

TDC Turbine



An intermittent missive of random rants, reports & reviews

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August 2017



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Presidential Platitudes

The burning motorsport question at the moment is insurance. It is disappointing that the grassroots level at which we operate is having to subsidise those at the more expensive end of the spectrum. However, considering the situation overall, for the sport to thrive, all of its disciplines need to be functioning well. We just have to accept it and get on with it.

Insurance seems to be a business where they happily accept your premium but, if you claim the concept seems to catch them unawares and they have great difficulty coming to terms with the fact that you are entitled to some recompense. It might be more helpful if we vented our spleens in the direction of the insurance industry behemoth rather than the easier target that is Motorsport Ireland.

After the disappointment of losing Mark's MVAT in Mondello at the beginning of the year, subsequent events have been well supported, smoothly run and well received. There are still lots to come. Let's make them as enjoyable as those thus far.

We are lucky to have such have an easy-going (on the surface at least!) bunch of people involved in our events which, I think, makes a day out with TDC something to look forward to not merely for the motorsport element.



Frank

It struck me when putting this issue together that it must be getting close to the fiftieth one. I counted them up so far. The first one was in February 2009 and subsequent ones have appeared every two months since. Do I need to begin preparations for this significant milestone?



Editor



Sam Briggs was clicking between burgers and Brendan McCoy between/during (Tsk!Tsk!) observations on the PCT to supplement the usual snappers, Peter Boyd & Anne Doran

COVER PHOTOS

Eamonn Byrne finds himself behind bars on the Laharna Lanes captured by the lens of Adrian Hanna.
On the same event, Mark FitzSimon & Nicky Sparks compare notes.

*The Club offers its condolences to Ciarán Nutty and his family on the death of his mother-in-law, Gillian Meredith in Wales in June.
Also, to the Sparks family, dad Cecil and children Fiona, Andrew & Nick whose wife/mum died after a short illness on 16th June.*



Another couple of gems from Brendan McCoy -

Two photos taken by Stephen Mills on the 1967 Circuit of Ireland of a couple of still active TDC members - Frank Fennell & David Yeates in the NSU, and Larry Mooney in the Beetle. This Beetle is special as it is the only large saloon to have won a Hewison round outright. Larry beat Dermot Carnegie in the last round of the 66/67 Championship. (Dermot was not driving his usual Cooper S but his wife, Iris's Riley Elf - the Cooper S was off being prepared for the "Circuit".)

The entry fee was 27 guineas - perhaps Robert Bolton can explain the currency to younger members ...



Sunday, 4th June, saw fans of multivenue autotesting heading to Avoca River Park in Arklow, Co. Wicklow, for the TDC Avoca River Trial, thanks to the generosity of Ed Holfeld. Indeed, both Ed and brother, Helmut were seen early in the day causing one to wonder how a Mustang, a 911 or even a circuit racing BMW E30 M3 would fare on the tests!

The day was warm and bright but we all knew what to expect thanks to the TDC equivalent of Evelyn Cusack or Martin King, MX5 supremo Piers MacFheorais who had



been posting weather updates in the preceding days on the TDC forum. As predicted it was a peach of a day for the main action. However a brief shower later on kept those involved in the tidy-up cool!

Sign-on was easily the most streamlined affair ever, expertly presided over by Trish Wojnar and Ian McCulloch with John Boyd (L), Felix (R) and C-o-C, Larry Mooney



working away behind the scenes



administratively later on and for the rest of the day. In the pic, he is returning Aoife Ryan's number deposit. Tim was busy gathering his troops, or marshals as we know them, and schooling them with the enthusiasm of a drill sergeant. He also managed a quick (I use the word



advisedly) tour of the tests.

I set off on a more sedate tour with Piers in advance of our upcoming outing in the Lee Lucas Trial. It would have taken too long to actually walk them. We soon came upon Andrew Boland whose lovely



MX5 had suffered coil failure but a quick phone call had his other half searching the garage and en route with a replacement.

Test one was similar to previous incarnations, featuring a tricky to remember crescent of cones, in the shadow of Shelton Abbey (the "open" prison of which I'm sure Frank Lenehan is a great



fan). Finish marshals Kevin and Laura Fagan were not shy to offer, as always, a critique of your performance....

Test two was also similar to previous events nestling amongst tyre walls. Our host this time was genial Geoff Long who had brought



his beautifully patinated BMW 2002 which in typical Geoff fashion positively purred mechanically. Ron Corry was hiding amongst the tyres



in his frog-eyed Sprite to pick up any misdemeanours.

Test three was down by the woodshed and was all go from the start with a demanding wiggle-wobble. Our hosts here were the Phillips family and one was able to catch up on the latest from the IOM TT both from Damo and from Manx Radio playing on their stereo. Nick Sparks always had a warm greeting and words of much needed encouragement at the finish line.

Test four was a great combination of loose on the lower level leading up to the tarmac of the old railway siding. Speedy and Anne Doran got some great shots on this one. The jovial Ciaran Freeney was starting us here with the inimitable Peter Lynch serving up constructive criticism with your times at the finish line.

Ciaran Nutty's Test five brought you speedily downhill and into a yard beside an office block where Mark FitzSimon was guarding a line and then into a



moss-covered yard which had all the grip of a skating rink on the first couple of laps. Stephen Butler (R) was waiting with your time and William Kelly an audit at the end of this one.

Larry delivered his briefing and a minute's silence was held for Stuart Cosgrave who had passed away the previous day. There is an appreciation of Stuart elsewhere in this Turbine but any of us who have enjoyed racing in Mondello Park or an evening of Karting in Kylemore owe him a debt of gratitude. Stuart was also very involved in motor clubs such as Leinster, where he had been president and The Dunboyne Motor Club amongst others.

As is usual these days competitors were grouped to start at different tests. As a result there were no big queues all day. The Nook timing devices were again in use and seemed to work very well.

An interesting addition to the entry was John O'Reilly (top right) in a Toyota MR2 that had been prepped by Christopher Evans and is co-owned by him. This showed great promise and John seemed to be having fun on his way to 13th place.



Retro cars were represented by Mark Walsh's Escort, brother Matt's

Speaking of the lunch break Equipe Evans had their trailer converted into a dining-room complete with Sparco chairs while the rest of us enjoyed the sunshine and banter al fresco. (*Did they have a complementary epicurean extravaganza or did they avail of the burger van fare like the rest of the proletariat? - Ed.*) I spotted mudplugger Morgan Evans, fresh from his outing in the Kiltel PCT,



MGBGT and James Mansfield's



Mini (seen here in consultation with Damien Doran's Starlet).

All too soon Brian Kingston's constantly evolving Ignis was seen sitting forlornly beside Test one. Word spread that a driveshaft had given up the struggle but, not one to be beaten, Brian tore off to south Dublin to retrieve a spare shaft and returned at lunchtime with a replacement. This didn't go quite as planned and required the deft touch of Declan Hendrick's cordless grinder before it could be fitted. Brian then headed off to complete his remaining laps and record a personal best fifth overall!



checking out the cars with a view to joining the fun in the near future. Also checking out the action was my endurance rallying chauffeur Kevin O'Rourke who had brought

son-in-law to be, Paul Sealy, with him. Hopefully Paul will be out for the next event.

By mid-afternoon it was time to start the tidy-up of cones, pylons and plastic barriers led by Frank Lenehan whose energy seems to know no bounds. It's easy to see why TDC are welcome back here with the precision and neatness that Frank demands to ensure we "leave it as we find it."

By now the results team had crunched the numbers. The stats will say there were 41 starters and only one non-finisher. Craig MacWilliam's glorious sounding



Ronnie seems to be running with Dave O'Neill's number here - I trust penalties were not inappropriately applied

All in all a great day out and the only mystery is why more people aren't joining in the fun ... Spread the word folks, motorsport just doesn't come as cheap, as well organised or provide as much merriment as this!

Dave



MX5 fell foul of a broken throttle butterfly, rather surprising really as said component, and driver for that matter, operates on a binary basis, only knowing closed or fully open ... Zoe Briggs was best lady beating Aoife Ryan and Susan



Zoe & Susan

Briggs. Christopher Evans came out on top in his rapid MX5, Damien Doran was the best Starlet in 2nd, Mark Doran had a great drive to 3rd in his MX5 followed by The Rocket in 4th who as usual provided great entertainment both with his driving and his antics during the results !



Anthony Freeney



Dave Campion



Colin Sheridan



Mick Kehoe



Stephen Briggs



Mark Walsh

Philip O'Reilly & Richard Meeke



John McAssey



Linda Dempsey

RESULTS

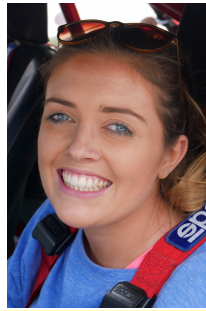
- 1 Christopher Evans (MX5) 1594s,
- 2 Damien Doran (Starlet) 1631s,
- 3 Mark Doran (Mazda MX5) 1631s,
- 4 Ronnie Griffin (Starlet) 1632s,
- 5 Brian Kingston (Ignis) 1654s,
- 6 Frank Lenehan (Starlet) 1660s,
- 7 John McAssey (Starlet) 1667s,
- 8 Richard Meeke (MX5) 1679s,
- 9 Piers MacFheorais (MX5) 1681s,
- 10 Philip O'Reilly (Starlet) 1688s.

Class winners: Damien Doran, Colin Sheridan (Starlet) 1798s, Brian Kingston, Mark Doran, Mark Walsh (Escort) 1785s, *Ladies Award:* Zoe Briggs (Mazda MX5) 1951s.

