

TDC Turbine

An intermittent missive of random rants, reports & reviews

www.tdcireland.com





December 2017



CONTENTS

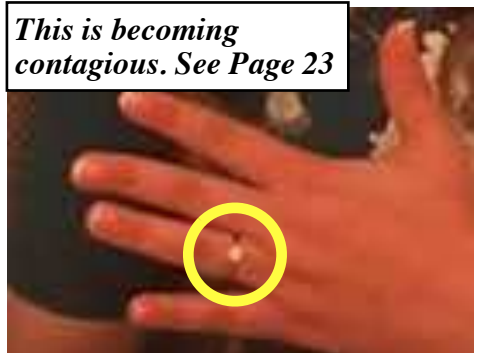
Jimmy Peak MVAT	P4
UAC Equinox Targa Rally	P6
Birr MC Endurance Trial	P8
North Armagh Targa Rally	P10
Ken Wharton Autotest	P12
Committee Notes	P13
TDC Club Autotest	P14
October Quiz answers	P17
BADMC Autumn Lanes	P18
TDC Howie Wilde Autotest	P20
December Quiz questions	P25
MADMC Targa Rally	P26
2017 Club Championship	P28
RAC Rally of the Tests	P31
Crossword	P32
Results	P33
Membership Form	P36

 Kate Phillips has become the latest member of the Turbine writing team and Kevin Fagan has been wielding his iPhone to good effect 

To which committee member might this man be related? See Page 13



This is becoming contagious. See Page 23



Presidential Platitudes

Despite it being maybe a little premature, I would like to offer seasonal felicitations to all of our members and friends.

The last round of the Club Championship is on Stephen's Day. It is building up to an exciting climax. Do try to get there for the dénouement.

Also, don't forget to renew your Club membership for 2018. We would love to have new members as well.

The Club AGM/Prizegiving/Table Quiz will be in early February 2018.

On a more sobering note, our MVATs allow the tests to be "walked" in the same way as conventional autotests. Because of the length of the tests, guys, like Ken Fleming, have been known to bring bikes to speed up the learning process. Also allowed have been SLOW passes of the tests by competitors in their cars. It has been observed that the interpretation of SLOW has not been as rigorous as was the original intention. If this abuse continues, the concession will be withdrawn.

In the same vein, when "warming up", please exercise discretion as to location, as well as speed.

Frank



Who was guilty of a gross breach of Golf Club etiquette at the Autumn Lanes? See Page 20


Turn to Page 20 to see the sort of damage you can do with one of these.

COVER PHOTOS (both by Peter Boyd)

Kevin O'Rourke does a bit of ploughing en route to victory in the Endurance Championship on the final (Birr) round. Beyond the grandstand at Mondello for the October Club Autotest, James Mansfield leaves the start line.

TDC Turbine



*It was gratifying to see four cars decked out in TDC livery for the Howie Wilde Autotest - not so sure that all of them are like this in deference to the Club!
David Jenkins (top left), Rod McGovern at the wheel of Michael Cullen's Westfield (top right), Paul Lowther & Eamonn Byrne*

The competitors listen attentively as Larry Mooney briefs them before the "Howie Wilde"



A select band from the south made their way to Temple Golf Club, the HQ for the Jimmy Peak MVAT. This is a very well organised event (this year was no different) which appeals to those who like reversing and throws on top of the usual going forward challenges.

Walking is allowed on the first visit to the tests and very few “fails” are recorded. Piers (MacFheorais) did manage to record one which, in a very competitive field, saw him drop to 14th place. The other



task as the route instructions were à point and the territory familiar.

It was certainly a Mini benefit with the top five being thus



mounted. Robin Lyons came out on top from Sam Wilson who would have been in contention had there been an award for most penalties. He had FIVE lines/pylons. The “walking” really does add to the enjoyment of this event with the opportunity it offers for drivers to discuss strategies for the parts of the tests which offer choices.



Well worth the trip.

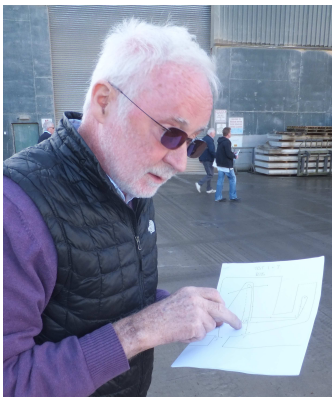
Editor 



visitors did better. James Mansfield



was fourth and Richard Meeke sixth, ahead of Frank Lenahan (seen here keeping his finger on the pulse/button/trigger).



