

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

April 2017



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Presidential Platitudes

It's been a quiet few weeks for our preferred motorsporting activities. That will be remedied with our Holfeld's MVAT on 9th April.

On the previous Sunday there is the April Fools' Fun Run to whet your appetite.

Next month, on 7th May, there will be the first of our Production Car Trials. These events are relatively benign with regard to car welfare and offer a different, less hectic challenge for drivers.

Stephen Briggs has been doing mammoth work on Driver Classification for the 2017 Club Championship (final details on Page 27). If it hasn't already done so, it will soon be on the website for you to peruse. There are, incredibly, almost 300 names on the list. How great it would be if all of them competed regularly. If you feel that you, or a fellow competitor, have been misclassified (up or down), please contact Stephen (sb@iol.ie).

An innovation for this issue is Danger's Derring-Do Diary. In this, Mark Doran gives his own personal take on competing in Hewison events. I hope it will become a regular feature.

Congratulations to Steven Ferguson on another Hewison Championship win.

Those of you who have yet to renew your / apply for 2017 membership, (I am sure there are very few of you by now) please contact Philip O'Reilly, 0872686333. (See back page for form).

Frank



Gordon Buckley, Stephen Dawson join the ranks of contributors.



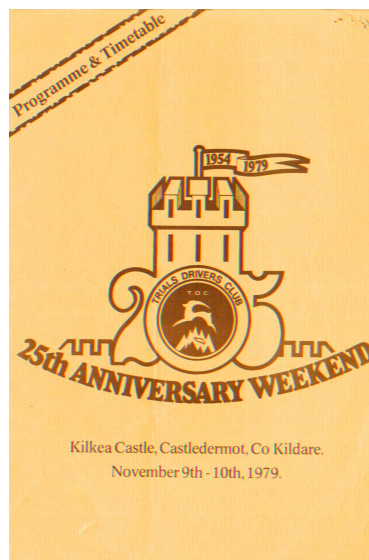
COVER PHOTOS

*2016/17 Hewison Champion
Steven Ferguson*

*Peter Boyd captures Des Bruton
& Eddie Colton passing by on the
ALMC Endurance Trial*

More from Frank Lenehan's
"archives".

This weekend extravaganza
was orchestrated by Benny
Wrafter.



All is revealed about this "wasteland"
(pictured in the last issue) on Page 4/6.

Vallon Pont d'Arc (See Page 9)



DES CULLEN 1930 - 2017

The day started off well when we beat the Tom Tom Target Time by 15 minutes to arrive punctually at 8:00 am. Tim Faulkner had forgotten his “Mary” (satnav) and was relying on a not very detailed “Google” map. A misinterpretation resulted in a detour which delayed their arrival and left them at the back of the scrutiny queue. Carol Willis (below) and Jenny Heath were their



customarily, courteously efficient selves at sign-on.

We were divided into two groups of about 30 with the favoured (by the MGCC) Midgets & Minis in Group 1. The MX5s and other more mundane (as perceived by the MGCC) mounts were in Group 2. We didn't mind the apartheid as it meant not having to fraternise with the exhibitionists in Group 1.

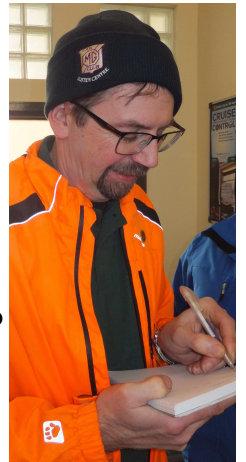
Our first three tests were in the Dundrod Pits which proved

elusive initially as the mileage to the Lindsay Hairpin was a trifle misleading. It was reassuring to be greeted by the quietly competent Ian & Hazel Porter. The marshals/timekeepers on subsequent tests proved to be equally efficient, though a couple did stymie our attempts to “walk” them. Competitors in events of this type really do like to familiarise themselves thoroughly with the tests so they can “attack” with confidence. The ritual is also a key contributor to the enjoyment factor. As it happened, the two tests in question were “readable” from the periphery so nobody was unduly discommoded.

There were a couple of pinchpoints. Firstly at Test 6, The Oval, where the two groups did meet. Compared to the super slickness of what had gone before, the delay caused by this coalescence probably seemed longer than it actually was. There was also a bit of a hold-up in the afternoon at Ladyhill Quarry. This venue, at which we enjoyed five tests, would also have been suitable for a post-apocalypse film location. As they arrived,



competitors “parked” in the generous open space before the start of the first test. Unfortunately, before the test began virtually the whole field was in this space arranged in a somewhat random fashion. Despite the best efforts of C-o-C, John Clarke, seen here putting the finishing touches to his briefing notes, and his special adviser, Gordon Buckley to get us to tackle the test in numerical order, the



Three Amigos - Sam (Junior) Baird, Eric Martin & Robert Dickson on the march.



haphazardness was such as to render this aspiration impossible. And so

the jockeying for position began. Stephen Briggs reckoned that Piers (MacFheorais) was adopting the “don’t make eye contact” approach as he inched his way towards the test start. Whatever, we finally got going and it was worth the wait. The windscreen wipers were given an opportunity to make their presence felt as we splashed through some significant puddles on the last quarry test. The concomitant mud also ensured that the power washer would have to be deployed post-event.

The last test of the day was a tricky tour through Sheridan’s farmyard (on a concrete surface well lubricated with cattle effluent), culminating in an intricate series of manoeuvres just before the finish.

Then it was over and time for soup etc. back at TTS. I (Piers was



putting the car on the trailer) joined Ashley and Uncle



Geoffrey Lamont but it didn’t take long for them to get fed up listening to me and they headed for home.

Martin Hutchinson of TTS then sat down.

He seemed delighted that the premises was being used for more than just its primary purpose. Harold Hassard (right) had



been the catalyst. His charms, unsurprisingly, were instrumental in Martin agreeing to our visit.

I am sure that two of those most pleased with the attractions of the TTS main building were Lucinda McKee (pictured above right with Rodney McCready) & Sharon Carson (giving Conn Williamson a warm welcome) and their catering



team who enjoyed the rather more salubrious facilities than they had endured at Delamont last year. Their breakfast bacon baps were brilliant.

A pylon on the third test in addition to a couple of other minor indiscretions led Piers and me to conclude that we wouldn’t be featuring prominently in the results,



so we headed for home. Frank Lenehan) & Timmy (Faulkner) , pictured below left playing “Follow my Leader”, did wait and phoned us with the good news of our sixth place. [The use of “our” is somewhat presumptuous here - I suspect the division of labour was Piers 99% / Me 1% and that’s being generous (to me)]. Frank was even more pleased, not surprisingly, than us, with fourth.

My wife did remark that it did seem to be an interesting use of Piers and my Saturday: Left home at 6:00 am, Arrived home at 7:00 pm. - 13 hours. Time on tests, just shy of 12 minutes!

ASIDE 1: On the radio on the way home, I was amused by a George Bernard Shaw aphorism which I thought worthy of sharing with you - “Dancing is the vertical expression of horizontal desire”.

ASIDE 2: While committing the preceding thoughts to paper, I was listening to a BBC R2 programme, hosted by Jo Wood [ex-wife of Ronnie Wood (Faces & Rolling Stones)] from which I elicited the following bits of useless information.

- The “Prudence” in John Lennon’s “Dear Prudence” was Prudence Farrow, Mia’s sister.
- The “Jennifer” in Donovan’s “Jennifer Juniper” was Jennifer Boyd, sister of Patti, who consorted with George Harrison/Eric Clapton.

Now, aren’t you glad I shared that with you?

Ian



RESULTS

- | | |
|---|-----|
| 1 Will Corry / Pete Moreland-Moore (Midget) | 667 |
| 2 Sam Wilson /Simon Brewster (Mini) | 681 |
| 3 Eddie Peterson / Craig O’Rourke (Mini) | 686 |



Pete Moreland-Moore wields the lint-free cloth and polish to keep drag to a minimum - it certainly did the trick, though there may have been other factors at work, e.g. Will Corry



Sam Wilson & Simon Brewster



Eddie Peterson & Craig O'Rourke

4 Frank Lenehan / Tim Faulkner (Starlet)	698
5 Robert Dickson / Catherine Dickson (Mini)	698
6 Piers MacFheorais / Ian McCulloch (MX5)	702
6 Richard Meeke / Aileen Mooney (MX5)	717

I include below some excerpts from Gordon Buckley's official MGCC report (which can be found on their website) to complement the foregoing ramblings.

Anxious weather watching is a normal preoccupation of motorsport competitors. Following the weather patterns normally starts the week before an event and follows through until the flag drops. Well, the week before this year's Derek Walker Trial in County Antrim was pretty horrendous and fields were left sodden. The prospect of PCTs vanished early on and the event this time around was clearly going to be a multi-venue autotest without a muddy fields element.

On Saturday, February 4th however, we woke up to a beautiful sunrise and, although cold, there was no sign of rain, and so it continued throughout the day. We were very lucky.

The tests around TTS were occasionally technical and on a grippy dry surface with the key 'memo to self' to keep away from those unforgiving kerbs. Drivers enjoyed the test around the CITB buildings and then down a loose lane before turning back and through the buildings again. Quite a rush! The Pits at Dundrod is always fun with a mixture of tarmac and loose surfaces. There were a few particularly dodgy items to avoid, notably a cess pipe and an electricity box that would have brightly lit up any car that failed to avoid it. Then there is the 'Tony Post' reserved exclusively for a reversing Mr McLaughlin (*I'm sure it was because of Clifford Auld's deficient directions - Ed.*) at Test 9. The car was always going to bend



In tandem with Wallace McKee who has Wilson Carson advising, Piers MacFheorais points the *"fickle finger of fate" at the Ladyhill badlands below. *a relic of a prehistoric TV show - the Rowan & Martin Laugh-in.



before the robust steel post would, but Tony got off light with minimal damage.

After the regroup in the afternoon, it was off to Ladyhill Quarry for a blast around the natural features. Overall, the drivers thoroughly enjoyed being a bit sideways although one or two were caught out by the simplicity of these tests, lost their focus and promptly failed them. Then came the final test at Stirling's Farm, a tight run through farm buildings that included completing a 360 turn in front of an audience of cattle feeding through the bars of their shed. They really didn't seem that impressed! The finale was a technical tail throw to separate the men from the boys before another 360 to the finish. Indeed a worthy true autotest finish to scrub off the mud of the quarry from the tyres.

After a busy day it was back to TTS and a cup of hot soup and bread & cheese and, after a few glitches, the results. These revealed that the immaculate Will Corry in "his" immaculate Midget, aided and abetted by Pete M-M was the comfortable victor.