TDC Turbine



Quite a bit of finger pointing going on here. Only Declan Hendrick (L) and Dave McAulay identifiable



Helen Caulfield



Conor Clarke



Ian McCulloch delivers a late breakfast to a fluorescent Glyn Walker



Two son/father combinations
Luke & Finbar O'Neill (above)
David & Seán Fitzpatrick



Alan Shinnors



Maurice McMonagle



James Doran assesses proceedings in his MI Steward role



Jumping John Nolan

SNIPPET



It is now a year since we took possession of our defibrillator thanks to our generous benefactor from north of the border. I am taking this opportunity to remind everybody about its existence and that it can be found at the sign-on/results location during events should it need to be deployed.

ADC Lee Lucas Classic Trial

17th June

Friday evening I got the call. Eamonn needs a navigator for tomorrow, the Lee Lucas Classic Trial. I rang Eamonn, we had a chat and agreed that I'd see him at 5:15am. It was an autotest as opposed to a Targa Rally which I am more used to, but less pressure on the navigator, Unlike the Targa Rallies you get to walk the tests before you drive them so you know what to expect. I checked the website - last year's winner Eamonn Byrne. Checked the seeded entry list for this year - seeded number one so no pressure!

We arrived at the Glenavon Hotel HQ in Cookstown at around 8:15am in time for scrutiny. There we met the usual suspects who had made the journey north as well - Eddie Peterson & Kevin Fagan, Frank Lenahan & Tim Faulkner, Piers MacFheorais & Dave



Cathal & Maurice



Zoe & Stephen



Eddie & Kevin



Frank & Tim



Mark & Joe



James & Tim



Piers & Dave

McAulay, Cathal O'Carroll & Maurice McMonagle, Zoe & Stephen Briggs, Mark & Joe Doran, James Mansfield & Tim Canniffe and the Walsh brothers Matt and Mark. (There was another southern crew, Anthony Devine & William Nolan - Ed.)

Matt & Mark



Anthony & William



We did scrutiny, signed on, collected the paperwork and had breakfast. I opened the paperwork and found the road book and test diagrams. Looked OK - 4 tests, 3 times, in the morning: 4 different tests, 3 times, in the afternoon.

Our start time arrived and off we headed for the first test, Loughry College just outside Cookstown. We walked the test, surveyed it, discussed it with other competitors and then it was time to go. Running at the head of the field adds another dimension which Eamonn is more used to. Normally I get to see someone else do it first but in this case, we were the someone else. We waited on the start line, countdown 5, 4, 3, 2, 1, GO and suddenly we were flying down a lane zigzagging through pylons to a slight right around a pylon then sharp 90 left. I was amazed. The car just changed direction instantly. One second you were going one way, the next second you were going another. We carried on across the finish line got our time and then immediately it was normal, relaxed as if nothing had happened. We carried on to the next test and again the same thing. I

was really enjoying it. We kept going, did our 3 laps so went into lunch 12 tests down with no mistakes.

After lunch it was more or less the same routine, except that the last test was blind, i.e. you didn't get to walk it. Just like the Targas you are supplied with a hand drawn map which gives you an idea of what's there, chicanes pylons and corners, but no idea of the terrain or where the obstacles are exactly - the scales aren't too consistent either. As a navigator you try to call these as best you can from the diagram but at best it's a rough indication. We shot off up the lane around the first 90 left then through a chicane to what was shown as a 90 left. I called it as the next thing, then I saw it so called 90 left again, he's still accelerating - 90 LEFT, he's still going - 90 LEFT, can he not see it? Suddenly, I thought, far too late we're braking, down to second, to first a quick jab of handbrake and we're round the corner, not too late at all!

During the afternoon I began to realise that we were doing well. It wasn't necessarily that we were setting fastest times, although we were well up there, it was the consistency and lack of mistakes. We finished the last test and headed back, loaded the trailer and went into the hotel. Results up - first overall. I've never had a first overall. I was delighted, even if it was just for sitting in the passenger seat of the winning car! We waited for the prizegiving, Eamonn kindly passed the speech making duties to me, something I wasn't expecting but managed to thank most of the right people.

Altogether a great event very well run by the Autotest Drivers Club with a good friendly atmosphere. I have to thank Eamonn for a very enjoyable day out and a thrilling experience in the passenger seat.

Mark



RESULTS

1 Eamonn Byrne / Mark FitzSimon (Starlet)	1690.8
2 Eric Patterson / Raymond Donaldson (MX5)	1723.8
3 Robert Woodside (Jnr) / Bruce Drummond (Toyota MR2)	1724.1
4 Eddie Peterson / Kevin Fagan (Starlet)	1728.7
5 Norman Ferguson / Gavin Nicholl (Mini)	1739.5
6 Damien Mooney / Kevin McKinless (Saxo)	1751.8
7 Piers MacFheorais / Dave McAulay (MX5)	1752.9
8 Mark Doran / Joe Doran (MX5)	1758.8

P.S. There seems to have been an awful lot of red cars - Ed

TDC Turbine



Eamonn & Mark



Eric & Raymond



Robert & Bruce (L) - the MR2 has obviously brushed at least one pylon or maybe something a bit more substantial



Norman & Gavin



Mark's (R) moment of glory with Eamonn and Mark King

Committee Notes

Resumé of proceedings at committee meetings Jun, Jul 2017

- Off-road buggy outing still under investigation.
- New timers worked even better this time - car no. input was embraced seamlessly by the timekeepers. Whole event ran like clockwork. This doesn't happen by accident. All involved in the organisation were commended.
- The FWD ≤ 1400 class was so big in Holfeld's that it was split in two, somewhat contrarily - Experts/Intermediates and Novices/Beginners. This split will be applied when considered appropriate in other events.
- The Test layouts were revised for the 4th June MVAT. More radical revisions are planned for the 27th August edition.
- The "Woodside Wednesday" event was as good a night as it has ever been.
- A couple of Club members will be involved in autotest demos at the Gowran Festival of Speed over the weekend of 15th/16th July.
- Club Championship table continues to be maintained with super-efficiency by Stephen Briggs.
- Further to the MI Insurance premium predicament, a letter prompted by Stephen's attendance at a crisis meeting in Athlone seems to have had little influence on the strategy that has been adopted. (Details are on the MI website.) This was not very well received by the committee but in order for the sport to survive something had to be done. The licence fee increase for our "basic" ones was considered to be just about bearable, given the circumstances.
- Date applications for 2018 were discussed. Adjustments to take Bank Holidays into consideration were made. Also, a Club Autotest in early March was added.

SNIPPETS



Alan Auerbach continues
Jacob's indoctrination



Larry Mooney presents cheques for €600 each, from the
April Fools' Fun Run, to John Lynch (L) of Vincent de Paul
and Conor Hickey of Crosscare.



Dermot Carnegie and Paul Bosdet avoided the scenery and the shops respectively to come out on top in the *Three Castles Trophy* at the beginning of June. In second place, were the similarly mounted Mark & Sue Godfrey.



Photograph: Duncan Littler

**Sunday, 13th August - Club Autotest,
Earthmover Plant Rentals (formerly HSS), Rathcoole**
**Sunday, 27th August - Avoca River Trial MVAT,
Holfeld's, Arklow**

A Midsummer Test Fest

James Pringle, more usually known as Jimmy Jumper, was a very popular member of the Club and a very talented driver who was remembered on Wednesday 21st June at the Club Autotest at Woodside, Sandyford. Many of today's younger members won't have had the pleasure of knowing Jimmy but all will have seen him – that's him, standing beside his Nova in the photo heading on the Club's website homepage admiring the Ken Wharton International Autotest Trophy he had helped the Irish team win several times in the nineties and noughties. In fact he and the same teammates pictured - Simon Echlin, Eddie Peterson and Eamonn Byrne with Jimmy - had the distinction of being the only same four member team ever to win a hat trick of Ken Whartons. To refresh older members' memories, the three years in question were 2005, 2006 and 2007 (facts courtesy of club historian, Felix). You're not forgotten Jimmy.

Chatting to Club stalwart and Hon. Treasurer, Timmy Faulkner (seen here on the right, chatting to Bill White while Eoin O'Curry gets on with the job) before



the event began, he remarked upon the volume of cars parked up in the farmyard, a disproportionate number being Toyota Starlets. 'Look at that', he says, 'a whole flock of them!' So now you know what an assemblage of those things should be called. (*Might murmuration be a better collective noun than flock? On the other hand, it may be a touch pretentious for what is essentially a modest motor - Ed*)

End of reminiscence and history lesson.



Midsummer Autotest – Richard Meeke (in one of the large assembled flock) flew out of the starting trap on the first test into a lead he'd never surrender and finished all of 2.2 seconds ahead of John Nolan (in another of the flock) after nine tests.

Mark Doran rested both his Escort Mexico and his Locost (or is that a joint venture with dad, Joe?) to give his MX5



Mark

(another joint venture?) a run and which he pedalled to a well-deserved third place counting more 'best-on-test'



Joe

times than anyone else – three. John McAssey posted some very consistent times to finish next, just ahead of Niall Murray who showcased his ability by winning the Intermediate class by some distance and recording six 'best in class' times along the way. And leaving a large



Niall

number of experts (past and present) in his dust - they know who they are. Both John and Niall were piloting more members of the flock.

Propping up the Experts was Andrew O'Donohoe in his "new" VW Beach Buggy which daughter Jessica is here trying for size. Unfortunately, it was a bit spluttery and wouldn't go as fast as it sounded - until Uncle Peter (Lynch)





gave it a lash and shaved almost ten seconds off A's first effort. The variety of motor was very welcome!

Following Niall in the Intermediate class were Brian (on fire) Kingston (on the right above, tidying up afterwards with Mick Kehoe) in his incandescent Ignis and Stephen Briggs in his MX5 which he shared with the next generation of his family – daughter Zoe (Stephen's



sister Susan, who was having a night



off from sewing shirts for sailors, steered a flock member in which she fortunately finished before sharing it with Owen Murray when it promptly broke – not Owen's fault; definitely not....)

