner, John & Robert Whelan, Ted



& Karen Gaffney and Declan Furlong



& Ian Gaughran. Eamonn and Peter



were being guided by Dungannon's finest husband and wife, Derek & Anne Smyth, who duly joined the party.

Scrutiny was followed by sign-on which was all fairly painless and we got our road book and test diagrams. We are always made very welcome at these events, breakfast is included in the entry fee and it's a

good time to meet the other competitors and have a chat. The navigators huddle together and discuss diagrams checking to see if there's anything they might have missed.

There were six tests to be completed three times each. We covered a total distance of 110 miles although, of course, this is mostly road sections. One test had to be scrubbed so a total of 15 tests counted although we had to drive through the cancelled one to keep the event running on schedule.

The road book is easy to follow; the objective is to get you to the test sites, not confuse you, so there are no real problems. The test diagrams are more difficult. There is no opportunity to walk the tests. You drive the first lap blind, which reveals that the diagrams do not necessarily relate to the actual layout of the test nor is there any indication as to how tight a turn may be. We had a few issues on the first lap requiring a stop-and-reverse on each occasion costing valuable seconds - the results reflected this in a lowlier position than we had hoped for. We didn't think our slips should have had such a big effect, so I



*Norman Ferguson & Keith Hall - surely that body is aerodynamically compromised*

checked. An unwarranted 30-second penalty had been applied. When this was removed things looked a bit more respectable. The second lap was better because we knew what to expect - we were much quicker but then, so was everyone else! With the two laps completed we stopped for lunch. There had been a few delays during the morning so this was fairly rushed. On the third lap we both knew what to





*Jim Allen demonstrated one of the tablet timers which first appeared on the RMC Around-a Pound Targa in August. The TDC committee is working on something similar.*

expect, everything came together and we flew. The thrill of getting it right!

The final results were posted showing a not unexpected win for Christopher & Kevin. Eamonn & Derek were third and we finished joint fifth (we won the tie-break) with Piers & Tim. We were second in class, which we were very happy with. These events are great fun and are regularly oversubscribed, this one had 80 entries and a reserve list. Thanks to

Cookstown Motor Club who did a great job running it.

Mark



6 Piers MacFheorais / Tim Faulkner (MX5) 1321

## RESULTS

1 Christopher Evans / Kevin Fagan (MX5) 1257

2 Eric Patterson / Raymond



Donaldson (MX5) 1276

3 Eamonn Byrne / Derek Smyth (Starlet) 1296

4 Stuart Annesley / Stephen Jess



(MX5) 1319

5 Dermot Carnegie / Mark FitzSimon (Escort) 1321



*Damien Mooney & Tony Anderson*



*Is this the latest ploy to keep the average speed down?  
Or maybe the organisers are hoping that one of the more dynamic drivers might do them a favour vis-à-vis the meat for the post-event barbecue?*

*A very orderly briefing. If you are at a loose end you can try and do an "Eddie Fitzgerald" on it and try to identify as many of the "faces in the crowd" as you can - no prizes. A magnifying glass might be helpful.*



## P.S.



On the way home, we stopped off for a bite to eat at the Monasterboice Inn. We availed of the opportunity to acknowledge Dermot's birthday - the number of candles plus LXX, I think.



Committee Notes

**Resumé of proceedings at committee meeting, 1st September 2016**

*Finance;*

Cheque to Dublin Crystal €394.97 for prizes  
Bank balance still comfortable

*Website;*

Matt Walsh & Owen Murray still working on new website  
Going to try and upload some of Eamonn King's old video footage  
Frank Lenehan to ask Eddie Fitzgerald for loan of some of his footage  
Piers to put details of upcoming karting night onto the home page

*Social Events;*

Karting Night at Kylemore Karting, 15th September  
Bowling alley visit under consideration

*Club Autotest 07/08/16;*

Feedback from competitors was good

*Holfeld's MVAT 28/08/16;*

Frank Lenehan complimented Mark & Joe Doran  
Joe acknowledged the rest of the team  
Great help from competitors clearing up after the event  
Hire of barriers, cones etc. was worthwhile (cost approx €530)  
Great difficulty getting enough marshals  
Timing issues – current watches not suitable for time of day  
Ed Holfeld seemed happy with how the event had been run  
Burger van went down well