My morale boost was courtesy of these last three not bringing a passenger in the knowledge that they could follow Piers and me around from test to test. This was not a particularly onerous



RESULTS

- 1 Robin Lyons (Mini) 678.9s,
- 2 Sam Wilson (Mini) 700.2s,
- 3 Sam McCurry (Mini) 711.0s,
- 4 James Mansfield (Mini) 724.1s,
- 5 Norman Ferguson (Mini) 725.9s,
- 6 Richard Meeke (MX5) 730.6s,
- 7 Frank Lenahan (Starlet) 735.6s.

C-o- C James Wilson (top right) briefed us thoroughly. He had a sample pylon so that brother Sam knew what to aim for. He had his dad, Jim, on duty, as well as his chaps, Harry & Ella. I suspect that this display of conviviality may be temporary.



TDC Turbine

The McKee boys, Wallace & Ben



Raymond Brown is responsible for the images with cars or bits thereof in this "article" - Thank you

Bryan Mutch



Harold Hassard



Tony McLoughlin



Boo McCurry



Raymond Mason and Andrew Francis were having a peek at Davy Greer's place



Davy



Paul Lowther



Jack & Simon Brien survey the site



Michael Reid



Ronnie Mitchell's annual tour-de-force saw Matthew Mason & Will Corry repeat last year's win.



This is a notable achievement given that these are such competitive events. Best of the Éire visitors were John



Nolan/Aoife Ryan, pictured here with C-o-C Ronnie Mitchell, who were seventh despite being just 20 s off Matthew. A further 25 s back was the also Starlet



mounted Frank Lenehan/Tim Faulkner.

Based in Harrisons of Greyabbey in the environs of Newtownards, there were two laps of eight tests. These were not too convoluted and were well received. Errors were punished insofar as it was very difficult to make up time.

As they lined up for the first test Dermot (Carnegie), who was running at "five" with Mark Fitzimon, remarked to Frank, at "four", that he hoped this would be the only time that Frank was ahead of him. He spoke too soon as at the end of Test 2, the Escort's distributor seized to the detriment of the engine's internals. Fortunately the trailer was not too far away.



Dermot made a splash before he retired

Lord Dunleith's Ballywalter bailiwick was a great location for the first test. Nice arches in and out of a yard provided some picturesque views and the slippery tracks a demanding driving challenge. There was a dip just before a hairpin left which was difficult to negotiate without losing momentum. Millisle Airfield was straightforward and, although Tim managed to lose his place on the diagram, Frank's intuition came to the rescue.

On the Sawmills test, Frank was convinced that he had been tardy. His intuition was not so reliable in this instance as they were third quickest on both laps.

The highlight of the day was at Craigtanlet where what had been two tests last year had been joined up. Ahead of Frank & Tim, Mark Francis/Gillian



Haydon (seemed not to be too intimidated by a straw bale within sight of the start. Frank decided to be even braver (straw bales are relatively "soft") which caught Tim's attention. Despite the dynamic approach they dropped 10s in 2½ mins to Matthew. They were delighted to have made up this 10 s on the second lap only to discover that Matthew had improved by 7 s. This second run provided Tim with what he described as the longest five minutes of his life. It had probably only lasted half a second but it involved leaving a yard with a

touch of oversteer onto a slippery lane to be confronted with a forbidding bale on Tim's side of the car. Needless to say, Frank worked his magic and at the end of the test was grinning broadly.

The abandoned factory at Castlebawn featured a square. Tim described it as requiring one to go around 3½ sides then down the middle before going around the other 3½ sides. Now to me that makes 7 sides and I thought a square had 4. Anyway, Frank must have reckoned the "down the middle" section to be a bit quick as he stopped for a non-existent "stop-astride" which cost them a few seconds.

The test at Wallace & Lucinda McKee's featured a free turn. Frank, who likes structure, was obviously discombobulated by the latitude and didn't execute it well. He made up for it on the second run with a more efficient "about-turn" to the extent that he beat Matthew by 2 s.

So, a good, well-run event came to an end. Cathal O'Carroll/Maurice McMonagle and Peter



Faulkner/Anne Smyth also enjoyed their day out.