The Novice class was well supported and in which Karl Grehan



in yet another of the flock triumphed over Mark Walsh in an MX5 by a bit more than one second thanks mainly to Karl learning (and remembering) the tests. Mark succumbed to mal-de-memory on one test and suffered a fail. He was also getting used to the car which Piers MacFheorais,

after a rush of blood to the head, had agreed to share with him. Colin



Sheridan (in another of the flock) and Mark's brother Matt (yes, yet



another) were next in line in the Novices followed by Zoe Briggs.

Sustenance for competitors and marshals was provided via the seasonal barbeque which was once again manned/girled by the Phillips family, daddy Damian acting as a very efficient mobile waiter delivering much appreciated refreshment to the marshals as they toiled – accompanied by a variety of sauces and (non-alcoholic) liquids! Very many thanks to all the family.

Thanks also, as ever, to Club President, Frank Lenehan for making the venue available once again. The amount of time and effort that has to





be put in to clear the farmyard of a variety of vehicles, implements, animals and other impediments to enable the event take place should not be underestimated. Frank has been known in the past to show all

other competitors the way to go around his yards, laneways and driveway to win the event outright (he still insists that he never practices) but this year he went easy with his right foot and only posted

two best overall on test times. Still not bad for an owl fella.

Until next time.

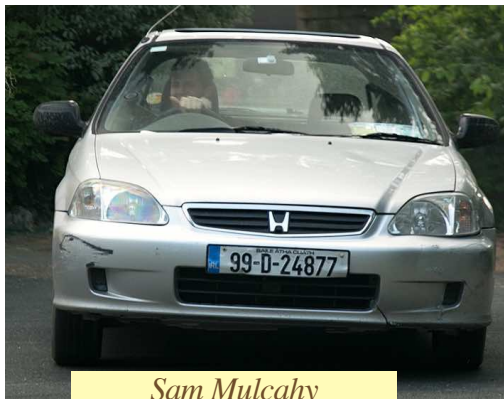
ARBY



RESULTS

1 Richard Meeke (Starlet)	433.4s
2 John Nolan (Starlet)	435.6s
3 Mark Doran (MX5)	442.5s
4 John McAssey (Starlet)	450.5s
5 Niall Murray (Starlet)	453.1s
6 Piers MacFheorais (MX5)	454.4s
7 Philip O'Reilly (Starlet)	461.5s
8 Frank Lenehan (Starlet)	467.4s
9 Brian Kingston (Ignis)	470.6s
10 Dave Meeke (Starlet)	481.9s

Class winners: John Nolan, Niall Murray, Karl Grehan (Starlet) 543.9s, Thomas Crowe (Starlet) 579.3s, *Ladies Award:* Zoe Briggs



Sam Mulcahy



Chris Byrne, but who is hiding in the bushes?



Thomas Crowe



Eric Byrne



Anthony Freaney



Danny O'Donohoe with John McAssey lurking in the background



Declan Hendrick



Aoife Ryan

QUIZ August Questions

It's quite straightforward this time for the first five - just identify these "blasts from the past".



6 Whose immaculate engine bay is this?



7 Who needs some help with photographic basics?
Step 1. Remove the lens cover



8 Whose stricken car is this? It is pictured in full health elsewhere in this issue.



9 Who needs to practise his parking technique?

Answers to valianmcculloch@gmail.com

NUCC, supported by TOC Utilities, ran a very well received event. There were three laps of five tests, three on the gravel tracks of Garvagh Forest and two testier, without being overly so, ones in a potato factory and a steelyard. The route was compact and, while there were some queues at tests, there were no significant delays. The average speed reducers were “stop-astrides” and “stop-boxes”. A couple of the latter required a five second wait before proceeding. On one, the competitors had to do their own count and hope their delay was to the satisfaction of the marshal who was behind the stopped car. On the other, the marshal blew his horn to give the go-ahead. The consensus was that these pace limiting strategies favoured those cars best able to put the power down. Whatever, Christopher



Evans & Kevin Fagan won out by just eight seconds from Paul Mooney & Mark Bell. Driving ability might



also have been a factor. Completing the top three was the always competitive pair, Eric Patterson & Raymond



Donaldson.

Robert Whelan and dad, John, had a great run to sixth. I'm not sure how the seeding is done or, indeed, how significant it is but maybe Robert should be starting



further up the order. He just pipped Eamonn Byrne & Joanna Lenehan by a single second.

In tenth was Dermot Carnegie with Ronnie



Griffin for company. They did change places for one test. The fact that who was quicker did not feature on the RTE six o'clock News is sufficient evidence to suggest that Dermot prevailed.

John Nolan & Aoife Ryan might also be worthy of a seeding promotion - they were fifteenth.



Third to twentieth were covered by just over a minute and a half, so it was all very tight. John O'Reilly had



Mark FitzSimon alongside for the first time. Gravel mileage was another novelty for John. They were eighteenth, just ahead of Peter Faulkner & Philip Hogg



and behind Frank Lenehan & Tim Faulkner. This was Peter's best run for a while.

Tim led a convoy south after the event. He relies on his friend Mary (his SatNav) for these mundane journeys but, when he nodded off en route, Mary decided that it would be best to go west of Lough Neagh which wasn't as sympathetic a choice for trailer



Frank & Tim

towers as the more main road alternative through Belfast. His fellow travellers duly delivered some verbal retribution when they stopped for something to eat in Monasterboice on the way home. At FL's behest Mary is being re-christened TTFTOTW. (Please consult the internet for an interpretation if you don't know it already or haven't been able to work it out for yourself.)

Editor (in conversation with Tim Faulkner)



RESULTS

1 Christopher Evans / Kevin Fagan (MX5)	24:25
2 Paul Mooney / Mark Bell (Nova)	24:33
3 Eric Patterson / Raymond Donaldson (MX5)	24:52
4 Damien Mooney / Tony Anderson (Saxo)	25:04
5 Matthew Mason / Ben McKee (Micra)	25:09
6 Robert Whelan / John Whelan (Starlet)	25:11
7 Eamonn Byrne / Mark FitzSimon (Starlet)	25:12

SNIPPET

FF had a significant birthday in June. To mark the occasion there was some carousing in Cloragh Lodge. Those in attendance were tight-lipped regarding the revelry but one of the guests, photographer and co-driver of note, Frank Scanlon issued the press release below afterwards.



ROBOT RAVAGES RATHFARNHAM RESIDENCE!

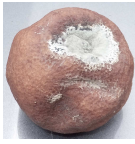


In a strange occurrence in the Dublin mountains recently, a robot lawn mower destroyed the West Wing of a period residence and escaped through the very high, electric gates after causing all the damage. Gardai have warned locals to tread with care until this errant machine has been found.

Frank Fennell – famous photographer and rally driver – borrowed the **Robomow RC308** from a friend to see if it would make gardening easier for the now 70-year old speed king. Despite a warning from robot expert – Denise Phelan – that the programming would not match his garden, he set the robot in motion and left for a chair auction. On his return, the West Wing of the house was gone and only a snail's trail down the extended gravel drive showed where the robot had escaped having wreaked total havoc.



There is no prescribed reversing in Targa/Lanes Rallies - just the inadvertent variety. Nonetheless I will begin this treatise at the end - indeed, beyond the end. Having arrived home courtesy of the highly regarded (despite his deviating from the intended route earlier in the day - see cover) Eamonn Byrne, I unpacked my paraphernalia. Lo and behold, from the bottom of one of the bags emerged a sad, wizened mandarin orange covered in splodges of mould - the most memorable outcome of the day had occurred. The Mystery of the Mandarin Orange had been solved. The other significant result was Piers MacFheorais's

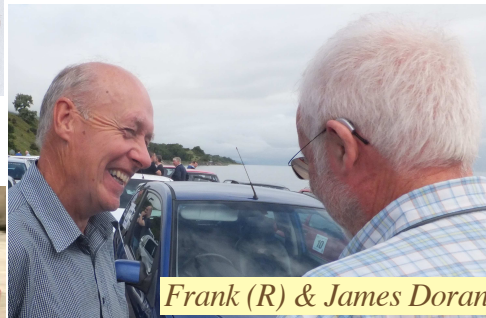


placing on his first visit to the Laharna Lanes. I don't include my name alongside Piers's as the tests were relatively easy to follow and required minimal input from me.

To continue backwards (sort of), Piers headed off as soon as we were finished. He, as were others in the contingent from the south, was doing the Birr MC MVAT the following day. The clutch had been becoming increasingly "draggy" as the day had gone on and he was keen to get home to change it. I stayed on just in case we might win a prize - we had been reasonably "up the page" on the interim results' sheets. However, as my potential lifts home gradually disappeared, the last one left was Eamonn. His "fail" had put him out of contention so he decided to cut and run. En route, I rang my wife to give her an ETA. She asked how we had got on so I suggested she consult Rallyscore. She reported that Eamonn was eleventh which he was surprised at. (Without his error

he would probably have been second.) She couldn't find Piers's name at first but eventually spotted it in 63rd place. I thought that maybe one of our time cards had been mislaid. Anyway, Eamonn rang Derek Smyth (his companion for the day) and asked him to investigate. This was a productive initiative as Derek texted not long afterwards with the suggestion to look at Rallyscore again. There Piers was - a gratifying fifth.

I had come up the night before with Frank Lenehan and



Frank (R) & James Doran

Timmy Faulkner. Piers had been unable to get away because of a business commitment so he had an early start on Saturday. He was disappointed on arrival at the trailer park just outside Larne to find it locked. As were a number of others. Alternative accommodation was found (not the easiest of quests at the crack of dawn on a Saturday morning). I acquired a Test Book from Lucy Whitford at the Halfway House HQ and did some homework until Piers arrived. As it turned out we weren't discommoded by the delay.