Gordon



TDC Turbine



Stephen Briggs keeps warm with his super-snood while Zoe depends on her woolly hat and Foxford rug.



Jane Earney keeps a low profile as Andrew goes about his business



Richard Meeke & Aileen Mooney at breakfast



Gavin & Rosemary Campbell



Colin Earney looks happier than Jim Wilson



Ken McEntee & Bryan Mutch



Richard Earney & Dave Phillips



Anthony Devine & William Nolan were new to the ranks of the Southern invaders - they didn't let the side down



Lynda Carroll & Ron Mullen



Robert McGimpsey, Trevor McIlroy, Melissa Donaldson



Angus Johnston on the prowl again, with John Ward



Eric Patterson seems to know where he's going. Raymond Donaldson seems not to be so sure.



Boo McCurry, Noel Cochrane, Harry Wilson



Matthew & Terence Bradley



Craig Hunt & the elusive Peter Boyd get their bearings

CAPTION COMPETITION

**Hallelujah! A response.
Thank you FF (Frank
Fennell)**

Unlikely that a “Michelin”
star has arisen here -
Dish of the Day “Battered
Banana Flitters” - Chef’s
Choice

*In anticipation of the usual
inundation of suggestions, I
had come up with one
myself. So as not to waste it,
here it is.*

You can rely on Ronnie
just as
You can be sure of Shell



Pictured here are Piers MacFheorais and Ian McCulloch walking a test at the Derek Walker Trial.

I'm giving you another chance to get your creative juices working to come up with a better
alternative to the above bubble

Answers to valianmcculloch@gmail.com

In early August 2016 I was enjoying 30 degree temperatures in the stunning Vallon Pont d'Arc (See Page 3) in the Gorges de l'Ardèche in southern France for three days, en route to the Mediterranean to thaw out and dry out my weary Irish bones. I was awoken from gently cooking on the glorious white sand by the shrill ringing of an iPhone - mine unfortunately. Squinting against the sun I could just make out the caller ID, Kevin O'Rourke. Now, some of you who know me will probably be able to guess what I uttered before pressing "answer" but, for the benefit of the easily offended who may be perusing this august publication, I'll just say that I answered the call! Having exchanged pleasantries, Kevin asked if I would like to sit with him in the Monaghan Endurance Trial. Indeed I would, however I doubted Sue and the lads would like to be left in France on their own, so I reluctantly declined his kind offer. "No bother", said Kevin, but would I consider doing the entire 2017 Endurance Championship with him? "Of course I would", though I did think this was rather brave of him having never sat beside me in a car or witnessed at first hand my inability to tell right from left under pressure...

So, did we spend much of the winter testing on various country lanes and tweaking the Starlet until we all functioned as one finely tuned unit? Not quite. The next time I heard from Kevin was a text on 25th January asking was I still OK for the ALMC Endurance on 18th February and then a phone call the week before the event and a text on the night before saying the car was loaded and he'd see me at about 10 in Fairyhouse. Now, again, as those who know me will testify, I am usually early for most things (no

sniggering down the back) and it was with great difficulty that I managed to restrain myself to arrive as late as 9 bells.

As I've mentioned, the event was based (stabled?) in Fairyhouse racecourse this year rather than its spiritual home in Luttrellstown, in a bid to reduce costs. Certainly this cost cutting was not reflected at sign-on which was completed with great efficiency and in record time giving me plenty of time to read through the Road Book and enjoy a little pre-event banter with Damien Doran, James Mansfield, Colin Sheridan, Des Bruton and Peter (Peespeed) Boyd amongst others. Damien and



James would retire when their Starlet's clutch cried enough. Colin



and son, Breen would finish 13th. Breen had his college notes with him in the car and was studying them at every opportunity: that's dedication! I also spotted the infamous 'Charlotte the Starlet' belonging to



Marty and Rob from Micks Garage, bought specially for this event the previous week and featured in a

number of their video blogs as it was being prepared. It's great to see first-timers out for these events. They seemed to have a ball and followed the advice on the sign to finish a very respectable 24th. The aforementioned Road Book was a little unusual in being of A5 format and containing the selective diagrams too. I was reminded that I must get my eyes tested soon! I ambled outside to find it had started to rain and that our steed was going through scrutiny. With the all-important scrutiny sheet in hand it was time to complete sign-on, have another look through the Road Book with Kevin, listen to the briefing given by the ever-cheerful and incredibly patient C-o-C, Ray Scullion and to find out about stop-boxes where you are given a playing card (Ray Heney, who was sitting with Niall Murphy, is seen here clutching his card triumphantly) as a



memento of your visit! This was a new one on me. The last time I did this event was in 2012 and the favourite slowing down device then was the dreaded code board. There was only to be one selective with codeboards today. They turned out to be The Doc's (Frank O'Donoghue) evergreen 250 TIU and STW 200R favourites!

All too soon it was time to line up for the bang-on-time start. We were seeded No. 3 which was a new experience for me. In 2012, we were seeded No. 50 because no-one

had heard of my demon driver, “Welly” Fenton ... The first two selectives were in the grounds of Fairyhouse. It would be important to get these two right as we would be doing them four times throughout the course of the event. The first was mainly tarmac and the second mainly loose. We managed joint fastest on the first with Karl O’Donoghue but a



difference of opinion with a stop-box marshal about the exact definition of “stop” on the second led to a penalty, so it was a sombre 1.44 km spin up the road to Selective 3 in Stanley’s. This was a roughly D-shaped farm track to be lapped twice giving a distance of 2.1 km and a mix of tar and loose. We posted 3rd quickest here and then on to Brindley’s 1.8 km away. This was a lap of a farm shed followed by great blast along some concrete lanes and ending up with a very sharp left into another yard, round some pylons and finish. Unfortunately I misjudged how close the pylons were inside the yard and we overshot them a little but Kevin’s quick thinking got us around them but we still conceded 12 seconds to Peter Barrable here. Next was a 13



km spin to Larkin’s for a really mucky two lap selective that seemed to be to Kevin’s liking as we posted the fastest time, 5 seconds

ahead of Peter. Then it was back to Fairyhouse for our second visit. Again the second Fairyhouse selective brought some drama for us, as Kevin, an accomplished wood-



butcher, decided to take a closer look at a fence post, much to the delight of Peespeed who happened to be on hand to capture the moment!

Next up was a 23 km trip to AutoGlym HQ in Summerhill and another faux-pas by me. This selective was being run by the genial Dave Fitzgerald who counted us down. Kevin really went for it taking the hard right with plenty of speed on. Once again I had misjudged how close the first manoeuvre was around this corner and we sailed right past it and had to double back to complete it. The rest of the test was despatched in double quick time but we had still dropped quite a few seconds. It was then on to Flynn’s and Holton’s for two farm-track selectives where we recorded a “joint fastest” with Karl O’D and a “fastest” respectively before heading to the very swish Moyvalley Hotel for the lunch halt (at 4 o’clock...) The Doc had reserved a remote car park for everyone but most chose to ignore this kind gesture and abandoned their battle scarred cars haphazardly around the outside of the hotel! The hottest soup ever was enjoyed while swapping stories with tablemates Martin Nugent and Paul Tierney. Paul seemed able to quote selective times off the top of his head unlike me who by this stage was having trouble remembering how many selectives we had completed. Luckily, before anyone quizzed me



about our times, Peespeed came over to discuss fenceposts and, before long, we were all poring over Angus Sealy’s Shannon Sport results site.

It was then time to refuel in Moyvalley and do it all again in reverse order. By our 3rd visit to Fairyhouse it was dark and we were running first on the road. This brought a new set of problems for me, failing to catch the playing cards in the dark being one! To say I dropped a few could be an understatement – more time lost. Larkin’s in the dark was a real blast and included a slight unscheduled trip to the scenery... We finished the evening loop with three more fastest times and one more joint fastest.

Then it was time to load up and head to the The County Club near Dunshaughlin for dinner, results and the inevitable slagging. Here again ALMC’s meticulous planning was in evidence with a committee member meeting us at the door and guiding us through the carvery and upstairs. Admittedly she did eat half my dessert later - thanks Louise! Eoin Longworth had his own Tiny



Motorsport waitress to carry his dinner upstairs and Joe and Patrick Corcoran’s reaction to my comments about this would seem to suggest that I can expect some very special



treatment at the next Birr Club event I enter. After dinner was the prize giving which saw a popular win by last year's victor and stage rally ace, Robert Barrable. Kevin and I came in 4th despite (or maybe because of)



my manifold mistakes. It's worth noting the time difference between Robert and us was 'only' 52 seconds. In 2016 the difference between 1st and 4th was 2 minutes 38 seconds so it was much tighter at the top this year.

It was a great day out. Thanks very much to Kevin for asking me and amazingly he's still happy to have me aboard for the rest of the year. Huge thanks and well done to ALMC for a very slickly run event and to their marshals and the ones from the Dunboyne and Monaghan clubs who remained in great spirits despite a long cold day standing out so we could have so much fun. Roll on the next round, the Dungannon Club's Springfling Targa on 15th April! (This was the first round of the FRANK KEANE MOTORS ENDURANCE TRIAL CHAMPIONSHIP.)

Dave



Kevin (L) & Dave with Ray Scullion

RESULTS

- 1 Robert Barrable/Ciaran Larkin (Toyota Starlet) 9m 27s,
- 2 Karl O'Donoghue/Evin Hughes (Toyota Starlet) 9m 46s,
- 3 Peter Barrable/Conor Mohan (Toyota Starlet) 10m 15s,
- 4 Kevin O'Rourke/Dave McAulay (Toyota Starlet) 10m 19s,
- 5 Paddy Corcoran/Joe Corcoran (Toyota Starlet) 10m 53s,
- 6 Glyn Gaffney/Alan Dolan (Toyota



Starlet) 11m 24s.
One-litre class winner: Brian Kirwan/Tim Boyle (Nissan Micra)



15m 21s.

Navigation Cars:

- 1 Mark Reilly/Darragh Gibbons (Toyota Starlet) 11m 45s,
- 2 Sean McEnroe/Martin Quinn (Proton) 12m 19s,
- 3 Patricia Denning/Joe Downey (Toyota Starlet) 13m 32s.



Mark & Darragh



Seán & Martin



Trish & Joe (neatly through the silage chicane)

Retrospective Cars:

- 1 Martin Nugent/Paul Tierney (Ford Escort) 11m 27s,
- 2 Des Bruton/Eddie Colton (Hillman Avenger Tiger) 17m 49s,
- 3 John Carty/Chris Driver (Toyota Starlet) 19m 00s.