*Club Autotest 16/10/16;*

Philip O'Reilly & Richard Meeke to organise Mondello, hopefully  
Roadgoing class to be added on the day if numbers strong enough  
Larry Mooney suggests trying putting teams together, on the day, consisting of a beginner, novice and expert

*Howard Wilde Memorial Autotest 13/11/16;*

Frank and Piers to set tests  
Variations on last year's ones would be perfect.  
Definitely no longer

*Other business;*

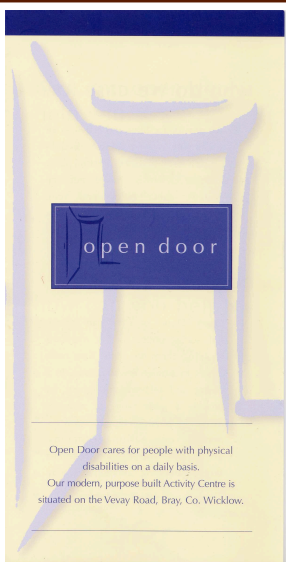
- Mark Doran purchased 5 pairs of radios (€600)
- Urgent need for new time of day clocks
- Mark Doran and Piers MacFeorais to research Kindle type units with simple timing app, as used in recent event in North
- Mark Doran to adapt entry form template to Excel to make for easier completion
- Thank you card received from Jo Faulkner re €250 raised for charity
- Gymkhana – no permit required, just insurance (€267)
- Discuss Club Championship at next meeting
- Joe Doran to investigate Club umbrellas and/or similar - they can be given as thank-you gestures to marshals, landowners et al
- First Aid classes to be kept on agenda

*Next meeting – 6th October, Woodside*

Stephen



SNIPPETS



The burger proceeds at the Production Car Trial in July realised €150 for **open door**



*FIA Regularity championship winner Joe Reynolds is not the only one in the Reynolds' family to feature in international events. Kathleen and Joe's daughter, Judy, achieved a personal best score of 75.696 riding Vancouver K in the Rio Olympics dressage final.*



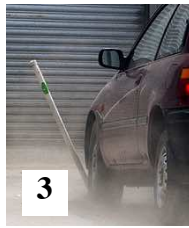
QUIZ

August Answers

Jack Quinn



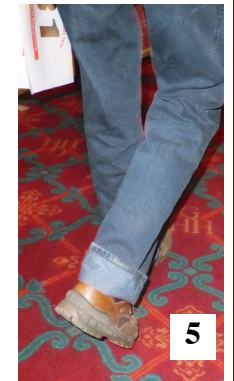
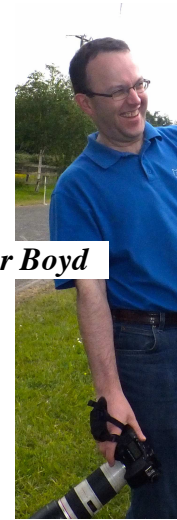
Peter Auerbach



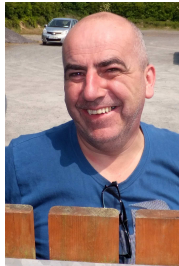
Damien Doran



Peter Boyd

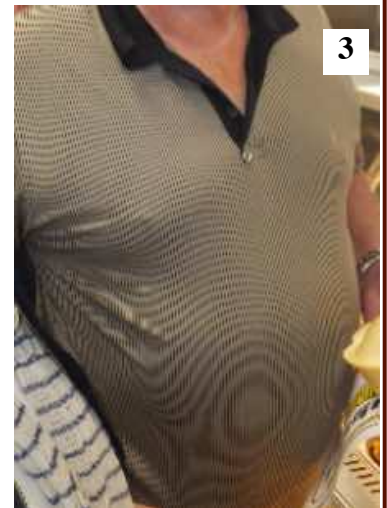
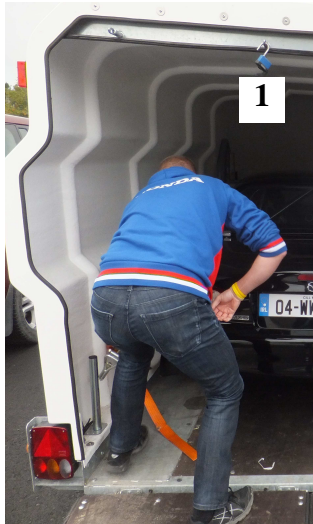