This event under the guiding hand of Jonathan Miller is considered by many north and south to be one of the best of the genre. It didn't disappoint. All of the tests had lanes (not always the case!), some of which were concrete. Others



were not and the wet weather in the area made these, in particular, not as grippy as would have been preferred. There were quite a few cars with bodywork blemishes which looked unlikely to "polish out".

There was breakfast before we began, elevenses on the tests, and a lunch break - all very civilised. The number of "offs" did slow proceedings down a little and we probably finished relatively later than Jonathan had planned. There weren't many queues for us. I nearly prefer a bit of a queue myself to have an opportunity to rehearse the test. On two occasions the NOOK was registering GO while we were still perusing the diagram!

We started with Peter Faulkner and Anne Smyth ahead of



us but lost them early on. Tests 1 & 2 had a split arrangement. Peter & Anne managed to get from the start of Test 2 to the finish of Test 1 which



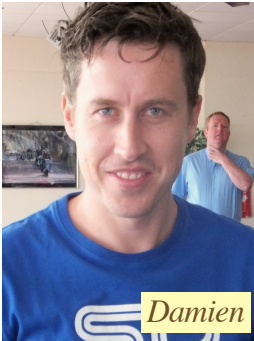
necessitated a bit of negotiation and re-routing. Richard Meeke and Alex Lyons were directly behind us until



they stopped for petrol and dropped back. So it was the companionable Kyle Adair and his dad, Francis, who were our fellow travellers for most of the day.



Best of the southerners were Christopher Evans and Kevin Fagan (above) in third place. Damien Doran and dad, James, were in tenth just ahead of Eamonn and Derek. You can find how the rest did on Rallyscore.net.



Damien

A good day out - the trailer park hiccup and a couple of minor Road Book blips notwithstanding. Would come again.

Oh, I almost forgot. Robert Woodside (Jnr) with young Ben



McKee, having a good day "on the notes", won by a comfortable 24 seconds from local crew, the unassuming David Crothers &



Barbara Kane (definitely not over the hill". They had the same total as Christopher & Kevin but prevailed, courtesy of a tie-decider.

RESULTS

- 1 Robert Woodside (Jnr) / Ben McKee (Toyota MR2) 31:29
- 2 David Crothers / Barbara Kane (Mazda MX5) 31:53
- 3 Christopher Evans / Kevin Fagan (Mazda MX5) 31:53
- 4 Mark Woodside / Andy Blair (Mazda MX5) 32:06
- 5 Piers MacFheorais / Ian McCulloch (Mazda MX5) 32:10
- 6 Simon Woodside / Mark Faulkner (Mazda MX5) 32:16



Conor Clarke & John Nolan's preparation paid off - they posted some impressive times.



James Mansfield & Karl Grehan



Daniel Byrne & Nicky Sparks were forced to retire when the 106's gear linkage malfunctioned irretrievably



Have you ever wondered why Mark Faulkner's nickname is "Sparkles"?



Dermot Carnegie & Mark FitzSimon had an unremarkable day.



Matthew Mason looks happy waiting for the "off". He, like quite a few others, fell foul of the conditions and sustained sufficiently serious scarring to force his withdrawal.

Editor

TDC Turbine



Andy, George & Angus Johnson and Reid Thomas before the fray



John Patterson, Alex Scott and Stephen & Zoe Whitford relaxing afterwards.

Birr MC MVAT

23rd July



John Nolan, Aoife Ryan & Stefan Walsh monitor Frank Lenehan's approach as they walk the test

This was a typical Birr event - compact route, open tests and, most importantly, a warm welcome.

The day got off to a good start in Sheeran's Bar in Coolrain. Lar Hogan had an early start in the kitchen to come up with a great breakfast for everybody. The stew at lunchtime also went down very well. He maybe got up a bit too early as he attacked one of Bill Ryan's sheds later on in his Micra.

There was a mixture of gravel and yard tests, with Campion's Concrete and Bill Ryan's

place featuring largely. Three of the tests were in what was described to me as a "Workhouse Museum". So that Bill didn't feel left out, one of the Garrihy Starlets attacked a bundle of steel in Champions - it won't polish out. Sean Keown was making his debut as C-o-C and did a fine job. Results were in the capable hands of Ian O'Brien.

Fourteen tests were done before lunch and six after. There were 34 entries which is enough to make the exercise worthwhile. Needless to say more could have

been accommodated. As usual there were lots of marshals who, it was suggested, are slightly more sympathetic to "lines" interpretations than their TDC counterparts.

I mentioned above that the tests were open but there was an observation made that some of the manoeuvres on the loose stuff caused a gravel build-up which upset the flow a little. Most, however, were happy with the layouts. Someone else remarked that you just have to "take it as it comes"!

Damien Doran won out in the



end by less than three seconds from Richard Meeke, in characteristic profile below. He had a brain fade



interlude of about 10 seconds on a morning test - if only! John



McAssey was third. He had a lapse (less costly) in the afternoon. He retrieved the situation with the help of Frank Lenehan and Dave Meeke (below). This hiccough also saw



him lose a front indicator lens after a close encounter with a bolt on a gate. The top three were Starlet mounted as, indeed, was most of the field. An exception was the Mini of James Mansfield. He was doing well until a driveshaft failure in the afternoon slowed his gallop. Even with fail times for the tests he missed, he finished 10th.



More gallivanter's next year would be great - they would not be disappointed.



Editor (in conversation with John McAssey)

RESULTS

1 Damien Doran (Starlet)	1143.5
2 Richard Meeke (Starlet)	1146.3
3 John McAssey (Starlet)	1165.8
4 John Nolan (Starlet)	1175.4
5 Piers MacFheorais (MX5)	1182.1
6 David Meeke (Starlet)	1200.1
7 Stefan Walsh (Starlet)	1208.5
8 Frank Lenehan (Starlet)	1220.3
9 Mick Kehoe (Peugeot 106)	1230.3
10 James Mansfield (Mini)	1266.0

Class winners: Mick Kehoe, Richard Meeke, Piers MacFheorais
Ladies Award: Aoife Ryan (Starlet) 1398.5

Note damage on Piers MacFheorais's passenger door. The editor was nearby the previous day when it happened - the silage bale survived.



Colin & Breen Sheridan



Mick Kehoe in Jenerous Jack Quinn's 106

The weather forecasters were hedging their bets, so it was going to be the luck of the draw. There had been some rain overnight and in the morning but, since then, and when I arrived at 4:00 pm, it was very pleasant.

On this occasion I had decided to enter. I don't use the word compete as it doesn't apply. Only for the narrowness of the



Midget, less than that of a Mini, and the LSD my attempts at the tests would be an embarrassment.

In TDC taking part does not absolve you from administrative duties. Mine were minimal on this occasion - some phone calls seeking help from the stalwarts who come along so readily to monitor our endeavours, and some paperwork co-ordination. Hence, my early arrival to set up sign-on. Such is her efficiency that fellow entrant, Trish



Wojnar, took control and, as had been the case at Holfelds, processing was as expeditious as it could have been. I was on hand but abandoned ship a few minutes

after the field had dispersed to the six tests following Stephen Briggs's Briefing. Trish hung on, as did Frank (Lenehan) for those who had been delayed. This altruism was not rewarded as their even later start saw them attempt fewer tests in the dry



than anybody else which effectively put paid to their chances of featuring.

As mentioned, I arrived at 4:00 pm. Stephen and Dave Meeke were already there. They and Frank, and maybe others, had obviously been on site for considerable periods prior to the event, given the preparation that had been undergone. Apart from the tests already staked up, there were arrows everywhere, barbecue and associated wherewithal ready to go, refreshment kit (tea, coffee, kettle etc.) to hand, furniture, pump for post-event restoration of tyre pressures and, I suspect, other bits-and-pieces to make everybody have as enjoyable a time as possible. (Given that Owen Murray had entered maybe we should have had a Portaloo - he had expressed glowing satisfaction with the Holfelds arrangements! Its absence obviously didn't discommode him too much as he finished fourth.) The whole package is the result of much advance work, mainly from Frank. His practical input is immense, not to mention his generosity in allowing the club to avail of his premises. Our indebtedness to him is incalculable.

There was a great entry including many new to the sport. More than ten one-day licences were issued. Tim Swail (below, with



Frank Lenehan just visible in the background) brought along seven from Wicklow including "blast from the past" Ivan Sheane, seen here



bouncing in the Daihatsu Terios, he shared with Tim. The Terios is front-engined, rear-wheel-drive so they were in the sparsely populated Class

3. Their automatic gearbox added to the challenge.

The most difficult test was that being supervised by Ron Corry and Derek Williams, particularly when the rain came. It was modified for Lap 2 which improved the scoring on it a little.

Generally the tests were well received and the rain didn't dampen spirits too much. Indeed it provided a challenge we haven't "enjoyed" before, given the idyllic conditions which have obtained in all of our PCTs to date.

Nobody entered the "modern" class but the front-engined, front-wheel drive was very popular. The decision to split into two - Experts/Intermediates and Novices/Beginners proved slightly anomalous. The Club Championship regulations were used for this classification which saw experienced

ten were not unpredictable, apart from Susan Briggs, also Starlet



Susan is on the right above. By doing so well overall she forfeited her claim to the Ladies Award which went to Aoife Ryan on the left.

mounted, who was fifth. The Briggs family must have some PCT gene.