TDC Turbine



John & Chris - Yes, it is RWD



Gerry Joyce looks happy. I suspect Stephen would have been happier if he was looking where he is going.



Brian Duggan & Ken Carmody



Karen Gaffney looks like she's trying to pull the marshal, as well as the card, into the car



Philip Armstrong & Frank Hussey



Best of the Seicentos - Leanne Carroll & David Byrne

TDC Tenpin Bowling Night

11th March

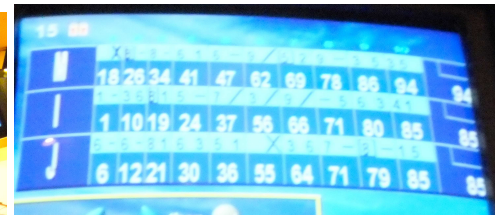


The first thing that hits you is the noise but then, the last time that I was here was over 40 years ago when there was no array of machines and other distractions to the left as you came into the building. Maybe with less happening in those days, it was quieter. More probably, one becomes

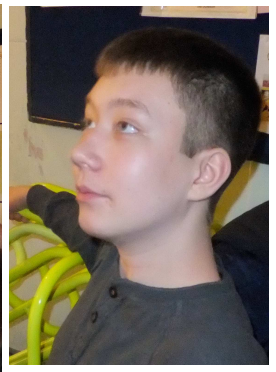
less tolerant as one becomes more mature. The Stillorgan Orchard to which some of us repaired later seemed to have an equally high dB level. I shudder to think what this might have risen to when the live band appeared.

Anyway, back to the bowling. Having been greeted by the irrepressibly effervescent Owen

Murray with the bad news that I was sharing a lane with him and Joe Doran - both gifted amateurs - I went off to get my bowling shoes. The good news here now is that these did not have laces, rather a couple of much more age-appropriate (for me, at least) Velcro straps. The other change from the "good old days" is that I didn't have to leave my own



Owen checks the scoreboard after Lap 1 and is reassured to be ahead of Ian & Joe



A wealth of Lamberts - Robert, doing his impression of "your guess is as good as mine", Karen, Alex & Judy and Ruslan Mukhanetzhinov

shoes as collateral. Are they more trusting or were times so hard back then that a pair of bowling shoes were seen as a more attractive proposition than one's regular footwear?



Joe uses his shoes in an effort to frustrate the paparazzo.

Joe & Colette used to be tenpin bowling regulars when Typecraft was adjacent to the Dundrum Bowl before it was flooded into oblivion in 1993.

The TDC group did not feature a plethora of members. Indeed, the majority in the four lanes we occupied were relatives. When I was having a little moan about the lack of members, I was reminded that TDC is a motor club and it is for car events that people join. I do think, though, that social events like this do fulfill a useful function. You see people in a different light. To see Frank Lenehan interacting with granddaughters Emma and Zoe, you realise that he isn't always grumpy! Conversely, the chairman's reaction after his first spare was more gladiatorial than would be his usual response.

Whatever, a good time was had by all. The winner was Eamonn Byrne whose tactic of



rolling the ball consistently down the middle proved successful, if not particularly spectacular. Stephen Briggs (seen here being presented with his prize by son, Sam) was



runner-up and Joe & Owen, I think, also won prizes. My ineptitude was such that by the end I was sufficiently disenchanted not to be too interested.

What was most significant about the occasion was that Kate Phillips was celebrating her twentieth birthday.

Thank you Owen for your usual enthusiasm on the run-up and the excellent organization on the night.



Bonnie & Damien Phillips

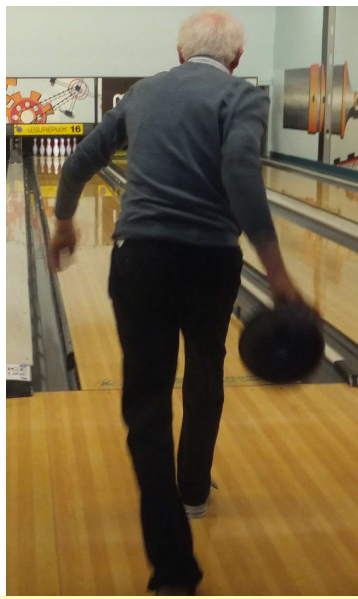
It would be great if our next "social" event was better supported. With what's on the telly these days, you would have a much better time getting out to a TDC diversion.

Editor



One for the pedants





Chairman and President vie for artistic impression marks



Frank's form is so poor that he resorts to desperate measures under instruction from Zoe



Ian McCulloch & Emma Byrne do some synchronised dabbing. Ian hasn't quite mastered it yet.

Joanna Lenehan checks the scoreboard



Sunday, 2nd April - April Fools' Fun Run, Stepaside
Sunday, 9th April - MVAT, Arklow
Sunday, 7th May - PCT, Killeel

Committee Notes

Resumé of proceedings at committee meetings, Feb, Mar 2017

- Piers and Mark Doran to continue their "Timing Devices" odyssey
- Owen Murray to go ahead with Tenpin Bowling Night plans
- Our wish to use the description "Test Trial" awaiting MI incorporation
- Everybody to try to identify and secure new venues, suitable for our needs
- Details for events, including personnel, test furniture, Portaloos, etc. discussed and finalised as appropriate
- Entries to be encouraged for Fun Run and Holfeld's - regs and entry forms to be put up on website asap
- MI Insurance premium increase for our events is sufficiently small for Club to absorb. The introduction of an excess is being addressed by an entry fee levy of €5. This will be kept in a dedicated account to be disbursed (we hope never) if the need arises.

QUIZ

February Answers

1 Who has lit himself up for Christmas?
The Editor



3 Who is the minion?
The Editor again



2 Who is this and why does he have just one trouser leg tucked in?
Brian Kingston. It is to avoid the possibility of simultaneous accelerator/brake activation



4 Frank Lenehan drives on the N/M11 from Kilmacanogue to the Ballydermot exit just before Gorey, keeping to the speed limits as he does so!

For the first 20 km of the journey, he is restricted to 100 km/h.

For the remaining 40 km, the limit is 120 km/h.

What is his average speed for the journey?

a) 110 km/h b) **112.5 km/h** c) 113.3 km/h
d) none of these

Time at 100 km/h is $20 \div 100 = \frac{1}{5}$ h

Time at 120 km/h is $40 \div 120 = \frac{1}{3}$ h

Total time is $\frac{1}{5} + \frac{1}{3} = \frac{3+5}{15} = \frac{8}{15}$ h

Average speed is $60 \text{ km} \div \frac{8}{15} \text{ h} = 60 \text{ km} \times \frac{15}{8} \text{ h}^{-1} = 112\frac{1}{2} \text{ km/h}$

April Questions

1. Richard, Mark, Mark and Stephen currently make up the rear-wheel drive sub-committee. The average age of the group is 35. Ian then decides he would like to join them whereupon the average age goes up to 41. What age is Ian?



2. Identify the pair of synchronised (almost) striders (both Mini men).



Before



After

3. There are many “superficial” differences between these two images. You have to spot the really significant one.



4. Who is the shrinking violet?
{He has a chronic, long term lens aversion}



5. Who used this flamboyant ball to good effect at the Tenpin Bowling Night?



6. Who is driving this splashing Beetle?

Answers to valianmcculloch@gmail.com

During a recent wander around the Web, Frank (Fennell) saw the word “Circuit” and his interest was piqued. He had stumbled across details of the “Circuit of Ulster Targa Rally”, an



initiative of a number of NI clubs to run a “Super Targa” in aid of the

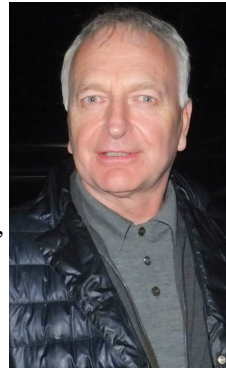


“Air Ambulance” service. This commendable endeavour boasted a big road mileage so as to allow competitors to enjoy some outstanding Ulster scenery as they moved between the 18 tests. Frank enquired further and was hooked. The extensive and compelling pre-event publicity resulted in an impressive entry of 130.

From what he had heard about Targas, Frank reckoned that this would be a good opportunity to stretch the legs of his latest Volvo Amazon, not to mention his own (legs, that is). After he discovered that his first choice passenger was otherwise committed, he delved further into the barrel and plucked out my name. We had collaborated a few times on the Circuit Retro at the end of the last century until my ineptitude saw the partnership sunder. As Piers (MacFheorais) was sitting this one out, I was delighted to avail of Frank’s offer.

He did all the preliminary work so all I had to do was to gather together my paraphernalia and be ready for collection at 2:00 pm on Friday 24th. Frank had decided that the opportunity on offer to be scrutinised and processed on the

Friday evening was worth availing of. He decided on the Elk start as it would also be the finish and booked us into the White River Hotel in Toomebridge. All, but Francis Rhatigan, right, & Simon Echlin, of the overnighting southern contingent chose to stay in the Halfway House and start in Larne. I trust that they weren’t trying to avoid us.

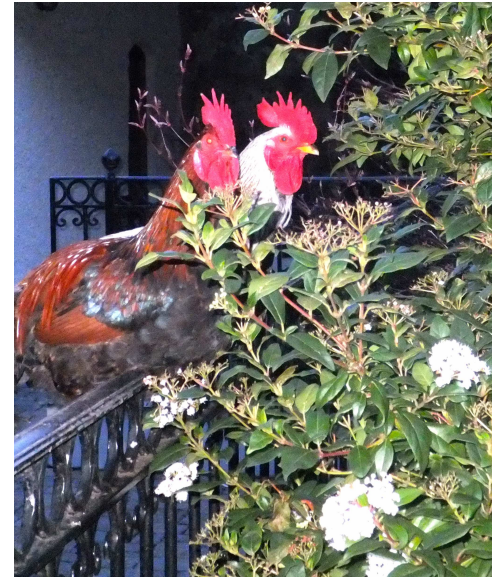


When Frank was extracting the Volvo from his garage the bottom pulley decided to disintegrate. Fortunately, there was another Amazon to hand and a swop rectified the situation and we got away, still in plenty of time, at 3:00 pm. We duly arrived and completed the formalities. There were some faces familiar to us in the form of John Keatley & his son, Jack, Davy Young



(right) & Richard Nelson and Mervyn Williamson, among others.