Frank Lenehan



October Questions

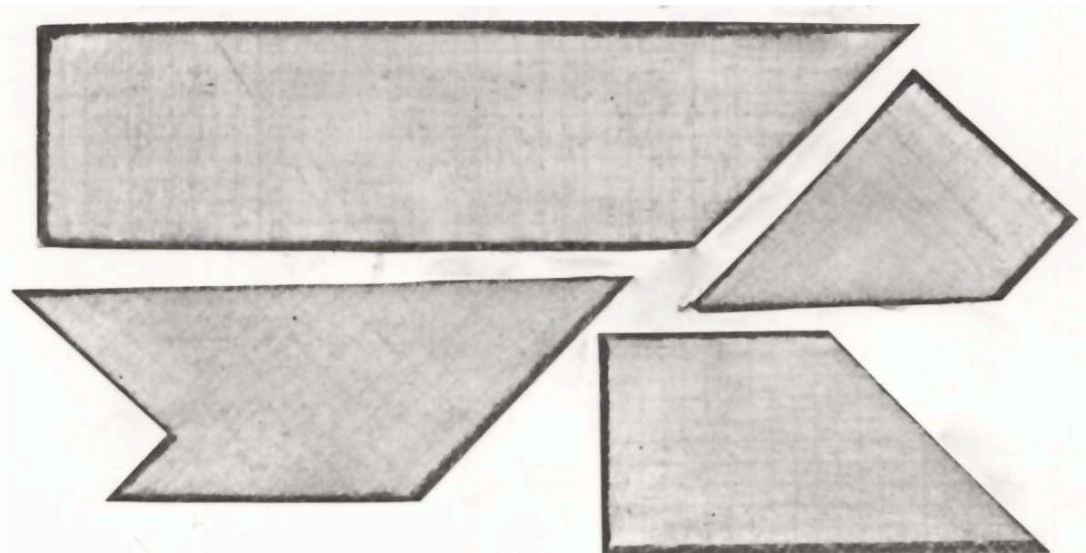
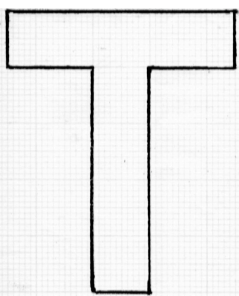
Another three "Who are they?". I feel obliged to comment on No. 3 who has not only provided me with a quiz question but, also, a fabulous interference pattern, which allows the



viewer to pick out the most prominent point of his protruberance.

No. 4 involves a bit more effort. You will need a scissors to cut out the four grey shapes. Then, arrange them in the shape of the "T". To be in contention for the quiz prize (honour & glory) you should send an image of your arrangement along with the answers to 1, 2 & 3 to [valianmcculloch@gmail.com](mailto:valianmcculloch@gmail.com)

4



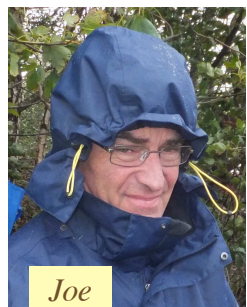


This was my first time competing in this event. When I arrived I thought I'd brought the wrong car. I saw a line of Minis and Midgets and was afraid I was in for a day filled with tight autotest manoeuvres. I was relieved when a few MX-5s and other larger cars arrived. We were greeted with a tasty breakfast and a warm welcome from the team. The first tests set the tone and were nice - open and flowing. This theme was maintained throughout the day. There was a great mixture of smooth and loose tests with no rough bits. The second test was completely inside a huge shed which was a first for me. Tests were between 30 seconds and 90 seconds long with most repeated twice. Despite the dire weather forecast the rain never got too heavy which made the day much more enjoyable than I had anticipated.