RESULTS

1 Matthew Mason / Will Corry (Micra)	16:17
2 Douglas Reid / William Reid (MX5)	16:26
3 Simon Woodside / Mark Faulkner (MX5)	16:28
4 Mark Francis / Gillian Haydon (MX5)	16:32
5 Trevor Ferguson / Damien Mooney (MX5)	16:32
6 Steven Cromie / Taylor Gribben (MX5)	16:36
7 John Nolan / Aoife Ryan (Starlet)	16:37

Editor (briefed, as you might have guessed, by Tim Faulkner)



The lovely Midget of Simon Brien & James Crowe. This is the same Simon Brien whose name appeared on almost every second "property for sale" sign that you passed during the event,

The super pics accompanying this piece are courtesy of Leslie McMullan



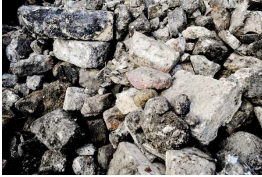
Andrew Earney & Rachael O'Boyle

**Tuesday, 26th December - Stephen's Day Autosolo,
Holfeld's Avoca River Park, Arklow**

Sunday, 28th January - MVAT, Mondello Park

Lar Hogan abdicated his catering responsibilities in favour of competing so the customary Birr hospitality was courtesy of Eithne Garahy who seduced all and sundry with her freshly made scones and complementary jam. Not only was there culinary sustenance on offer, but Claire Garahy stayed at HQ so that the mechanical facilities could be availed upon if required - they were! Birr MC always sets out to please. The tests more than fulfilled that aspiration.

The commendable attempt to make Test 2 less wrinkled backfired a little when the aggregate used to effect an improvement had maybe not been graded as



carefully as it might have been. Also, after it had been laid there was a "bit of a lip". Best intentions occasionally fall foul of the "Law of unintended consequences". The O'Rourke/McAulay duo fell foul of this hurdle. They executed an impressive take-off but the landing, while spectacular, resulted in both rear tyres puncturing, the petrol tank being holed and the exhaust being gravely distressed. They managed to complete the test and struggled back to Garahy's to carry out repairs. The hardcore hiccup resulted in the repeat of Test 2 (as Test 4) being cancelled and this, allied to the generosity of their fellow competitors in allowing them to "jump the queue", saw the intrepid duo back on schedule in jig time.

They really thought that Kevin's championship aspirations had been irredeemably compromised, especially when the fabulous 8 km test over Gorteen saw them register a fail. The dreaded top of the mountain peat section had been well signposted but Kevin & Dave still managed to enter a stop-box from the wrong direction within the jurisdiction of the finish marshal

- a "FAIL". Kevin's overtaking of the car ahead of them as they passed a code-board had resulted in a dose of disorientation which induced this indiscretion. On their second attempt they were 30 s under the bogey! Incidentally, the start of the test was in the capable hands of the ubiquitous Ron Corry.

Another potential glitch in the title chase occurred later on in the day when Dave just couldn't match the terrain to the diagram. He is used to the diagrams not always being to scale but this mismatch was unprecedented. He was reading from the wrong page of the Road Book! Fortunately, the test was sufficiently well defined with tape and arrows that Kevin's gallop was barely slowed.

Peter Boyd's pic below



suggests that the aforementioned weren't their only bits of drama - yes, that is the road on the bottom right. It didn't cost Dave a thought. He remembers calling it as a "90 left / 90 right". Kevin interprets this as "straight-on" which is what he is doing here. Adjustments sometimes have to be made when circumstances demand. Whatever, Kevin always retrieves the situation.

The event marked the comeback of co-driver extraordinaire, "The Doc", Frank O'Donoghue, who sat alongside son,



Graham, for the day. The outing was sufficiently satisfactory to suggest that future excursions would be productive. I just hope that if this happens his "career" as MI steward won't be curtailed. Another legend, the shy, retiring Billy Tobin, took on Frank's usual role for the day. He reckoned his Stiletto wouldn't be suited to the challenges offered by this event.

Probably the most memorable story of the event was that of Colin Sheridan. Colin's son,



Breen, who had been scheduled to accompany him, had to cry off in the early hours of Sunday morning when his final year college dissertation disappeared into the ether from his computer. Given that the deadline was Monday, he had to devote Sunday to retrieving the situation. So, as he was driving to Fortal, Colin rang Paul Sealy who actually answered his phone at 7:30 on a Sunday morning. "Are you doing anything today?" Paul agreed to give chase in his own car and they duly met up in Mountmellick. You will have come across Paul on the pages of the Turbine already this year. Just to remind you, he is Kevin O'Rourke's soon-to-be son-in-law and has embraced his first year in motorsport wholeheartedly. This was his debut in the hot seat, though not so "hot" in this instance as, though Colin is quick, he is very tidy. Neither does he get emotional. They were a fine fourth.

Two other debut navigators were Annmarie Mulvey and Susan Briggs who guided "veterans", Noel Devlin and Ted Gaffney respectively, around with a minimum of fuss.