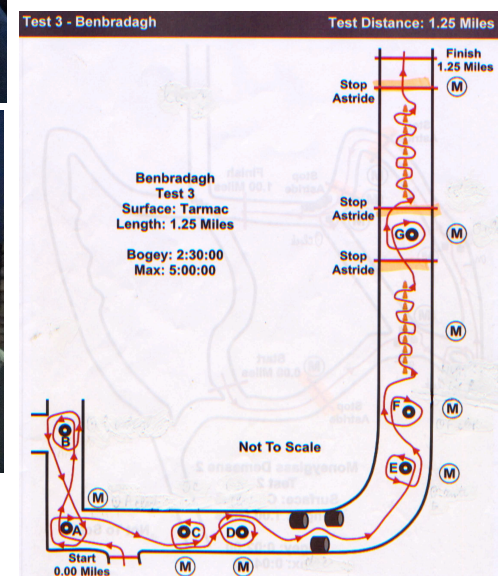
Then it was back to Toome for a bite before hitting the hay. The highlight of the hotel experience was their two resident chickens. I bet



that when Frank Lenehan sees this photo of them he will wish he had stayed here. (Frank is “big” into chickens).

After a bracing shower - we were up sufficiently early for the “hot” water not to have responded too enthusiastically to the boiler’s efforts - and the mandatory Ulster fry, it was off to the Elk for the Test Diagram booklet.

The first two tests looked to be of “standard Targa” variety. This proved to be the case on the ground as well. Test 3 was more intimidating as you can see from the diagram. In the flesh, it was even



more so as the space for the required manoeuvres was insufficient for our stately Volvo. Reverse had to be

deployed (a two-handed operation) for pylon B. Then at pylon C, the



John Keatley & Frank effecting an exhaust bodge

tail slid into the ditch, from which we had to be rescued by a marshal's Jeep (thank you!). We mustn't have been the only ones who suffered this indignity as Francis & Simon were queueing for one and a half hours before their turn. Undaunted, off we went again. The exhaust system had been defiled somewhat and it gradually deteriorated as the day progressed until, with just five tests to go, it became so precariously held together that we decided to cut and run for home.

There were too many over-elaborate tests and tight manoeuvres for us. I suspect it was thus for many competitors, especially those less experienced. These latter would also have been disconcerted by the occasional inter test mileage anomalies. I am conscious of the amount of work put in by many people to put this event together but unless unpalatable observations are made, "mistakes" tend to be repeated. If an experienced Targa organiser like Malcolm McQueen had been consulted in advance, I suspect there would have been a more attractive suite of tests. I worry that potential future competitors may have been discouraged.

Whatever about my perceived shortcomings, the event was certainly hugely worthwhile. The good weather allowed us to see

Ulster in a favourable light and, most importantly, over £13,000 was raised for the Air Ambulance.



As you can see from the RESULTS, the cream rose to the top - the top three does not contain any unexpected names. Best of the southern crews was Frank Lenehan/



Tim Faulkner in ninth. Eamonn



Byrne/Joanna Lenehan were eleventh despite a "fail". James



Mansfield with Karl Grehan having a first go in a guiding role enjoyed their day despite a minor ditch diversion on Test 1. TDC club champion, Declan Furlong, brought



Brian Keary for the spin in his Starlet. With the help of some navigation advice from Timmy at the start, Brian guided Declan to a "finish". Robert and Johnny Whelan



were forced out with wheel-bearing failure. The Roddys, Derek & Ivor,



from Dundalk were in the top half in their Polo. Despite failing the first test, Dermot Carnegie/Mark FitzSimon finished in the top 20.



I believe there was a prize for the oldest driver - because I'm a 1950s boy, it didn't impinge on my consciousness. However, I did hear that some of my older, and more competitive, fellow competitors were keen to annex this prize at any cost. In the date of birth box on the entry form Peter Faulkner had put down 1937 - should be 1952. Rather less gallantly, he suggested Anne (Smyth) was 1935. Did he think there was a separate oldest navigator prize?



Peter & Anne above - FF below, sporting his new, bargain for €16 cap



Frank Fennell, actually 1946, filled in 1919 which would have made him a rather implausible 98!

I'm not sure who ended up winning this prize but I think Dermot Carnegie and Frank Lenahan would have been just pipped by Conn Williamson.

Ian



David & Barbara



Robert & Bruce



Eric & Raymond

RESULTS

1 Robert Woodside (Jnr) / Bruce Drummond (Toyota MR2) 19:26
2 David Crothers / Barbara Kane (MX-5) 19:42
3 Eric Patterson / Raymond Donaldson (MX-5) 19:47

4 Mark Stewart / Chris Hobson (MX-5) 19:53
5 Simon Woodside / Steven Dowds (MX-5) 20:07
6 Damien Mooney / Tony Anderson (Citroën Saxo) 20:15

Images in this report include ones from the Circuit of Ulster Facebook page, T. Hartnett, Peespeed and Derek Smyth.

SNIPPETS

This is six-month old Eddie, son of Simon & Majella, resplendent in his Echlin Motorsport overalls.



I liked the cover note that accompanied Maurice McMonagle's piece on the NTBD Targa in the December Turbine almost as much as the piece itself.

Here is my ekker, I hope it is not too late.
Please feel to chop and dice as you see fit!

LEINSTER MOTOR CLUB HEALY CUP SPORTING TRIAL AT KILMURRAY, KILMACANOGUE, CO WICKLOW: 18th March

1 David Meeke (BD-Opel) 0 marks,
2 Alec Watkins (Watkins-Yamaha) 0m,
3 Gordon Graves (Erskine-Suzuki) 0m,
4 Morgan Evans (Mog-Honda) 0m,
5 John Bolton (Grasshopper VW) 0m,
6 Philip Hughes (Hughes-Honda) 1m,
7 Fergil Gregory (Erskine-Yamaha) 2m,
8 Gordon Watkins (Watkins-Yamaha) 3m,
9 Richard Meeke (BD-Opel) 3m.

I am reliably informed by Paul Phelan that, in this excerpt from the RESULTS page, there are three current/former TDC Committee members amongst the above. Who are they?

DANGER'S DERRING-DO DIARY



A selection of the Laois line-up

Having enjoyed the challenge of Hewison events at various times over the last few years, I thought it was time to have another go. Even though my Locost was competent



enough when I was using it previously, my “toe in the water” last year revealed that this was no longer the case. The overhaul (engine and suspension) needed to get it “up to speed” took longer than anticipated (surprise, surprise!) and it wasn’t until the Laois Rally Sport Club’s event in February (7th) that I made my comeback.

Good weather is always welcome at an autotest, especially when most cars competing have a direct view of the gods. On this fine Sunday morning, the gods were on our side. Ger Hyland’s yard in Rosenallis was the excellent venue for Round 8. Smooth, sealed concrete provides a consistent level of grip. The resulting predictability played an integral part in the enjoyment of the day. In total, only 21 drivers entered which is a shame considering the level of competency on the side of the C-o-C, John Fogarty and his team. Christy Grimes devised the test layouts and other TDC members were on site in

the shape of Ronnie Griffin and Ron Corry, whose experience and expertise helped with the smooth running of the event.

Competition at the top level (present company excluded), is fierce. Only 2.1 seconds separated the top 2 after 12 tests. This is testament to the ever-diligent development that occurs year on year. Mini Specials have taken an evolutionary leap forward by virtue of splicing a 1.6 litre Vauxhall Nova 8V engine and gearbox, to a Mini sub-frame. With the added gains in power and reliability, this new breed of Mini Special, looks set to be the future class standard. Combine this with a competent driver, and it’s a very potent blend.

And so, it was to be Steven Ferguson’s day, followed in 2nd by Guy Foster in his “normal” Mini

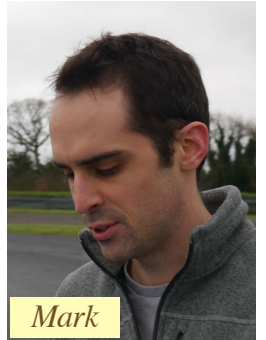


Guy's machine with Steven's in the background

Special and Paul Mooney 3rd. Davy Thompson in his Nova was “best of the rest”.

From looking through the results, it’s plain to see that the vast majority of entries are Experts. This really does not have to be the case. The Beginner and Novice driver competing in MVATs can unlock a vault of expertise by competing at

this level. Yes, the tests are a bit trickier, but with a bit of persistence, after a few events, the tightest farmyard on a MVAT will look like Baldonnell.



Mark

RESULTS

- 1 Steven Ferguson (Mini-Nova Special) 689.4s,
- 2 Guy Foster (Mini Special) 691.5s,
- 3 Paul Mooney (Mini-Nova Special) 706.0s,
- 4 David Thompson (Nova) 708.3s,
- 5 Darren Quille (Westfield) 714.4s,
- 6 Ian White (Mini Special) 716.9s,
- 7 Chris Grimes (Mini) 723.2s,
- 8 Paddy Power (Mini Moke) 730.6s,
- 9 Peter Falvey (Nova) 733.9s,
- 10 Mark Doran (Locost) 738.3s,
- 11 Liam Cashman (Westfield) 744.6s,
- 12 James Wilson (Mini Special) 749.1s.

Class winners: Chris Grimes, Guy Foster, Darren Quille, David Thompson.

For various reasons I couldn’t make it to Monaghan so my next outing was on Saturday, 11th March to Mondello for the MEC round, the final one in the 2016/17 Championship.

With the Locost still in its development cycle, the day was to have its ups and downs, for example, 3 pylons and 2 shunts on one test alone. (*This was a “down”!* - Ed.)

For this event a steering knob was fitted to see if it would help with

the tighter manoeuvres, which are now very common on the modern Test layouts. During the first few tests, this new addition made it very easy to over steer the car. My normal driving style involves letting the steering wheel correct itself, extra labour is needed with the steering knob which makes the experience feel frantic. Coupled with a poorly fitting knob (*careful - Ed*), my patience quickly ran thin and halfway through the day it was removed. My times (the good ones at least) didn't seem affected, so the jury is still out on this. I probably didn't give it enough of a chance. I can still see the benefit of one for the tight stuff.

The next area of concern with the car is the lack of rear grip and wheel hop. New double-acting rear shocks had been fitted, to try and address this. Wheel hop (tramping) is quite bad when in reverse and moderate going forward; either direction it shouldn't be there. Work is needed on the angle of the four link bars coupled with the angle of the propshaft. This is now the next evolution to be tackled. It's badly needed as I'm losing a lot of time.

Overall, a moderate day of enjoyment for me, a lot learned with more to come.

Steven was top of the pile again, not just here but in the Championship. It is worth mentioning that Steven is supported by his ever-present dad, Norman



& Milton McWilliams. Until my next outing. (There need to be lots of these if I am to be competitive in the 2017/18 Championship.) Ciao.