James Mansfield, Piers



MacFheorais (THIS IS THE OCTOBER CAPTION COMPETITION) & Ian McCulloch, Mark & Joe Doran and I were the only ones to travel up from the south. Joe kindly navigated



Joe

Piers

myself and Mark from test to test while Ian navigated James and Piers. Unfortunately, navigators were



Mark (L) and Richard do some synchronised walking

not permitted to sit in during the tests. This affected some of us who had trouble remembering the tests (Piers) more than others. The three MX-5s were all very close but unfortunately Piers went wrong a couple of times. Despite the two "fails" he finished twelfth of the 32 starters. James had an intermittent misfire and ended up ninth. Mark and I were enjoying a good battle and at the end of the day only a second separated us with Mark coming out on top. Robin Lyons in



his Mini, was in a class of his own and was a comfortable winner. He was a demoralising 50 seconds ahead of Mark in second place.

It was a fantastic event and I was surprised that it didn't have a larger entry. I will certainly be up next year. Liz Patterson seemed to be in charge and she and everyone else in Peak Performance Motor Club,



Raymond, Sam, James

including lots of Wilsons, did a great job.

Richard



PS In the battle of the Wilsons, the order was Sam (Mini), James (MX-5) & Raymond (Starlet). This



car diversity allows them to attribute time losses to the cars as opposed to driving shortcomings (not that they have too many of those).





## TDC Turbine

### RESULTS

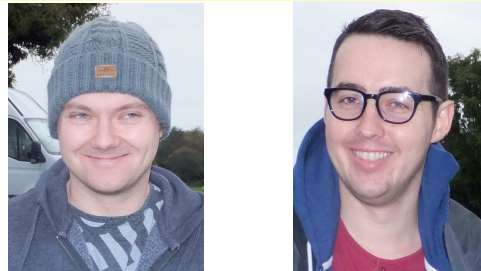
- 1 Robin Lyons (Mini) 745.3
- 2 Mark Doran (MX5) 797.7
- 3 Richard Meeke (MX5) 798.7
- 4 Sam Wilson (Mini) 804.8
- 5 James Wilson (MX5) 814.1
- 6 Norman Ferguson (Mini) 815.7
- 7 Sam McCurry (Mini) 819.5
- 8 Richard Earney (Mini) 821.8
- 9 James Mansfield (Mini) 839.9
- 10 Raymond Wilson (Starlet) 846.0
- 11 Andrew Earney (Yaris) 846.2
- 12 Piers MacFheorais (MX5) 852.7



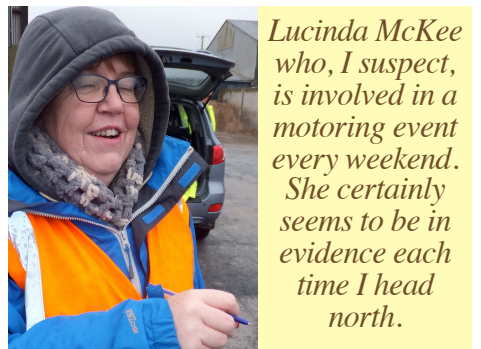
*Malcolm McQueen, Harold Hassard, Brendan Mullan*



*Neale McCullough (L) was making his MVAT passenger debut with Mark Brien. He survived Mark's aggressive driving style but the Midget didn't and they retired.*



*Dave Phillips was doing similarly with Richard Earney*



*Lucinda McKee who, I suspect, is involved in a motoring event every weekend. She certainly seems to be in evidence each time I head north.*