Throughout the evening, Sam



Briggs, Eva and Damien Phillips provided a steady stream of burgers (the editor is conducting a quality check) and other culinary delights to keep everybody going (Stephen provided a delivery service for the marshals). Glucose hits were well fuelled with a seemingly infinite supply of soft drinks.

It is really uplifting for the committee to have big entries (over 40 this time) so do please keep supporting our events as enthusiastically as you do. There were some non-finishers & starters.

Adam Walsh's Colt packed up on the first lap and his double driving companion Cillian Kavanagh didn't get to have a go at all. Ronan McNamee & Andrew Boland went for early baths after car woes. Brian Keegan managed to slip while walking the first test and twisted his ankle to such an extent that he couldn't work the pedals and was forced to withdraw before he had even started!

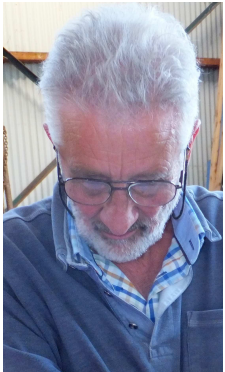
Editor



RESULTS

1 Eric Byrne (Starlet)	31
2 Morgan Evans (Seicento)	35
3 David Meeke (Starlet)	36
4 Owen Murray (Starlet)	42
5 Susan Briggs (Starlet)	42
6 Percy Pennefather (Seicento)	43
7 Richard Meeke (Starlet)	44
8 John Nolan (Starlet)	45
9 Colin Sheridan (Starlet)	46
10 Paul Sealy (Starlet)	48

Class winners: David Meeke, Morgan Evans, Ian McCulloch (Midget) *Ladies Award:* Aoife Ryan (Starlet)

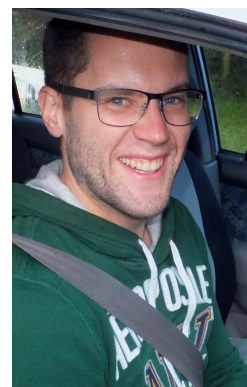


sporting triallists Morgan Evans (above) and Percy Pennefather (R) in the Nov/Beg class. There is no obviously different way to split the class. Maybe if Morgan & Percy's evident enjoyment of our two 2017 events will encourage more sporting triallists to take part next year. Perhaps the split could be made differently if there is a (welcome) influx.

The winner by an impressive four marks was newcomer Eric Byrne in a Starlet - an excellent performance. The others in the top



Colin Sheridan replaced older son Breen with Owen



This is the soon-to-be Kevin O'Rourke son-in-law, Paul Sealy, mentioned on P5/6. Apart from, I'm sure, many other positive attributes, it appears that he can drive.

TDC Turbine



Ciaran Freeney and Stephen Butler monitor Shane & David Fitzpatrick's progress on the Test 3 hill. Later on Ciaran was rewarded for observing with a hit an attack by a stone propelled backwards by a fruitlessly spinning wheel.



See pic on P21 - different car but, unmistakably, same driver

Eilish Sheane



Sean McKay



Brian Farrar, Owen Murray, Ciaran Timmons



Dylan (L) & Anthony Freeney



Dave & Ross Campion



Brian Flanagan & John Beatty

There was a "double" Premier Award presentation. On the left, Larry is presenting the Julian Vard Trophy to Eric Byrne for his super PCT victory. Karl Grehan is belatedly receiving his James Pringle Memorial Trophy after his win in the Club Autotest in Woodside last month.





An anonymous email was received by a number of folk with vintage leanings, some of whom had TDC connections, with details of a Malin to Mizen Challenge. Who was behind the test was, and remains, a mystery. The exercise had been very well thought out and there were sufficient takers to make it worthwhile. The 0400 start time conferred an immediate advantage on the machines with the biggest petrol tanks, the Bentleys, which duly prevailed. The top three were Andrew O'Donohoe, Simon Echlin (they shared the driving) & JJ Farrell who completed the trip in 9 hrs 40 mins, Andy Bailey & Philippa Spiller 44mins in arrears and Shane & Zuzana Houlihan a further 20 mins back.



Waiting for the ferry at Kilrush with Simon in the background making the (Protestant?) sandwiches.



Andrew & JJ at Moll's Gap

James & Grace Farrell take the Bentley for a test run around Co. Meath when JJ was being collected on the way to Malin



SNIPPET



At the UAC 2016 Club Championship Prizegiving, Kevin Fagan, pictured here (above right) with Club President, Peter Allen, & Peter Moreland Moore shared the Best Navigator Award. Christopher Evans was Runner-Up Driver behind Eamonn Byrne.



IMMINENT EVENTS

Sunday, 13th August
Club Autotest
 Earthmover Plant Rentals
 (formerly HSS), Rathcoole
 10:30 am

Sunday, 27th August
Avoca River Trial MVAT
 Holfeld's, Arklow
 10:00 am

TDC Club Championship 2017

		Rd 1 MVAT 09-Apr	Rd 2 PCT 07-May	Rd 3 Birr AT 14-May	Rd 4 MVAT 04-Jun	Rd 5 Club AT 21-Jun	Rd 6 PCT 26-Jul	Full Total	Best 8
Beginners									
1	Aoife Ryan	18	16		16	15	14	79	79
2	Susan Briggs	11	19		10	14	19	73	73
3	Dave Campion	12	10	16	19		15	72	72
4	Ken Fleming	20	20		18			58	58
5	Eric Byrne		13			16	20	49	49
6	Dave O'Neill	16	14		14			44	44
7	David Fitzpatrick		11		17		16	44	44
8	Sean Fitzpatrick		9		11		17	37	37
9	Conor Clarke		15		20			35	35
10	Thomas Crowe			14		20		34	34
11	Finbar O'Neill	15			15			30	30
12	Luke O'Neill	14			13			27	27
13	Pat Maguire	10	12					22	22
14	Jason Bracken			20				20	20
15	Brian Duggan	19						19	19
16	Cian Robinson			19				19	19
17	Burschi Wojnar					19		19	19
18	Emer McNamee		18					18	18
19	Darren Delaney			18				18	18
20	Chris Byrne					18		18	18
21	Paul Sealy						18	18	18
22	Conal O'Neill	17						17	17
23	Linda Dempsey		17					17	17
24	Eoin Quinlan			17				17	17
25	Sam Mulcahy					17		17	17
26	Conor Quinlan			15				15	15
27	John Carty	13						13	13
28	TJ O'Brien			13				13	13
29	Tim Swail						13	13	13
30	Gary Rohan			12				12	12
31	Paul Hendrick				12			12	12
32	Sean McKay						12	12	12
33	Tsar Sheane						11	11	11
34	Ivan Sheane						10	10	10
Novices									
1	Colin Sheridan	18	14	18	16	18	18	102	102
2	Mark Walsh	15	20		18	19	14	86	86
3	Karl Grehan	12	13	19		20	15	79	79
4	Matthew Walsh	13	17		15	17	16	78	78
5	John O'Reilly	20			20			40	40
6	Andrew Bolland	19			19			38	38
7	Percy Pennefather		18				19	37	37
8	Morgan Evans		16				20	36	36
9	John Maher	17			17			34	34
10	Declan Furlong	14	12				8	34	34
11	John Farrar		15				12	27	27
12	Maurice McMonagle	10			13			23	23
13	Hugh Dunne			20				20	20
14	Ronan McNamee		19					19	19
15	Kieran Garahy			17				17	17
16	Ciaran Timmons						17	17	17
17	Angus Johnson	16						16	16
18	Mark Shanahan			16				16	16
19	Declan Donohoe			15				15	15
20	Dearbhaile Garahy			14				14	14
21	Cathal O'Carroll				14			14	14
22	Eilish Sheane						13	13	13
23	Francis Rhatigan	11						11	11
24	Sam Farrar						11	11	11
25	John Beatty						10	10	10
26	Trish Wojnar						9	9	9

TDC Turbine

		Rd 1 MVAT 09-Apr	Rd 2 PCT 07-May	Rd 3 Birr AT 14-May	Rd 4 MVAT 04-Jun	Rd 5 Club AT 21-Jun	Rd 6 PCT 26-Jul	Full Total	Best 8
	Intermediates								
1	David Meeke	19	20	20	19	18	20	116	116
2	Brian Kingston	20		19	20	19		78	78
3	Stephen Briggs	15	19		17	17		68	68
4	Jack Quinn	10	13		15	15	15	68	68
5	James Driver	14	16				18	48	48
6	Mick Kehoe	17			18		12	47	47
7	Paddy Lombard	7	17				16	40	40
8	Anthony Freeney				14	16	10	40	40
9	Niall Driver		18				17	35	35
10	Zoe Briggs	8			13	13		34	34
11	Alan Shinnors	16			16			32	32
12	Owen Murray	13					19	32	32
13	Eoin Longworth			16			11	27	27
14	Danny O'Donohoe	9				14		23	23
15	Niall Murray					20		20	20
16	Craig MacWilliam	18						18	18
17	Patrick O'Leary			18				18	18
18	Mick Boland			17				17	17
19	Ted Gaffney		15					15	15
20	Joe Reynolds		14					14	14
21	Brian Flanagan						14	14	14
22	Ian McCulloch						13	13	13
23	Martin Nugent	12						12	12
24	Karen Gaffney		12					12	12
25	Mark Nugent	11						11	11
	Experts								
1	Richard Meeke	12	19	20	14	20	20	105	105
2	Philip O'Reilly	11	17	16	12	15	16	87	87
3	Piers MacFheorais	7	13	19	13	16	17	85	85
4	Frank Lenehan	13	18		16	14	18	79	79
5	John McAssey	9	20	17	15	17		78	78
6	John Nolan	14	14		11	19	19	77	77
7	Mark Doran	17			18	18		53	53
8	Christopher Evans	20			20			40	40
9	Damien Doran	18			19			37	37
10	Ronnie Griffin		16		17			33	33
11	Stefan Walsh			18		13		31	31
12	Andrew O'Donohoe	16				12		28	28
13	Declan Hendrick		15		10			25	25
14	Eamonn Byrne	19						19	19
15	Liam Cashman	15						15	15
16	James Mansfield	6			9			15	15
17	Dave McAulay	5			8			13	13
18	Joe Doran					11		11	11
19	Alan Auerbach	10						10	10
20	Ian White	8						8	8

SNIPPET



Congratulations to regular competitor, Declan Hendrick who rang me, unbidden, in advance of the Production Car Trial offering to marshal.