RESULTS

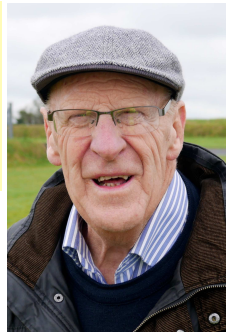
- 1 Steven Ferguson (Mini-Nova Special) 617.5s,
 - 2 Ian White (Mini Special) 635.6s,
 - 3 Paul Mooney (Mini-Nova Special) 638.6s,
 - 4 Timmy Lynch (Westfield) 650.3s,
 - 5 Paddy Power (Mini Moke) 659.3s,
 - 6 Chris Grimes (Mini) 660.6s,
 - 7 Guy Foster (Mini Special) 669.7s,
 - 8 Darren Quille (Westfield) 671.5s,
 - 9 Norman Ferguson (Mini) 697.6s,
 - 10 Tom Devaney (Westfield) 704.4s,
 - 11 Liam Cashman (Westfield) 707.7s,
 - 12 Mark Doran (Locost) 713.6s.
- Class winners:* Chris Grimes, Ian White, Timmy Lynch, Matt Grimes (Nova) 973.9s.
Novice Award: Cian Power (Mini Special) 844.7s.

PS TDC had some input into this MEC event. Eamonn Byrne helped with the test design. Ron Corry, Eoin O'Curry (pictured here sharing pleasantries with Liam Cashman),



David Ronaldson, John McAssey & Ian McCulloch did some timing/observing.

The Premier Award for this event is the Freeman Cup - the same Freeman as in Gerry on the right



A face new to me was Mark Guerin, a regular in the Munster Championship



Westfield wizards, Darren Quille & Tom Devaney.



Paul Mooney



Guy Foster, Matt & James Grimes



Michael Cullen, Timmy Lynch, C-o-C Jonathan Flood

25th Anniversary Weekend Programme & Timetable

(Please bring this with you)

Friday, November 9th.

- 20.00 Start of Anniversary Autumn Rally. Ballymore Eustace Village.
- 22.50 (approx) 1st car due back at Kilkea Castle. Liquid refreshments and snacks available.
- 24.00 (approx) Results and prize presentation.

Saturday, November 10th

- 02.00 Retire to chambers!
- 10.00 Latest time for breakfast.
- 12.00 Soup and sandwiches available.
- 13.00 Check in with Frank Fennell for Novelty Driving Event, consisting of good humoured and light-hearted frolics in and out of the car! Mostly on Castle grounds.
- 13.50 Start of Novelty Event outside Banquet Hall.
- 16.50 (approx) Finish of Event. Results and prize presentation in Cavalier bar shortly afterwards.
- Tickets for Banquet available from Bennie Wrafter in return for payment of outstanding cash.
- 19.00-20.00 Chairman's Reception for club members in Upstairs Dining Room.
- Change into fancy dress.
- 21.00 Assemble in bar of Banquet Hall for 25th Anniversary Dinner.
- 21.50 Dinner served.

Sunday, November 11th.

Prizes for costumes in the following categories will be presented: Mediaeval Modern Futuristic

- 02.00 Retire to chambers!
- 10.15 Latest time for breakfast.
- 12.00 Soup and sandwiches available.
- 12.50 Check in with Paul Phelan for Hewison Test Trial at Banquet Hall car park.
- 15.00 Start of Crossroads Test Trial.
- 17.50 Finish and prize presentation in Cavalier Bar.
- End of 25th Anniversary Weekend — Hope you enjoyed yourself.



MENU

- TEST 1 WHEELSPUN VOL AU VENT
(Seafood Vol au Vent)
- CHECK 11 SOUP D'OPPOSITE LOCKE
(Fresh Cream of Vegetable or Consommé)
- STAGE 111 SIDELINED BEEF
(Roast Sirloin of Beef)
- FRESH FIDDLER CARROTS
(Carrots Vichy)
- CAULIFLOWER AU ROLL-BAR
(Cauliflower au Gratin)
- POSITIVE EARTHED POTATOES
(Roast Potatoes)
- HAND CUT CREAMED KNOBBLIES
(Creamed Potatoes)
- SECTION IV BAKED ALASKAN BALDIES
(Baked Alaska)
- CONTROL V CAFE DU RADIATURE DU RALLÉ
TEA ENDS
(Coffee)

SUGGESTED WINE SELECTION

RED			
No. 11	Pichet de Beaujolais	A.C.	£5.50
No. 24	Côtes de Rhone	A.C.	£5.50
WHITE			
No. 25	Muscadet	A.C.	£5.50
No. 27	Liebfraumilch	A.C.	£4.40
House Wine - Red or White			£3.30

SNIPPET

A random selection of photos Larry Mooney came across recently



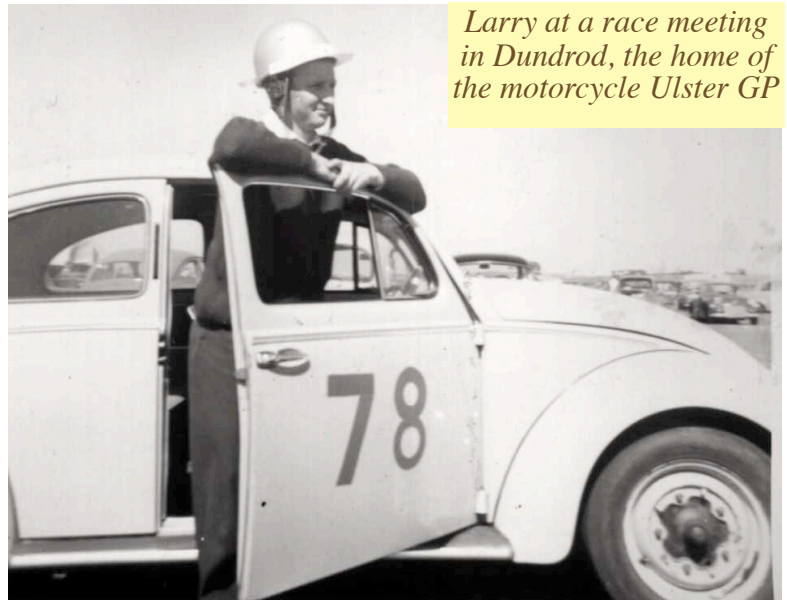
The Mercedes 300 SL which graces the MDL museum on the Long Mile Road



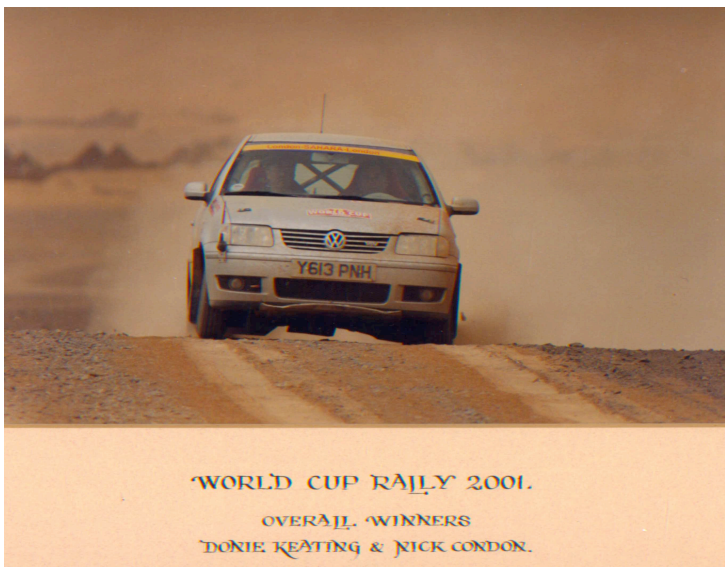
Another Beetle buff, Peter Noad (L) with Larry and Des Cullen



A young Paddy Hopkirk sporting his Carnaby Street look. During his Dublin interlude, Larry used to prepare his cars.



Larry at a race meeting in Dundrod, the home of the motorcycle Ulster GP

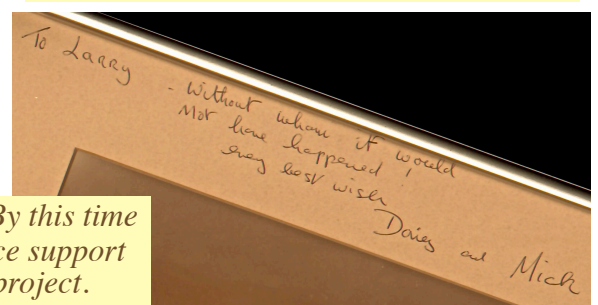


'WORLD CUP RALLY' 2001.
OVERALL WINNERS
DONIE KEATING & NICK CONDON.

Donie Keating & Mick Condon won the 2001 World Cup Rally. By this time it had evolved into an event for standard production cars. Service support was extremely limited. Larry contributed significantly to the project.



Larry at the Ken Wharton



SNIPPET

Steven Bolton spotted this and thought it might be of interest. I sent an email to Joe asking If I could reproduce it. I have taken his lack of response to be a “yes”!

JOE KELLY**February 17, 2017****by Joe Seward**

Espionage has been part of motorsport since the sport began, with teams and manufacturers stealing one another's secrets. It was, of course, a sport in which many car dealers were involved, and that profession has always had a rather poor reputation for its dodgy dealings.



Joseph Michael Kelly, known as Joe, did little to change that image – but he was certainly a colourful character...

As the name suggests, Kelly was born in Ireland in 1913, before the country won its independence from Britain. He left school at 13 and learned a few tricks working in the street markets of Dublin, before training as a railway fitter and then becoming a tram driver. He moved on to drive buses, although he ran into trouble in the late 1930s, when he crashed while racing a fellow bus driver through the streets of Dublin. He departed, rather hurriedly, so they say, to England and settled in South London, doing a bit of this and a bit of that.

He worked with road haulage firms, got married and started a family. Looking to make more money, he moved into the car trade. With Ireland being neutral, he was not in the forces.

There was a lot of money to be made from cars at the end of the war. Purchase tax was payable on all new cars, with double purchase tax on cars that cost more than £1,000. The goal of this policy was to encourage the UK manufacturers to favour exports. Domestic buyers had to sign covenants with the British Motor Trade Association committing them to not sell their cars for 12 months or longer. This meant that demand far exceeded supply and big profits could be made on covenant-free cars, particularly high-end sports cars, such as MGs, Rileys and Alvises. In order to dodge the rules, some dealers paid for new cars, but arranged for others to sign the covenants. They then sold the cars at a substantial profit. A young Roy Salvadori fell foul of such behaviour in 1949, in a legal action which stopped such activity. By then, however, a few car dealers had made small fortunes, which paid for them to go racing.