*Conn Williamson*



*Laura Reid*

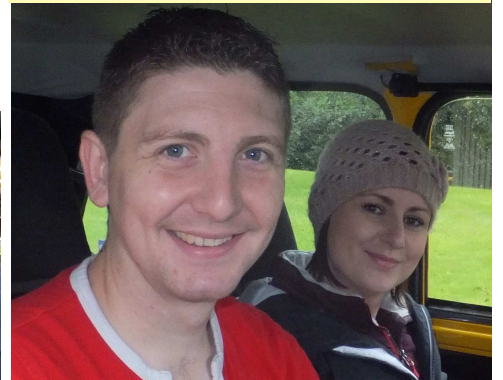


*Raymond Brown took some pictures, though many of these are Leslie McMullan's!*

*Trevor Reid*



*John Lyons and Norman Ferguson conspire*



*James McCurry & Suz Graham*



*Paul Lowther & Michael Reid*

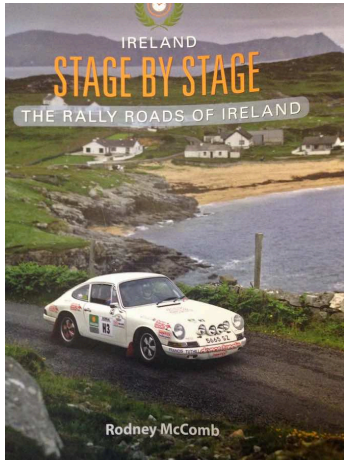


*Ashley & Oliver Lamont, Harry Wilson*



## SNIPPET

I am delighted that Brendan McCoy continues regularly to supply me with ephemera which I find interesting. On the probably misguided presumption that you will enjoy it too, I tend to include it in these pages. Below is his latest contribution which was attached to the following email.



*I acquired a copy of 'Ireland Stage by Stage, the Rally Roads of Ireland' by Rodney McComb recently. Photos, map references and a few stories on all of the classic Circuit stages and a few more bits and pieces on stage and retro rallying. It is well worth reading.*

*In it, the piece below by Frank Fennell caught my eye and I thought it would interest Turbine readers. Making up 10 seconds a mile over Sally Gap, even with a lot of local knowledge, was some achievement. Clark won that year in the first twin-cam Escort but I can't find the other results, I'm sure Felix will know them.*

*PS the only time I did Sally Gap as a stage was with Pat O'Connor in a Golf GTi. The intercom failed just after the start and I had to take off the harness to rummage around to find the bad connection. That was traumatic enough but sitting there with nothing to do until I could pick up on the pace notes again seemed to take a very unpleasant lifetime.*

In 1968 my co-driver Dr. Frank O'Donoghue and I, flushed with some success in a dozen or so night rallies, entered the Circuit of Ireland Rally in an NSU TT. We were seeded 58 out of a field of 150 in that year's Circuit of Ireland Rally. Frank is a psychiatrist and some people say that I was just a plain mad 22-year-old so really a match made in heaven. Remember back in those days there were no notes so therefore you drove blind expecting to find the unexpected and nearly always did.

The format of the Circuit of Ireland then was a five-day event starting that year from the sponsor Gallaher Ireland's offices in Ballymena on Good Friday at about 8:00 pm that evening. Not a great start for this crew with smoke coming from the electrics before we even left the car park. However we solved that problem and things got better as we drove through the night over stages in County Down before crossing the border at Dundalk at first light.

We arrived at Sally Gap at around 7:00 am, tired but sugar levels kept high and nerves kept in check by the incessant supply of chocolate and bad jokes issued by resident co-driver, Dr. O'Donoghue, in the left hand seat.

As the 24 mile stage stretched in front of me, I had enough sense to have some fear. Not only of the road ahead, but more importantly of the potential slagging of any errors witnessed by the many local rally enthusiasts who had skipped their breakfast to come and watch the local and international crews.



Well, I will never know whether it was fear or foolishness but it was not long into the stage before we caught our first car, and then a second and third, fourth and fifth, pulling back four minutes and placed fourth overall in that stage, just three places behind Roger Clark.

I finished the stage on a high and we all went off to Blessington for some well-deserved breakfast and to meet up with some friends and supporters. Somehow I realised that my co-driver had not spoken much since the end of Sally Gap and that his normal voracious appetite had disappeared as the rest of us tucked into breakfast - funny people, navigators.

That Sally Gap stage was the highlight of our event and we were delighted to arrive in Larne on Easter Tuesday, finishing 8th overall in our standard 60bhp 1085cc NSU.