As our regular marshals mature, their families and associated commitments multiply and their diaries become fuller. This compromises their availability to help so it is crucial that non-competing competitors follow Declan's lead and, of course, anybody else who would like to help.



SNIPPET

Andrew O'Donohoe with his youngest girl, eight year-old Jessica, with some Concours silverware after the Leinster Motor Club run on 25th June. The car, which is Andrew's great uncle, Hugh Roe's 1914 RR Silver Ghost was adjudged to be the Best pre-1945 car. The trophy, which Andrew is holding, is the Briggs & McCrae Cup.

Jessica likes to tell people that "she" won the aforementioned cup. She is "minding" the Semper Idem Challenge Cup which was awarded to Denis Howard in a Jaguar XK150 (Class E).



OVERALL

		Rd 1 MVAT 09-Apr	Rd 2 PCT 07-May	Rd 3 Birr AT 14-May	Rd 4 MVAT 04-Jun	Rd 5 Club AT 21-Jun	Rd 6 PCT 26-Jul	Full Total	Best 8
1	Richard Meeke	12	17	20	13	20	14	96	96
2	David Meeke	5	18	17	9	11	18	78	78
3	John McAssey	8	20	15	14	17		74	74
4	Frank Lenehan	13	16		15	13	8	65	65
5	Philip O'Reilly	11	12	14	11	14	0	62	62
6	John Nolan	14	0		10	19	13	56	56
7	Brian Kingston	10		16	16	12		54	54
8	Mark Doran	17			18	18		53	53
9	Piers MacFheorais	3	0	19	12	15	0	49	49
10	Christopher Evans	20			20			40	40
11	Damien Doran	18			19			37	37
12	Ronnie Griffin		11		17			28	28
13	Stefan Walsh			18		10		28	28
14	Stephen Briggs	0	14		5	8		27	27
15	Susan Briggs	0	11		0	0	16	27	27
16	Mark Walsh	0	19		2	5	0	26	26
17	Andrew O'Donohoe	16				9		25	25
18	Percy Pennefather		8				15	23	23
19	Morgan Evans		4				19	23	23
20	Niall Driver		13				9	22	22
21	Eric Byrne		0			0	20	20	20
22	Eamonn Byrne	19						19	19
23	Colin Sheridan	0	0	6	0	1	12	19	19
24	Owen Murray	0					17	17	17
25	Ken Fleming	0	16		0			16	16
26	Niall Murray					16		16	16
27	Liam Cashman	15						15	15
28	Karl Grehan	0	0	9		6	0	15	15
29	John O'Reilly	6			8			14	14
30	Declan Hendrick		7		6			13	13
31	Jason Bracken			13				13	13
32	Cian Robinson			12				12	12
33	Darren Delaney			11				11	11
34	Paul Sealy						11	11	11
35	James Driver	0	0				10	10	10
36	Hugh Dunne			10				10	10
37	Alan Auerbach	9						9	9
38	Mick Kehoe	2			7		0	9	9
39	Ronan McNamee		9					9	9
40	Matthew Walsh	0	6		0	0	2	8	8
41	Eoin Quinlan			8				8	8
42	Ian White	7						7	7
43	David Campion	0	0	7	0		0	7	7
44	Jack Quinn	0	0		0	3	4	7	7
45	Sean Fitzpatrick		0		0		7	7	7
46	Joe Doran					7		7	7
47	Ciaran Timmons						6	6	6
48	James Mansfield	1			4			5	5
49	Paddy Lombard	0	0				5	5	5
50	Emer McNamee		5					5	5
51	Conor Quinlan			5				5	5
52	Craig MacWilliam	4						4	4
53	Kieran Garahy			4				4	4
54	Anthony Freeney				0	4	0	4	4
55	Andrew Boland	0			3			3	3
56	Linda Dempsey		3					3	3
57	Patrick O'Leary			3				3	3
58	Thomas Crowe			1		2		3	3
59	Brian Flanagan						3	3	3
60	Aoife Ryan	0	2		0	0	0	2	2
61	Mark Shanahan			2				2	2
62	John Maher	0			1			1	1
63	Conor Clarke		1		0			1	1
64	David Fitzpatrick		0		0		1	1	1

SNIPPET



There is a sort of a sequel to the Mandarin Orange Mystery / Satsuma Saga, the resolution of which you may have come across on Page . It is the Wasp Conundrum. This overlapped with the Mandarin mystification. Piers spotted a wasp buzzing behind us in the Halfway House car park before the Laharna Lanes. Piers did some shooing and it was no longer evident. He inquired if I had seen it leaving via my window (the only open one). I said, "No", but that I was sure it had gone. And so the day passed without any sign of the vespa - it had vanished. However, the next day during the Birr MVAT - guess what - a wasp left the MX5 passing close to Piers's left ear as it exited through his window. This begs a few questions.

- Was it the Laharna intruder?
- Was it a different specimen?
- If not, where is the Laharna trespasser now?
- Is Piers's MX5 particularly attractive to wasps?
- What do you think?

*See Website for
Autotest Standings.*

**Queries to
Stephen Briggs
sb@iol.ie**

DANGER'S DERRING-DO DIARY

With the Locost's chassis now sand blasted, the process of removing every remaining extra gram of metal that doesn't need to be there, is underway. Gar Griffin will be painting the chassis, I'm thinking a solid dark grey. Every other metal component is also being scrutinised as to its relevance and state of beautification. The car couldn't be more apart - everything except the engine and diff is fully disassembled. A busy month ahead.



QUIZ June Answers

1 Mark and Linda went on holiday together. In the mornings they both went jogging. The evenings were spent cycling. Because these activities were so tiring, they could manage just one per day, i.e. either they went for a jog or a cycle. Then there were days when they felt lazy and did nothing.

There were 9 mornings when they did nothing, 9 evenings when they did nothing and a total of 8 days when they jogged or cycled. How many days did their holiday last? **13**

Let j be the number of days they jogged

Let c be the number of days they cycled

Let n be the number of days they did nothing

No. of mornings they did nothing $c + n = 9$

No. of evenings they did nothing $j + n = 9$

No. of days jogging or cycling $j + c = 8$

Add $2j + 2c + 2n = 26$
Divide by 2 $j + c + n = 13$

2 Who is sitting with Mervyn Johnston on the Moonraker Rally (a N.I. event) in 1970?

Our very own Felix (Paul Phelan)



3 Who is this? Left, before the event - Right, during the event

Robert Woodside (Snr) at the CMC Targa



4 Another foot - this time not on the throttle but the treadle. Whose foot?

Dermot Carnegie's



5 Who is this Club stalwart who seems to have got into the wrong car?

Jack Quinn



6 Who has a bit of a glisten as he enjoys his breakfast in the Shepherd's Rest?

Mark (Sparkles) Faulkner

RESULTS

MOTOR ENTHUSIASTS' CLUB RACE MEETING

AT MONDELLO PARK: 10th/11th June

SEAT SUPERCUP IRELAND RACE 1 (15 laps):

1 Rod McGovern 15m 20.08s, 67.47 mph,

2 Jonathan Fildes 15m 22.18s.

Fastest lap: Fildes 58.956s, 70.19 mph.

SEAT SUPERCUP IRELAND RACE 2 (15 laps):

1 Rod McGovern 15m 10.03s, 68.21 mph.

Fastest lap: McGovern 59.100s, 70.02 mph.

PATCH TYRE FIESTA ST RACE 1 (9 laps):

1 Dave Maguire 10m 11.37s, 60.92 mph,

6 Michael Cullen.

PATCH TYRE FIESTA ST RACE 2 (13 laps):

1 Dave Maguire 15m 22.89s, 58.29 mph,

2 Michael Cullen 15m 24.39s,

STRYKER RACE 1 (15 laps):

1 Alan Auerbach 15m 49.65s, 65.37 mph,

2 Paul Yeomans 16m 01.20s,

3 Des Bruton 16m 02.62s.

Fastest lap: Auerbach 1m 02.218s, 66.51 mph.

STRYKER RACE 2 (14 laps):

1 Alan Auerbach 14m 57.22s, 64.57 mph,

2 Des Bruton 15m 02.78s,

3 Paul Yeomans 15m 03.00s.

Fastest lap: Auerbach 1m 02.329s, 66.40 mph.