Kelly was friends with Salvadori (and others) and was soon sufficiently wealthy to buy 70 acres of land on the main Dublin to Naas highway. He established a garage called the Red Cow Service Station and still had sufficient money to buy a Maserati 6CM voiturette. He began taking part in major racing events, notably the 1949 BRDC Trophy at the new Silverstone circuit. Keen to move up the ladder he bought an Alta GP3, the first



British-built Grand Prix car after the war, and in the summer of 1950 this led to an invitation to race in the British GP – the very first round of the FIA Formula 1 World Championship.

Kelly enjoyed success in Ireland, where the opposition was not as strong, notably at the Curragh, with a Jaguar C-Type. He soon modified the Alta to such an extent that he decided to rename it as the IRA (Irish Racing Automobile). The initials of the car were, of course, the same as those of the terrorist group known as the Irish Republican Army, although in that period the IRA was not as active as it would become later in the decade. The cars appeared in 1952 and 1953.

Early in 1954 Kelly had a new idea. With the help of a local restaurant owner who spoke Italian, he sent a telegram to Enzo Ferrari requesting an audience. When the reply came back, Kelly was so keen to know what it said that he went to his friend's house in the middle of the night and threw a brick through a window to wake up the poor translator. The message welcomed a visit and Kelly and his translator set off to Italy. They met Ferrari and a deal was struck for him to become the Ferrari dealer for Ireland – and to buy a 750 Monza Spyder Scaglietti. It was the first such car to be sold to a privateer, but the relationship did not develop well. The car arrived unassembled, which did not please Kelly, and he was also upset that he had been sold a car with a five-speed racing gearbox, but it arrived with a production four-speed unit.

Ferrari sent the right gearbox after Kelly complained, but was unimpressed when the car raced in a green livery. Kelly beat his own lap record at The Curragh and shared the car with Desmond Titterington in the Tourist Trophy at Dundrod. They then won the Leinster Trophy at Wicklow and the car was then driven by Mike Hawthorn in the Goodwood Trophy.

Titterington was offered a factory Jaguar drive at that point and soon afterwards, despite promising Ferrari he would not reveal the technical details of the car, Kelly handed over the 750 Monza to Jaguar, which stripped it down and analysed how it was superior to the Jaguar D-Types it raced against. The D-Types were then modified and in 1955 Jaguar won Le Mans with Mike Hawthorn and Ivor Bueb, followed in 1956 by Ron Flockhart and Ninian Sanderson and in 1957 by Flockhart and Bueb. Ferrari did not win again until 1958. One might argue that Kelly was responsible for these successes... In any case, he soon sold the Ferrari to Peter Whitehead.

In April 1955 Kelly crashed his Jaguar C-Type heavily at Oulton Park, in a heat for the British Empire Trophy. He went into the commentary box and suffered serious leg injuries. While recovering he met Phyllis Purcell, who would become his second wife. They settled



permanently in England after that and Kelly built up a series of car dealerships in the course of the next 14 years, often trading cars and motorcycles with another dealer called Bernie Ecclestone. In 1969 Kelly sold everything and moved back to Ireland where he built up an impressive property portfolio in the 1970s and 1980s – not to mention a car collection. He competed from time to time in races and hillclimbs until he was in his sixties.

Kelly would lose most of his fortune in a property crash in the 1980s and he returned to England to settle in Neston in Cheshire. He was diagnosed with Alzheimer's disease and died late in 1993 at the age of 80.

The first online reaction to Joe's article was that below:

Henry O'Clery

I have just read your blog on Joe Kelly – he was also famous for breaking the record at the Enniskerry hillclimb, crossing the finishing line upside down!

I recognised Henry's name as I remember him competing in a Ford Cortina in days of yore.

Also, his dad, Dermot, who delivered lectures in Mechanical Engineering during my time in Dublin University. What made these particularly memorable was his use of Imperial units, e.g. the **slug**, a unit of mass. This was when the SI system was being introduced. It was an evolution of the CGS and MKS systems. All three of these were metric but Dermot would have no trick with this modern nonsense - Ed.

Joe Saward is a journalist. He writes primarily about motorsport and concentrate specifically on the FIA Formula 1 World Championship, the world's leading motor racing championship. He attends all the races, and has done since the summer of 1988.

He is not simply a sports writer, as he looks behind the headlines and specialise in analysing the way in which the sport affects (and is affected by) politics, finance, business, innovation and the environment.

His website will provide you with lots of other information about Joe. The piece above should

IMMINENT EVENTS

Sunday, 2nd April

*April Fools' Fun Run
in aid of
Vincent de Paul
Crosscare*

Stepaside Golf Centre & Driving Range.
10:30 am

Sunday, 9th April

Multi-Venue Test Trial

Holfeld's, Arklow
10:00 am

RESULTS

MOTOR ENTHUSIASTS' CLUB JENKINS CUP SPORTING TRIAL AT CORBALLIS, RATHDRUM, CO WICKLOW: 4th February

- 1 Brian Conlon (Erskine-Honda) 3 marks,
- 2 David Meeke (BD-Opel) 8m,
- 3 John Bolton (Grasshopper VW) 11m,
- 4 Percy Pennefather (Erskine-Suzuki) 11m,
- 5 Robin Taylor (VW) 12m,
- 6 Fergil Gregory (Erskine-Yamaha) 14m,
- 7 Gordon Watkins (Watkins-Yamaha) 16m,
- 8 Tony Farrell (Erskine-S&S) 18m,
- 9 Siobhan McCann (JMcVW) 18m,
- 10 Richard Pain (Kilkenny VW) 18m.

MONDELLO PARK SPORTS CLUB RALLYCROSS AT MONDELLO PARK, CO KILDARE (ROUND 1 OF PARTS FOR CARS NATIONAL CHAMPIONSHIP): 5th February SUPER FINAL:

- 1 Derek Tohill (Ford Fiesta Mk 7) 3m 59.34s,
- 2 Noel Greene (Mitsubishi Mirage) 4m 17.77s,
- 3 Willie Coyne (Opel Corsa) 4m 21.86s,
- 4 Tommy Graham (Ford Escort) 4m 27.79s,
- 5 Lloyd Spendlove (Lotus Exige) 4m 30.34s.

SUPERCAR FINAL:

- 1 Derek Tohill (Ford Fiesta Mk 7) 4m 07.02s,
- 2 Noel Greene (Mitsubishi Mirage) 4m 26.91s.

FORD FIESTA ZETEC FINAL:

- 1 Sean Hession 5m 00.27s,
- 2 Denis McCrudden 5m 01.36s,
- 3 Dave Griffin 5m 19.49s.

MIDLAND M C NAVIGATION TRIAL AT BALLINALEE, CO LONGFORD (ROUND 5 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 3 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 11th/12th February

- 1 Colin Duffy/Sam Johnston (Subaru Impreza) 0 marks,
- 2 Derek Mackarel/Muireann Hayes (Impreza) 6m,
- 3 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 11m,
- 4 Shane Dalton/Robert Howard (Subaru Impreza) 20m,
- 5 Mac Kierans/Conor Boylan (Subaru Impreza) 20m,
- 6 Aidan Sherry/Oisin Sherlock (Subaru Impreza) 28m,
- 7 Ray O'Neill/Stephen O'Neill (Subaru Impreza) 55m,
- 8 Keith McConnon/Micheal McCluskey (Impreza) 59m,
- 9 Peter Deery/David McCrudden (Impreza) 72m,
- 10 Trevor O'Callaghan/Patrick O'Leary (Impreza) 76m.

Semi-experts: 1 Mac Kierans/Conor Boylan, 2 Derek Butler/Andrew Wedlock (Toyota Starlet) 132m, 3 Ted Gaffney/Karen Gaffney (Subaru Forester) 141m.

CO MONAGHAN M C AUTOTEST AT SWAN'S CROSS, CO MONAGHAN (ROUND 9 OF HEWISON TROPHY CHAMPIONSHIP): 12th February

- 1 Steven Ferguson (Mini-Nova Special) 557.0s,
- 2 Paul Mooney (Mini-Nova Special) 559.4s,
- 3 Guy Foster (Mini Special) 576.4s,
- 4 David Thompson (Nova) 591.9s,
- 5 Ian White (Mini Special) 592.0s,
- 6 Darren Quille (Westfield) 607.6s,
- 7 Chris Grimes (Mini) 613.0s,
- 8 Tom Devaney (Westfield) 633.7s,
- 9 Norman Ferguson (Mini) 643.8s,
- 10 Liam Cashman (Westfield) 646.7s,
- 11 Paul Phelan (Mini Special) 653.9s.

Class winners: Chris Grimes, Paul Mooney, Darren Quille, David Thompson.

Club members: 1 Kieran McCarra (Starlet) 324.2s, 2 Martin Tynan (Starlet) 353.5s, 3 Ciaran Tynan (Daihatsu) 365.3s.

LEINSTER MOTOR CLUB LINCOLN AND NOLAN CUP SPORTING TRIAL AT MONEYSTOWN, ASHFORD, CO WICKLOW: 18th February

- 1 Percy Pennefather (Erskine-Suzuki) 3 marks,
- 2 Brian Conlon (Erskine-Honda) 5m,
- 3 Fergil Gregory (Erskine-Yamaha) 7m,
- 4 Gordon Graves (Erskine-Suzuki) 7m,
- 5 Morgan Evans (Mog-Honda) 10m,
- 6 Jonathan Ralph (Kilkenny-Honda) 10m,
- 7 John Alvey (Sheane VW) 12m,
- 8 Roy Stewart (Erskine-Harley Davidson) 12m,
- 9 David Meeke (BD-Opel) 12m.

GARDA SIOCHANA M C THREE ROCK TROPHY SPORTING TRIAL AT AUGHFARRELL, BRITTAS, CO DUBLIN: 4th March

- 1 Jonathan Ralph (Kilkenny-Honda) 23 marks,
- 2 Siobhan McCann (JMcVW) 26m,
- 3 Paul Staunton (VW) 27m,
- 4 Niki Potterton (Erskine-Yamaha) 28m,
- 5 John Bolton (Grasshopper VW) 29m,
- 6 Robin Taylor (VW) 30m,
- 7 Enda Byrne (VW) 32m,
- 8 David Meeke (BD-Opel) 34m.