**RESULTS**

**MONDELLO PARK SPORTS CLUB  
RALLYCROSS AT PALLAS KARTING, TYNAGH,  
CO GALWAY (ROUND 2 OF PARTS FOR CARS  
NATIONAL CHAMPIONSHIP): 7th August**

**SUPER FINAL:**

1 Derek Tohill (Ford Fiesta Mk 7) 5m 15.91s,  
6 Chris Grimes (Vauxhall Nova) 5m 58.17s.

**SUPERCAR A FINAL:**

1 Derek Tohill (Ford Fiesta Mk 7) 4m 08.51s,

**MODIFIED A FINAL:**

1 Willie Coyne (Opel Corsa) 4m 31.68s,  
2 Pearse Browne (BMW Compact) 4m 36.97s,  
3 Patrick Ryan (Vauxhall Nova) 4m 37.43s,  
4 Lloyd Spendlove (Lotus Exige) 4m 45.60s,  
5 Chris Grimes (Vauxhall Nova) 4m 46.46s,

**STOCK HATCH 16 VALVE A FINAL:**

1 John Ward (Peugeot 106) 4m 44.73s,  
2 Paul Nolan (Peugeot 106) 4m 47.98s,

**JUNIOR A FINAL:**

1 Morgan Quinn (Nissan Micra) 5m 17.40s,  
4 Christopher Grimes Jnr (Toyota Starlet) 5m 49.46s.

**SKIBBEREEN & DISTRICT C C AUTOTEST AT  
CARBERY PLASTICS, CLONAKILTY, CO CORK  
(ROUND 8 OF PREMIER AUTO PARTS  
MUNSTER CHAMPIONSHIP) (DAY 1): 20th  
August**

1 Ian White (Mini Special) 634.4s,  
2 Paddy Power (Mini Special) 649.3s,  
3 Liam Cashman (Westfield) 651.7s,  
4 Don Giles (Westfield) 681.8s,  
5 Peter Desmond (Westfield) 687.7s,  
6 Mike Mulcahy (Mini Special) 688.9s.

*Class winners:* James Mansfield (Mini) 760.8s, Paddy Power, Martin Walsh (Starlet Special) 742.3s, Liam Cashman, Liam Croston (Nova) 715.6s, Barry O'Sullivan 1109.4s, Cian Power (Mini Special) 879.2s, George Swanton (Starlet) 845.3s, Patricia Denning (Starlet) 963.7s.

**MUNSTER C C AUTOTEST AT  
BALLYVOURNEY, CO CORK (ROUND 1 OF  
HEWISON TROPHY CHAMPIONSHIP AND  
ROUND 10 OF PREMIER AUTO PARTS  
MUNSTER CHAMPIONSHIP): 3rd September**

1 Paul Mooney (Mini-Nova Special) 766.1s,  
2 Robin Lyons (Mini) 785.6s,  
3 Timmy Lynch (Westfield) 786.5s,  
4 Steven Ferguson (Mini-Nova Special) 799.5s,  
5 Paddy Power (Mini Moke) 807.2s,  
6 Darren Quille (Westfield) 809.0s,

7 Chris Grimes (Mini) 811.4s,  
8 Guy Foster (Mini Special) 812.0s,  
9 Peter Falvey (Nova) 828.3s,  
10 Ian White (Mini Special) 829.4s,  
11 Liam Cashman (Westfield) 834.0s,  
12 Liam Croston (Nova) 839.1s.

*Class winners:* Robin Lyons, Steven Ferguson, Martin Walsh (Starlet Special) 895.9s, Timmy Lynch, Liam Croston, Peter Falvey.

*Novices:* 1 Cian Power (Mini Special) 973.8s.

**CORK M C AUTOTEST AT BALLYVOURNEY,  
CO CORK (ROUND 2 OF HEWISON TROPHY  
CHAMPIONSHIP AND FINAL ROUND OF  
PREMIER AUTO PARTS MUNSTER  
CHAMPIONSHIP): 4th September**

1 Paul Mooney (Mini-Nova Special) 588.0s,  
2 Steven Ferguson (Mini-Nova Special) 600.4s,  
3 Ian White (Mini Special) 615.6s,  
4 Paddy Power (Mini Moke) 624.2s,  
5 Timmy Lynch (Westfield) 626.5s,  
6 Robin Lyons (Mini) 629.7s,  
7 Chris Grimes (Mini) 644.1s,  
8 Liam Cashman (Westfield) 644.1s,  
9 Darren Quille (Westfield) 660.7s,  
10 Paul Phelan (Mini Special) 674.4s,  
11 Don Giles (Westfield) 698.6s,  
12 Mike Mulcahy (Mini Special) 699.0s.