HISTORIC RACE 1 (14 laps):

1 Bernard Foley (MGBGT V8) 15m 14.54s, 63.35 mph,

2 Steve Griffin (MG Midget) 15m 27.70s,

3 Clive Brandon (Lotus 47) 15m 49.04s,

4 Seamus Hobbs (MG Midget),

5 Wolfgang Schnittger (MG Midget),

6 Ed Cassidy (Sunbeam Tiger).

HISTORIC RACE 2 (14 laps):

1 Bernard Foley (MGBGT V8) 15m 22.71s, 62.79 mph,

2 Steve Griffin (MG Midget) 15m 30.91s,

3 Val Thompson (TMC Costin) 15m 44.50s,

4 Clive Brandon (Lotus 47),

5 Ed Cassidy (Sunbeam Tiger),

6 Wolfgang Schnittger (MG Midget).

500 MRCI KIRKISTOWN RACE MEETING: 24th June

DAWSON WAM FF 1600 RACE 1 (16 laps):

1 Niall Murray (Van Diemen LA10) 16m 41.58s, 86.95 mph.

DAWSON WAM FF 1600 RACE 2 (16 laps):

1 Alan Davidson (Mondiale M89S) 16m 45.55s, 86.52 mph,

5 Niall Murray (Van Diemen LA10).

CORK M C AUTOTEST AT CORRIN MARTS, FERMOY, CO CORK (ROUND 4 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 1st July

1 Ian White (Mini Special) 386.4s,

2 Paddy Power (Mini Moke) 391.1s,

3 Peter Falvey (Nova) 415.4s,

4 Liam Croston (Nova) 418.6s,

5 Liam Cashman (Starlet) 429.0s,

6 Mike Mulcahy (Mini Special) 431.1s.

Class winners: James Mansfield (Mini), Paddy Power,

Connie Lynch (Starlet Special), Peter Desmond

(Westfield), Liam Cashman, Peter Falvey, Cian Power

(Mini Special), Patricia Denning (Starlet).

KILLARNEY & DISTRICT M C AUTOTEST AT LIEBHERR CONTAINER CRANES, KILLARNEY, CO KERRY (ROUND 5 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 2nd July

1 Ian White (Mini Special) 543.7s,

2 Timmy Lynch (Westfield) 575.5s,

3 Peter Falvey (Nova) 578.6s,

4 Liam Croston (Nova) 594.7s,

5 Liam Cashman (Starlet) 621.1s,

6 Mike Mulcahy (Mini Special) 629.3s.

Class winners: James Mansfield (Mini), Mike Mulcahy,

Connie Lynch (Starlet Special), Timmy Lynch, Liam

Cashman, Peter Falvey, Billy Neville (Starlet),

Patricia Denning (Starlet).

CO KILDARE M C RACE MEETING AT MONDELLO PARK, CO KILDARE: 8th/9th July

PATCH TYRE FIESTA ST RACE 1 (13 laps):

1 Shane McFadden 15m 57.39s, 56.19 mph,

2 Dave Maguire 15m 59.37s,

3 Brendan Fitzgerald 16m 03.78s,

4 Michael Cullen.

PATCH TYRE FIESTA ST RACE 2 (11 laps):

1 Paul O'Brien 12m 23.27s, 61.25 mph,

2 Michael Cullen 12m 24.01s.

Fastest lap: Cullen 1m 07.010s, 61.76 mph.

SEAT SUPERCUP IRELAND RACE 1 (15 laps):

1 Rod McGovern 15m 00.64s, 68.92 mph,

2 John Farrelly 15m 06.13s,

3 Jonathan Fildes 15m 07.02s.

Fastest lap: Niall Murray 59.099s, 70.02 mph.

SEAT SUPERCUP IRELAND RACE 2 (15 laps):

1 Sam Mansfield 15m 08.77s, 68.31 mph,

2 Rod McGovern 15m 09.26s,

3 John Farrelly 15m 12.43s,

4 Jonathan Fildes,

5 Niall Murray.

Fastest lap: McGovern 59.271s, 69.82 mph.

STRYKER RACE 1 (15 laps):

1 Alan Auerbach 15m 37.85s, 66.19 mph,
6 Des Bruton.

STRYKER RACE 2 (12 laps):

1 Alan Auerbach 12m 35.47s, 65.73 mph,
2 Des Bruton 12m 40.09s,
Fastest lap: Auerbach 1m 02.045s, 66.70 mph.

GINETTA JUNIOR IRELAND RACE 1 (13 laps):

1 Cameron Fenton 15m 17.58s, 58.63 mph,
2 Patrick Dempsey 15m 31.16s,
3 Christopher Grimes 15m 42.03s,
4 Robbie Parks Jnr,
5 Hollie Byrne.

Fastest lap: Fenton 1m 09.840s, 59.25 mph.

GINETTA JUNIOR IRELAND RACE 2 (13 laps):

1 Cameron Fenton 15m 03.45s, 59.55 mph,
2 Patrick Dempsey 15m 06.84s,
3 Christopher Grimes 15m 20.65s.

Fastest lap: Fenton 1m 08.624s, 60.30 mph.

PRE-1955 HISTORICS (11 laps):

1 Ed Cassidy (Iona Special) 15m 44.60s, 48.19 mph,
2 Detlef Heyer (BMW 328) 15m 53.97s,
3 Kieran White (TRS) 15m 54.41s.

Fastest lap: White 1m 23.078s, 49.81 mph.

MONDELLO PARK SPORTS CLUB

**RALLYCROSS AT MONDELLO PARK (DAY 1 -
ROUND 4 OF PARTS FOR CARS NATIONAL
CHAMPIONSHIP AND ROUND 4 OF TOYO
TIRES BRITISH RALLYCROSS**

CHAMPIONSHIP): 22nd July

SUPER FINAL:

1 Derek Tohill (Ford Fiesta Mk 7) 4m 06.89s.

SUPERCAR FINAL:

1 Julian Godfrey (Ford Fiesta) 3m 52.13s,
2 Ollie O'Donovan (Ford Fiesta) 3m 53.77s,
3 Derek Tohill (Ford Fiesta Mk 7) 3m 54.49s.

PRODUCTION FINAL:

1 Ciaran Murphy (Peugeot 106) 4m 43.11s,
2 Adrian Farrell (Peugeot 106) 4m 44.11s,
3 Derek Lenehan (Citroen Saxo) 4m 45.50s.

RALLY CARS FINAL:

1 Danny Calnan (Opel Corsa) 4m 39.20s,
2 Kevin Feeney (Ford Escort) 4m 40.11s,
3 Jason Keogh (Peugeot 205) 4m 43.44s,
4 Patricia Denning (Peugeot 106).

FORD FIESTA ZETEC FINAL:

1 Eoin Murray 4m 48.92s,
2 Niall Murray 4m 50.06s.

MONDELLO PARK SPORTS CLUB

**RALLYCROSS AT MONDELLO PARK (DAY 2 -
ROUND 5 OF PARTS FOR CARS NATIONAL
CHAMPIONSHIP AND ROUND 5 OF TOYO
TIRES BRITISH RALLYCROSS**

CHAMPIONSHIP): 23rd July

SUPER FINAL:

1 Derek Tohill (Ford Fiesta Mk 7) 3m 46.79s.

SUPERCAR FINAL:

1 Julian Godfrey (Ford Fiesta) 3m 38.47s,
2 Oliver Bennett (Ford Fiesta) 3m 49.08s,
3 Derek Tohill (Ford Fiesta Mk 7) 3m 49.82s.

MODIFIED FINAL:

1 Pearse Browne (BMW Compact) 4m 15.52s.

PRODUCTION FINAL:

1 Keith Kerrshaawe (Peugeot 106) 4m 29.94s,
2 Adrian Farrell (Peugeot 106) 4m 33.36s,
3 Derek Lenehan (Citroen Saxo) 4m 34.04s.

RALLY CARS FINAL:

1 Patrick Donoghue (Peugeot 205) 4m 25.29s,
2 Jack Deegan (Peugeot 205) 4m 34.51s,
3 Thomas O'Rafferty (Vauxhall Nova) 4m 35.41s,
4 P J Doyle (Peugeot 205),
5 Patricia Denning (Peugeot 106).

FORD FIESTA ZETEC FINAL:

1 Niall Murray 4m 37.96s,
2 Eoin Murray 4m 45.05s.

JUNIOR FINAL:

1 Jyles Harding (Nissan Micra) 5m 14.81s,
2 Aaron Whelan (Nissan Micra) 5m 15.48s,
3 Christopher Grimes (Toyota Starlet) 5m 15.92s.

**500 MRCI KIRKISTOWN RACE MEETING: 29th
July**

DAWSON WAM FF 1600 RACE 1 (14 laps):

1 Niall Murray (Van Diemen) 16m 32.99s, 76.74 mph.

Fastest lap: Murray 1m 01.467s, 88.55 mph.

DAWSON WAM FF 1600 RACE 2 (16 laps):

1 Niall Murray (Van Diemen) 16m 46.81s, 86.50 mph,
6 Andy O'Brien (Van Diemen).

STRYKER RACE 1 (13 laps):

1 Alan Auerbach 14m 27.13s, 81.60 mph,
5 Des Bruton,
6 Bill Griffin.

STRYKER RACE 2 (8 laps):

1 Alan Auerbach 10m 33.57s, 68.73 mph,
2 Bill Griffin 10m 45.06s,
3 Des Bruton 10m 48.63s,
Fastest lap: Bruton 1m 14.717s, 72.85 mph.

GINETTA JUNIOR IRELAND RACE 1 (11 laps):

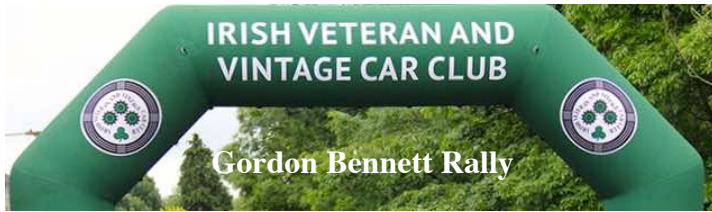
1 Cameron Fenton 13m 26.73s, 74.21 mph,
2 Patrick Dempsey 13m 35.32s,
3 Christopher Grimes 13m 57.46s.

GINETTA JUNIOR IRELAND RACE 2 (11 laps):

1 Patrick Dempsey 13m 32.22s, 73.71 mph,
2 Cameron Fenton 13m 33.82s,
3 Christopher Grimes 13m 54.95s.

IVVCC Gordon Bennett Rally

17th June



There were a few faces with TDC tendencies involved again in this year's event - driving and navigating mastery was manifest. Philip O'Reilly won the Valerie Millington Trophy for "Best on Regularities".