LIMERICK M C AUTOTEST AT BARNABY TRANSPORT, NEWCASTLE WEST (ROUND 1 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 5th March

- 1 Ian White (Mini Special) 401.5s,
- 2 Don Giles (Westfield) 437.5s,
- 3 Liam Cashman (Starlet) 438.5s.

Class winners: Michael Cashman (Corsa), Cian Power (Mini Special)

**MONDELLO PARK SPORTS CLUB
RALLYCROSS AT MONDELLO PARK, CO
KILDARE (ROUND 2 OF PARTS FOR CARS
NATIONAL CHAMPIONSHIP): 5th March**
SUPER FINAL:

- 1 Derek Tohill (Ford Fiesta Mk 7) 4m 07.41s,
- 2 Noel Greene (Mitsubishi Mirage) 4m 25.78s,
- 3 Willie Coyne (Opel Corsa) 4m 27.11s,
- 4 Pearse Browne (BMW Compact),
- 5 Lloyd Spendlove (Lotus Exige).

SUPERCAR FINAL:

- 1 Derek Tohill (Ford Fiesta Mk 7) 4m 13.62s,
- 2 Noel Greene (Mitsubishi Mirage) 4m 28.21s.

MODIFIED FINAL:

- 1 Ian O'Connell (Lotus Exige) 4m 26.61s,
- 2 Willie Coyne (Opel Corsa) 4m 29.92s,
- 3 Lloyd Spendlove (Lotus Exige) 4m 37.90s,
- 4 Pdraig Leeson (Opel Corsa),
- 5 Pearse Browne (BMW Compact).

PRODUCTION FINAL:

- 1 Eoin Murray (Peugeot 106) 4m 40.59s.

RALLY CARS FINAL:

- 1 Patrick Donoghue (Peugeot 205) 4m 37.49s,
- 2 Thomas O'Rafferty (Vauxhall Nova) 4m 43.05s,
- 3 Jason Keogh (Peugeot 205) 4m 47.05s,
- 4 Mark Hayden (Ford Escort),
- 5 Patricia Denning (Peugeot 106).

FORD FIESTA ZETEC FINAL:

- 1 Alastair Kellett 5m 00.31s,
- 2 Niall Murray 5m 02.61s.

**LEINSTER MOTOR CLUB HEALY CUP
SPORTING TRIAL AT KILMURRAY,
KILMACANOGUE, CO WICKLOW: 18th March**

- 1 David Meeke (BD-Opel) 0 marks,
- 2 Alec Watkins (Watkins-Yamaha) 0m,
- 3 Gordon Graves (Erskine-Suzuki) 0m,
- 4 Morgan Evans (Mog-Honda) 0m,
- 5 John Bolton (Grasshopper VW) 0m,
- 6 Philip Hughes (Hughes-Honda) 1m,
- 7 Fergil Gregory (Erskine-Yamaha) 2m,
- 8 Gordon Watkins (Watkins-Yamaha) 3m,
- 9 Richard Meeke (BD-Opel) 3m.

**MONDELLO PARK SPORTS CLUB RACE
MEETING AT MONDELLO PARK: 19th March**
PATCH TYRE EQUIPMENT FIESTA RACE 1 (11 laps):

- 1 John Denning 15m 27.44s, 49.08 mph,
 - 2 Dave Maguire 15m 28.29s,
 - 3 Hugh Grennan 15m 29.01s,
 - 4 Rod McGovern.
- Fastest lap:* McGovern 1m 11.334s, 58.01 mph.

- PATCH TYRE EQUIPMENT FIESTA RACE 2 (13 laps):
- 1 Shane McFadden 15m 14.31s, 58.84 mph,
 - 2 Kevin Doran 15m 19.08s,
 - 3 Dave Maguire 15m 19.24s,
 - 4 Stephen Kirwan,
 - 5 Rod McGovern.

STRYKER RACE 1 (3 laps):

- 1 Alan Auerbach 3m 42.13s, 55.89 mph,
- 2 Des Bruton 3m 49.79s.

Fastest lap: Auerbach 1m 12.796s, 56.85 mph.

STRYKER RACE 2 (15 laps):

- 1 Alan Auerbach 15m 46.34s, 65.60 mph,
- 2 Des Bruton 15m 54.09s,
- 3 Dave Griffin 15m 59.83s.

Fastest lap: Auerbach 1m 02.348s, 66.38 mph.

**CO MONAGHAN M C NAVIGATION TRIAL AT
ROCKCORY, CO MONAGHAN (FINAL ROUND
OF MOTORSPORT IRELAND NATIONAL
CHAMPIONSHIP AND OF SQUEALING PIG BAR
& RESTAURANT BORDER CHAMPIONSHIP):
18th/19th March**

- 1 Mac Kierans/Conor Boylan (Impreza) 9 marks,
 - 2 Pakie Duffy/Evin Hughes (Subaru Impreza) 24m,
 - 3 Aidan Sherry/Oisin Sherlock (Subaru Impreza) 32m,
 - 4 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 33m,
 - 5 Ashley McAdoo/Laurence Keenan (Impreza) 33m,
 - 6 Mark Deery/Patrick O'Leary (Subaru Impreza) 35m.
- Semi-experts:* 1 Matt Hume/Enda Hume (Impreza) 261m.

**CORK M C QUALITY HOTELS WEST CORK
INTERNATIONAL RALLY AT CLONAKILTY:
18th/19th March**

HISTORIC RALLY:

Class winners: Todd Falvey/Peter Falvey (Porsche 911).

**500 MRCI KIRKISTOWN RACE MEETING
(ROUNDS OF MOTORSPORT IRELAND
NATIONAL CHAMPIONSHIPS): 25th March**

FORMULA FORD 1600 RACE 2 (16 laps):

- 1 Kevin O'Hara (Van Diemen RF01) 16m 28.78s, 88.07 mph,
- 2 Alan Davidson (Mondiale M89S) 16m 33.70s,
- 3 Niall Murray (Van Diemen RF01) 16m 33.79s.

GINETTA JUNIOR IRELAND RACE 1 (13 laps):

- 1 Patrick Dempsey 16m 39.72s, 70.78 mph,
- 2 Cameron Fenton 16m 45.69s,
- 3 Christopher Grimes 16m 55.55s.

GINETTA JUNIOR IRELAND RACE 2 (14 laps):

- 1 Patrick Dempsey 17m 24.87s, 72.93 mph,
- 2 Cameron Fenton 17m 44.26s,
- 3 Christopher Grimes 17m 50.70s.

2017 TDC Club Championship Regulations

Classes- there will be four

Beginners:

Drivers who competed in their first ever autotest after 1st January 2015 and have not previously won the Overall Beginners' Championship

Novices:

Graduates from the Beginner class
People with very limited competition experience as decided by the committee
Maximum of 3 years permitted as a Novice
Winning the Overall Novice Championship automatically promotes you to the Intermediate Class, the following year

Intermediates:

Graduates from the Novice class
People who have appeared in the Novice class of the TDC Club championship table in 3 or more of the last 5 years
No limit to the length of time you might compete in this class
Winning the Overall Intermediate Championship automatically promotes you to the Expert Class the following year

Experts:

Competitors who have appeared in the Semi-expert / Expert class of the TDC Club championship table in previous years
Competitors who are, or have been classed as Experts or Semi-experts in the Hewison or Northern Ireland Autotest Championships
Previous winners of the Overall Intermediate Championship

Points

Points for each event will be awarded, for each of the drivers' categories based on the positions in the overall results, as follows:

20 Points for the Winner, 19 Points for 2nd, 18 Points for 3rd, 17 Points for 4th, etc. down to 1 Point for 20th place.

Production Car Trials

Cars with Limited Slip Differentials will now feature in the results. They will, however, be penalised by 2 marks per section, on top of their actual score, to a maximum of 10 per section. Drivers of these cars can now score for the Club Championship in these rounds.

Qualifying rounds (provisional)

9th April	TDC MVAT
7th May	TDC Production Car Trial
14th May	Birr Autotest*
4th June	TDC JJ's MVAT
21st June	TDC Club Autotest*
26th July	TDC Production Car Trial
13th August	TDC Club Autotest*
27th August	TDC MVAT
15th October	TDC Club Autotest*
12th November	TDC Howard Wilde Autotest*
26th December	TDC Christmas Autosolo

Best 8 results to count out of 10 or more events held

Best 7 results to count out of 8 or 9 events held

Best 6 results to count out of 7 or less events held

*Autotest Championship

Best 4 results to count

It is not permissible to win the Premier Award in the Beginners' Autotest Championship more than once.

April Crossword

1		2			3
4	5		6		
7					

Across

1 You can eat your dinner off these clutch components (6)

4 This often accompanies stress (6)

7 Judicious use of this control can help you to avoid fines for speeding (6)

Down

1 Used in races for running repairs, wheel changes and refuelling (4)

2 Golden internet code for a southern hemisphere country (2)

3 Undoes nuts and bolts (7)

5 This can be a "J", a "U", a "No Right" amongst others (4)

6 A Latin bird has cars for hire (4)

February Solution

L	E	N	G	T	H
A		O			O
M					R
P	I	S	T	O	N
	N		I		E
A	C	C	E	N	T
	H		S		S

April Fools' Fun Run

Sunday 2nd April

10:30 am



Stepaside Golf Centre & Driving Range

A motoring memories' meander in whatever car you choose to bring along.

Larry Mooney (0872574867) and Philip O'Reilly (0872686333) can tell you as much as they want you to know about it.

Multi-Venue AutoTest



Sunday, 9th April
Holfeld's, Arklow

Courtesy of
Joe Reynolds

Sunday, 7th May
Kilteel



Production Car Trial

APPRECIATION

DES CULLEN

Legendary Irish motor trader and racing driver Des Cullen passed away in January after a short illness. Born near Taghmon, Co Wexford in 1931 his first introduction to motor racing came as a toddler when the family went to the races on Duncannon strand. Owning a farm and a small mill the Cullens were able to run a Rover and then a Vulcan car both of which were laid up during the Emergency and became a source of amusement and education for Des and his elder brother Jim. The family moved to Dublin later in the 1940s where Des got his first job with Buckleys Car Accessories. He soon saved for a BSA Bantam motorbike and then traded it for a DOT modified to run on methanol at 15 to 1 compression. At £3 per gallon it was expensive to run but Des loved the speed! Within a few years he had moved on to a 500cc Rudge which was used for racing, scrambling and hillclimbs. Winning the Dunlop Cup in the Curragh and setting a lap record in the Phoenix Park, Des quickly earned a reputation as a great all-round competitor on motor bikes.