*Class winners:* Robin Lyons, Steven Ferguson, Martin Walsh (Starlet Special) 760.4s, Timmy Lynch, Liam Croston (Nova) 711.4s, Peter Falvey (Nova).

*Novices:* 1 Cian Power (Mini Special) 811.7s.

**CARLOW C C AUTOTEST AT GARRYHILL, CO  
CARLOW (ROUND 3 OF HEWISON TROPHY  
CHAMPIONSHIP) (DAY 1): 24th September**

1 Steven Ferguson (Mini-Nova Special) 696.6s,  
2 Paul Mooney (Mini-Nova Special) 704.3s,  
3 David Thompson (Nova) 704.4s,  
4 Eamonn Byrne (Mini) 706.3s,  
5 Ian White (Mini Special) 718.3s,  
6 Timmy Lynch (Westfield) 725.1s,  
7 Peter Falvey (Nova) 725.3s,  
8 Chris Grimes (Mini) 726.0s,  
9 Paddy Power (Mini Moke) 727.8s,  
10 Peter Grimes (Mini) 730.8s,  
11 Guy Foster (Mini Special) 738.8s,  
12 Paul Phelan (Mini Special) 779.3s.

*Class winners:* Eamonn Byrne, Paul Mooney, Timmy Lynch, David Thompson.

*Novices:* 1 Cian Power (Mini Special) 913.0s.



## TDC Turbine

### CARLOW C C AUTOTEST AT GARRYHILL, CO CARLOW (ROUND 4 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 2): 25th September

1 Paul Mooney (Mini-Nova Special) 665.8s,  
2 David Thompson (Nova) 681.0s,  
3 Eamonn Byrne (Mini) 687.0s,  
4 Ian White (Mini Special) 696.4s,  
5 Steven Ferguson (Mini-Nova Special) 697.9s,  
6 Paddy Power (Mini Moke) 702.6s,

7 Chris Grimes (Mini) 715.2s,  
8 Liam Cashman (Westfield) 739.7s,  
9 Peter Falvey (Nova) 740.0s,  
10 Paul Phelan (Mini Special) 750.6s,  
11 Tom Devaney (Westfield) 751.4s,  
12 Cian Power (Mini Special) 841.9s.

*Class winners:* Eamonn Byrne, Ian White, Liam Cashman, David Thompson.

*Novices:* 1 Cian Power.

## SNIPPET



*Before picking up too many bad habits from his dad (and sundry other family members), Christopher Grimes (Jr) was spotted at Mondello recently receiving some tuition on how to drive a Ginetta quickly from the legend that is Steve Griffin.*

## CAPTION COMPETITION

You really will have to submit suggestions if, and when, this feature appears again. My attempts are becoming ever more pathetic.



*Is it a Red Line or a Green Line model? This information might affect our security precautions.*

*After its relatively recent facelift Tim's Corolla looks as well-sorted as the refuse.*





## TDC Club Autotest 16th Oct 2016



## Birr Endurance Trial 2016



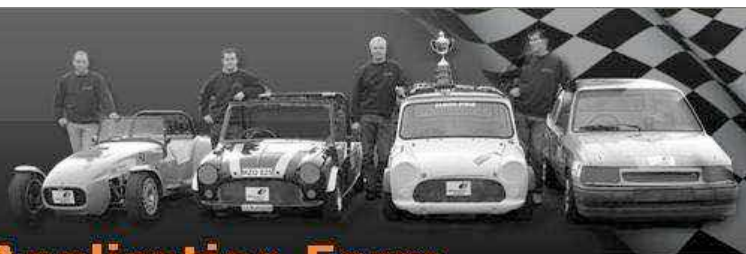
## TDC Howard Wilde Memorial Autotest Hewison Championship







# 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**