*All pics expropriated from the IVVCC website
- Thank you*



At the lunch break in Leighlinbridge there seems to be something happening out of shot to the left but Denis Howard ignores it just in case somebody makes off with his flowery bag. From left: Mickey Gabbett, Frank Fennell, Philip O'Reilly, (Is there merit in a ban on pink, or any derivative of pink, trousers?), Denis, Michael Jackson, JJ Farrell's arm, Andrew O'Donohoe, Mary Jackson



*Shane & Zuzana Houlihan
(1902 Panhard) won Class A*



*Richard & Jo McAllister and Aiden
& Kathryn McGowan (1913
Sunbeam 12/16) won Class B*



*Clive & June Evans and Ray & Helen Cowan
(1917 Ford Model T) were second in Class B*



*Andrew O'Donohoe & JJ Farrell (1930
Bentley Speed Six) were third in Class C*



*Richard Jackson & Kritika Ashok (1929
Lancia Lambda) were second in Class D*



*Detlef Heyer & Philip O'Reilly
(1928 Mercedes 630K) were third
in Class D*

APPRECIATION

STUART COSGRAVE

**THE MAN WHO MADE MONDELLO PARK
& FOSTERED IRISH F1 TALENTS**



Stuart Cosgrave, who died recently aged 78, was a generous, amiable and insightfully determined Dubliner who designed and built Mondello Park during an era of crisis for Irish motorsport in the late 1960s, thus enabling a bevy of Irish hot shoes, led by John Watson, hone their talent at home before heading to England, where half a dozen made it all the way to the very top - Formula One. Stuart brought motorcycle Speedway to Shelbourne Park and also was General Manager at the Donington Park Grand Prix track before developing the successful Academy for future Irish stars that is Kylemore Karting in Dublin.

Stuart grew up in Donnybrook attending school in Muckross NS, and later CUS. He then studied and qualified, like his father, as a solicitor, but even at this early stage he was well bitten by the speed bug and joined the Leinster Motor Club (LMC) and acquired a Mini 850.

In the 1960s motorsport in Ireland was all about road circuits – with Dunboyne being the LMC flagship event for the coveted Leinster Trophy while the IMRC ran the Phoenix Park each Autumn.

But while Robin Rennicks, Frank Keane, Michael Smurfit, Rosemary Smith and others mastered

the Co. Meath track, a number of fatalities meant that by 1967 racing at Dunboyne ceased, and as Secretary of the LMC, Stuart had to work with his committee to find an alternative. A phone call by The Irish Times Motorsport Correspondent, the late Des Bradley, put Stuart in touch with fellow racer and businessman Eddie Regan, and Eddie's brother in law, Jim Morrin who owned land at Caragh, outside Naas, near the Grand Canal Aqueduct over the River Liffey. Stuart had visited racing circuits in the UK and elsewhere and designed a track which would be compact and challenging. The trio formed Motor Racing Circuits Ltd. and named it after Mondello "little world", a suburb of Palermo in Sicily, home of the great Targa Florio race.

Stuart's optimistic nature was tested to the limit as the trio and support clubs overcame all manner of obstacles but opened to a huge crowd in May 1968. John Watson won the first single seater race there and the following year the cream of that crop, Watson, Brian Cullen and Ken Fildes began to make occasional forays into European Formula 2. Watson went on to become Ireland's most successful driver ever, with five Grand Prix wins to his credit. Mondello gained momentum in the 1970's with a golden generation of Eddie Jordan, David Kennedy, Derek Daly, Bernard Devaney, Michael Roe and others being able to master all the British circuits using the skills they had learnt at the 1.2 mile Mondello circuit. Stuart ran the circuit successfully, with great support from his wife, Sheila and daughters, Nicola and Alison - attracting big crowds for major meetings and nurturing further talents such as Tommy Byrne, Martin Donnelly and others. World Champions Emerson Fittipaldi, James Hunt, Mika Hakkinen and Ayrton Senna all raced at Mondello Park on their way to the top.

In the 1980s, the recession made it difficult for the track and operations were taken over by Club Consortia and later by race driver and developer, Martin Birrane, who has greatly enhanced the facility. Stuart was General Manager at the East Midland's Grand Prix track at Donington Park before returning to Dublin to open Kylemore Karting on the Killeen Road, Dublin 12. This he enlarged and expanded with clever track design and incessant improvement and innovation. He was ill in recent months but never lost his delightful sense of humour or interest in all matters motorsporting.

*Stuart Cosgrave Born -13 August 1938
Died 3 June 2017*

***This appreciation is courtesy of Martin McCarthy and
first appeared in the Sunday Independent***

APPRECIATION

CHRIS TOWERS

Chris Towers was a competent navigator who many of us, who had an involvement in classic/retro rallying, would have come across. A nice guy, he died recently as a result of Motor Neurone Disease. He leaves his wife, Linda and two daughters, both married, and grandchildren. He sat regularly with Tom Callanan who has penned a few words about him. It is worth noting that Tom's generous nature took precedence over his competitive instincts and he took Chris with him on events in the last couple of years despite some limitations as a result of his condition.

Chris and Linda lived on a small farm south-east of London so as to have room for several horses which were her interest (although she also rallied previously).

He was an engineer by profession and sold off his computer business about 15 years ago to retire. His main interests were golf and his small, high quality collection of cars which he loved to work on himself. These currently include an Aston DB5, Jaguar Mk 2 and two Alfa Romeos, all in mint condition. Early in his retirement he had completely restored an E-type Jaguar which fetched an extremely good price when he put it up for sale.

I first met him on the Emerald Isle event where he and his brother-in-law Robin, in an Alfa coupé led myself and Jo McAllister home in Richard's (McAllister) Volvo Amazon. My TR4 had broken a half-shaft on the way back from Saturday scrutiny and Richard kindly lent me his car. This gesture was acknowledged with a special award at the Prizegiving

as, of course, he had not just loaned his car but also his wife. Chris and I then got together and did several events each year - Winter Trials, Rally of the Tests etc. in TR4, Lancia Fulvia and Lotus Elan. More recently, we mostly did older style events - Gordon Bennet, Three Castles, using Vauxhall 30/98, Bentley and Lagonda. The highlight of this period was a win in the Wolseley Rally in the Vauxhall. He loved coming to Ireland and being accepted so readily by the Irish crews. He enjoyed the 'craic' late at night with Frank Fennell, Dermot Carnegie, Philip Armstrong, Frank Hussey, Mickeys Jackson & Gabbett, Frank Lenehan, the McAllisters and Gaffneys. He also navigated for Ted Gaffney when they had a memorable tussle with Frank L & Cath Woodman on the Rally of the Tests. Ted & Chris won their class and finished well up the overall in the underpowered Mini 850.

A thorough gentleman, Chris was liked and admired by all the Irish crews. He was always willing to share information on the route with any of them while remaining strongly competitive.

He must have had some Irish blood somewhere, because he was regularly first to the bar to order a round (and often one of the last to leave it!).

Having taken time off from medical tests last year to come over for the Wolseley Rally, he told me afterwards that the diagnosis was bad (Motor Neurone Disease) and that he would not be able to do any more events. He planned to visit in early Summer this year, possibly around the Gordon Bennett, to catch up with his Irish friends but, sadly, the disease progressed rapidly, he lost his speech and was unable to come.

He will be sadly missed.

Tom

August Crossword

1		2			3
4	5		6		
7					

Across

- 1 Useful item to have when lubricating (3,3)
 4 First half of the Railton built in 1933 for John Cobb to attempt World Speed records (6)
 7 A four-wheeled carriage with a two-part roof (6)

Down

- 1 First name of our lamiaceae committee member (4)
 2 Latvia's international registration letters (2)
 3 This oxide is probably the ultimate fuel additive (7)
 5 First name of the "original" Herr Opel (4)
 6 Famous US 500-mile motor race (4)

June Solution

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

CLUB AUTOTEST SUNDAY, 13TH AUGUST, 10:30 AM



EARTHMOVER PLANT RENTALS (FORMERLY HSS), RATHCOOLE

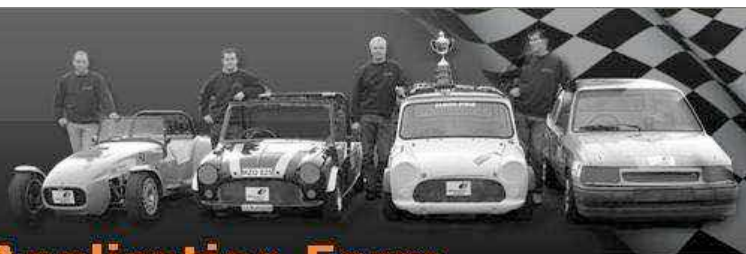
Avoca River Trial MVAT



Sunday, 27th August Holfeld's, Arklow 10:00 am



TDC IRELAND TRIALS DRIVERS CLUB



Membership Application Form

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

Full Name: _____

Address: _____

Town: _____

County: _____

Tel: (H) _____ (W) _____

(M) _____ (Fax) _____

Email: _____ @ _____

Date of birth: ____/____/____

Membership Number if renewal: _____

For official use only

Web

Fee received € _____

Method & Date Rcvd _____

Membership No _____

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

Classic Retrospective Trials ☐

Multi-Venue Autotesting ☐

Autotesting ☐

Marshalling ☐

Other ☐

Important Notice:

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

List of Vehicles:

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

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

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

Signed:-

Date: ____/____/____

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

Membership Fee: €20

philiporeilly@live.com

0872686333

Philip O'Reilly
23 Stepside Park
Enniskerry Road
Dublin 18