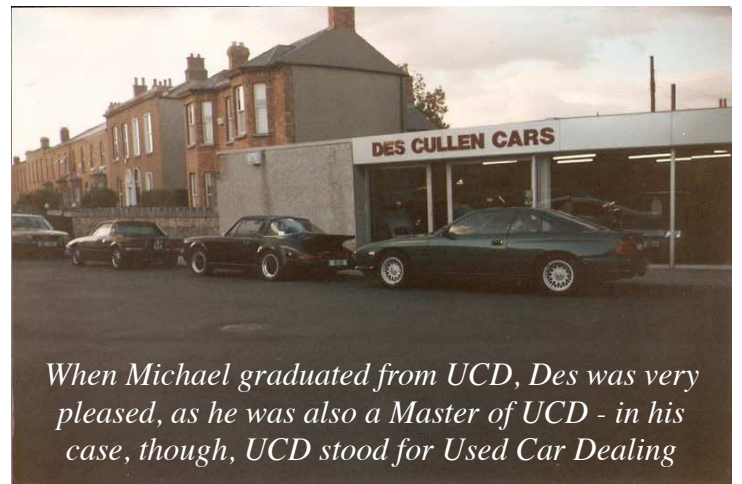
By 1956 Des had moved to work for motorcycle racer, Reg Armstrong who had a growing business importing, assembling and distributing Honda, Opel and NSU cars from his Ringsend base. The little NSU Prinz was seen as an economy car with a twin cylinder engine in the rear but the TT versions had a class leading 70bhp and Reg offered one to Des to promote through motorsport. With brother Jim navigating, Des



clocked up a huge series of rally awards in NSUs including an overall win in the 1959 Cork 20 Rally and the Circuit of Munster, 2nd overall to Billy Coleman in Wexford and class wins in the 1961 and 1966 Circuits

of Ireland. He was a regular front runner in the Hewison, when it was more of a multi-venue than an out-and-out autotest championship, narrowly losing the championship to Shea Griffin and the Vard brothers on a number of occasions. He was on the Ken Wharton Team for 7 years. In circuit racing he won the 1961 Holmpatrick Trophy in Dunboyne with his own Austin-Healy Sprite fitted with an aerodynamic Lenham bonnet. Later in the 60s he raced Opel Kadetts from the Armstrong stable and he had an unlikely win over Larry Mooney's Beetle in a tiny 600cc Honda saloon in the Phoenix Park.

On a weekend away in Ballybunion with friends Des Bradley and Brian Foley he met his future wife Colette. For over 40 years she, and children Michael, Pauline and Annmarie were by his side in business, at races and at hillclimbs across the country. In the 1970s Des set up his own car wholesaling business, 'Wheelspin' in Rathmines. Although he was buying and selling cars 'by the square yard' he retained his love of sports cars and E-type Jaguars in particular. Business prospered as Des moved into retailing and was one of the few in Dublin willing to buy and sell performance cars as well as more mundane machinery. In the days before Instagram, if you wanted to see an exotic car in Dublin, Des Cullen Cars was the



When Michael graduated from UCD, Des was very pleased, as he was also a Master of UCD - in his case, though, UCD stood for Used Car Dealing

place to go. Spotty students were as welcome to view them as well-heeled prospective buyers. Eventually Des assembled his dream collection of 'keepers', an E-type roadster, a Maserati Bora and a Ferrari Dino, all immaculate, low mileage Irish cars. Sadly, all had to be sold at knock down prices when he, and many celebrities, were defrauded by a crooked accountant in the 1980s.



Des continued to race and hillclimb, running an RS2000, a Fiat 128 3p and an Opel Kadett SR in Production Saloons before moving to Fiat Ritmos and



Unos in the 1990s. He raced for fun with his skill behind the wheel only being counterbalanced by his total lack of mechanical skill. Thus he usually only appeared in front of the organisers when collecting an award. The couple of exceptions to this were memorable. Forced to start from the back of the grid in a Fiat race in the Phoenix Park in 1990, he launched his Ritmo along the hard shoulder almost before the national flag on a "cherry picker" at the startline had moved. By the time it had dropped he was in with the front row. He emerged from meeting the C-o-C later with a sly grin and a wink having gained almost 30 places while knowing that the jump start penalty was

only the standard 10 seconds. Another conundrum arose during the first 24-Hour 2CV race in Mondello where Des decided to tuck away some food supplies in the Citroen in case he got peckish during one of the long night-driving stints. The stewards were woken and the black flag deployed when he was spotted munching on an apple as he headed along the main straight. It was decided that eating while racing was some sort of offence but it took some head scratching to clarify exactly which one...

Des was a tough and shrewd racer but one of the old school who was loath to mark a car. There were also two hair-raising exceptions to this. In Mondello in 1982, Alan Murray's Alfasud nudged his Kadett into a dramatic high speed barrel-roll along the pit-wall armco. While a young Ayrton Senna won the feature race that Sunday, it was Des's crash which made the Six O'Clock news. Fifteen years later his Ritmo was pushed off into a tree in Phoenix Park at high speed. The rest of the field circulated behind a pace car for three laps until the marshals managed to cut Des free. He was able to walk away unscathed, saved by a Kevlar seat taken from a British Touring Car costing more, he reckoned, than the rest of the Ritmo. Undeterred, he continued racing in Historics for a few more years by which time his attic was filled with the more than 1,000 trophies he had won in the previous half century. By that time Michael was competing in the Ferrari F360 Challenge in Europe and Des became an enthusiastic spectator at the events.

The Irish Times chose a photo of Des affixing the first '00' plate to a car for the front page at the start of the new millennium and he featured in a Lotto ad as an elderly farmer who had replaced his tractor with a Lamborghini. When his smile filled the screen at the end it wasn't the thoughts of the Lotto win but Des chuckling at the efforts of the film crew to keep a hay trailer attached to the back of the Countach. While he began to wind down the business Des continued to have a reputation as the go-to man for anyone wanting to source the most desirable exotics and in 2004 he was clocked at 164mph demonstrating a Ferrari Enzo at the Phoenix Park Races.

With Colette passing away in 2005, Des increasingly filled his time with vintage events, teaming up with brother Jim again to win the 2006 Gordon Bennett Rally in a Riley Nine. Through their shared love of vintage cars he met Angela Cavey McGurk and



they became regular attendees at many car shows. Both always immaculately dressed for the occasion and they were equally at home at a glamorous ball or heading off in Des's Austin-Healey 100 with the hood permanently down. Despite life's setbacks and

advancing years he was never one to worry, and his ability to talk excitedly, but knowledgeably, about any sports car gave him an attitude more akin to 16 years old than 86. Whether it was the problems of wheels falling off Berkeleys in the 50s to the perils of setting launch control in your supercar without checking first if the pop star in front had set his, Des had a funny story to tell about anything and everything with an engine. At his funeral in Foxrock an Irish assembled 1950s Chevrolet stood guard at one side of the church and a new Ferrari California, carrying Des Cullen Cars trade plates, stood at the other side, bookmarking the career of one of the most loved characters in Irish motoring, as the chequered flag was brought down for one last time.

Brendan McCoy



SNIPPET



Craig O'Rourke and his friend, Ronan O'Neill, both from the Blessington area, took part in the Mongol Rally last summer. The event was a 15,000 km spin across the mountains, desert and steppe of Europe and Asia. There was no back-up, no support and no set route. The regs were pretty straightforward - only small cars permitted and at least €1,000 raised for charity. (They ended up raising over €8,000 - well done lads). Their mount was a Starlet picked up on Done Deal for €500. Starlet savant, Declan Hendrick and others made sure that

the car was ready for the rigours ahead.

The 'Straight Sideways' team, as they styled themselves, left Dublin on July 16 for the start in London and finished on Thursday, August 11. They were driving for about 228 hours altogether. Their charity was Aoibheann's Pink Tie foundation, which provides aid for children with cancer.



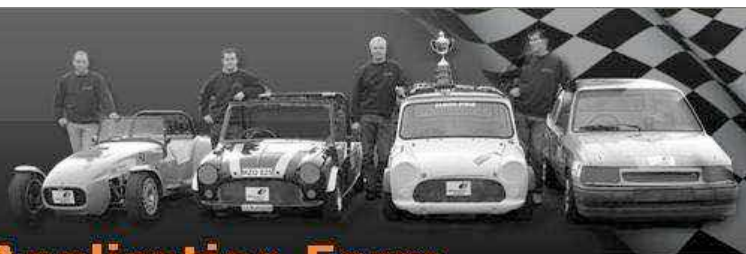
When the pair set out, they didn't know what to expect, but Craig said they were pleasantly surprised at how helpful everyone was along the way. "It was a massive eyeopener to discover how friendly people can be. People in places like Kazakhstan, Turkmenistan and Iran were very welcoming.

"It wasn't all plain sailing as some of the roads weren't of the highest standard. Driving through Mongolia was a little bit like driving through the Wicklow Mountains, minus the roads. It was rough going at times, but the Starlet never let us down."

Craig and Ronan had travelled through 16 countries. They were the sixth team to finish and the first Irish team. As they were in that part of the world they took in a small break in Siberia before jetting home. If Craig was a bit older I would suspect an element of mid-life crisis about the venture. He has recently celebrated his 30th birthday so maybe, as is the way of the world these days, mid-life crises happen earlier than heretofore.



TDC IRELAND TRIALS DRIVERS CLUB



Membership Application Form

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

Full Name: _____

Address: _____

Town: _____

County: _____

Tel: (H) _____ (W) _____

(M) _____ (Fax) _____

Email: _____ @ _____

Date of birth: ____/____/____

Membership Number if renewal: _____

For official use only

Web

Fee received € _____

Method & Date Rcvd _____

Membership No _____

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

Classic Retrospective Trials ☐

Multi-Venue Autotesting ☐

Autotesting ☐

Marshalling ☐

Other ☐

Important Notice:

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

List of Vehicles:

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

I wish to apply for membership of **Trials Drivers Club** for 12 months from 1st January and agree to abide by the Rules of the said Club.

I declare that I shall not drive any part of a competition which takes place on the public roads unless I hold a valid motor vehicle driving licence. I am acquainted with and agree to be bound by the General Regulations of Motorsport Ireland.

Signed:-

Date: ____/____/____

Cheques should be payable to **Trials Drivers Club Ltd**, and crossed 'A/c Payee'. The membership year is from 1st January to 31st December. Membership may commence from the beginning of December to cover the following year. Please return this form together with membership fee to:

Membership Fee: €20

philiporeilly@live.com

0872686333

Philip O'Reilly
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Enniskerry Road
Dublin 18