Noel & Anne Marie pass the stricken Starlet of Trish Denning & Joe Downey



Ted & Susan



Paddy & Joe



Glyn & Alan



Hughes came out top of the pile - not a great surprise. Kevin & Dave's second place was enough to clinch the Championship for Kevin in the drivers' section. Rivals in this quest, Paddy & Joe Corcoran, were tenth which was sufficient for Joe to finish best of the co-drivers - a popular winner. Glynn Gaffney & Alan Dolan completed the top three.

C-o-C Ger Brophy maintained Birr's reputation for a competitor friendly event. He and his team are to be commended.

On the way home Kevin's success was celebrated with Colin & Paul in Tony's Takeaway on Connaught St. in the teeming metropolis that is Birr. It doesn't have any champagne in the chill cabinet so they made do with Adam's Ale - they will be prepared for a BYOB scenario next year!

RESULTS

- 1 Karl O'Donoghue/Evin Hughes (Toyota Starlet) 12m 41s,
- 2 Kevin O'Rourke/Dave McAulay (Toyota Starlet) 14m 44s,

- 3 Glyn Gaffney/Alan Dolan (Toyota Starlet) 15m 44s,
 - 4 Derek Butler/Ruaidhri Nash (Toyota Starlet) 16m 13s,
 - 5 David Forde/Karl Mackey (Toyota Starlet) 17m 09s,
 - 6 Paddy Corcoran/Joe Corcoran (Toyota Starlet) 17m 23s.
- Class winners: Ryan Treanor/Caolan*



Treanor (Toyota Yaris) 17m 50s.

NAVIGATION CARS:

- 1 Colin Sheridan/Paul Sealy (Toyota Starlet) 15m 51s,
 - 2 Robert Howard/Claire Murtagh (Toyota Starlet) 16m 02s,
 - 3 Mark Reilly/Darragh Gibbons (Toyota Starlet) 16m 59s.
- Class winners: Patricia Denning/Joe Downey (Toyota Starlet) 24m 23s.*

RETROSPECTIVE CARS:

- 1 Martin Nugent/Paul Tierney (Ford



- Escort) 19m 08s,
- 2 Declan Burke/Padraig Forde (VW



Beetle) 26m 53s.

Editor (in conversation with, surprise! surprise!, Dave McAulay)



Loughgall Lanes Litany

This year's Loughgall event was sponsored by Ballylisk Car Sales. Once again, I was attempting to guide Piers in place of our esteemed editor. Think almost 20 years younger but without the wit, mathematical or navigational ability and you're getting there but at least I'm unlikely to stick a camera in your face when you least expect it!

The event was headquartered in Loughgall Football Club which had a huge car park that had no trouble accommodating the 89 competitors and their attendant vehicles (if any). A trek up a muddy lane had us in the clubhouse enjoying the complimentary breakfast bap and perusing the road book and test diagrams and in my case doodling illegibly on them in a vain attempt to look knowledgeable. HRCA Stalwart Wolfgang Schnittger, who was guiding Peter Faulkner, won the gold star for the neatest diagram decoration! The road book was a thin tome as the event would be run entirely within the confines of Loughgall Country Park a mere half mile up the road. This would not prevent me from getting us lost on our return from one lap!

After a brief briefing it was time to collect our timecards and start. We entered the Country Park via



the appropriately named Ornamental Entrance with beautiful wrought iron gates. Loughgall was home to the Cope family from the 17th century until the 1940s. At one stage they bought up all the licensed premises in the area, closed them, and opened a coffee shop and reading room for the locals, making them the Starbucks of their time. Loughgall Manor is now home to the NI Horticulture and Plant Breeding Station. Not that we would have much time to admire the surroundings as running number 5 the action came thick and fast.

There were six tests, three made up solely of a section of the lane that bisects the estate and three with

a mix of lane and yard with cunningly positioned cones. The corners of the lanes featured plenty of tyre bales to tighten them up and ensure speeds were kept down and the straights featured a few chicanes for the same reason but thankfully not too many stop-astride lines.

In less than 30 minutes we were handing in our timecard to Chief Marshal, Caroline McGuinness and joining the queue to go out again. Cars in the mid 40s were only being flagged away on their first lap so there was plenty of time to compare notes and tall stories with our fellow competitors although the persistent rain was not conducive to standing round chatting.

The second lap was more of the same but lap three only involved the first two tests before returning to the clubhouse for a stew lunch and plenty of chat with James Mansfield who had Karl Grehan with him. This could be James's last 'imperial' outing as a far eastern 'metric' wrong wheel drive has recently been added to his fleet!

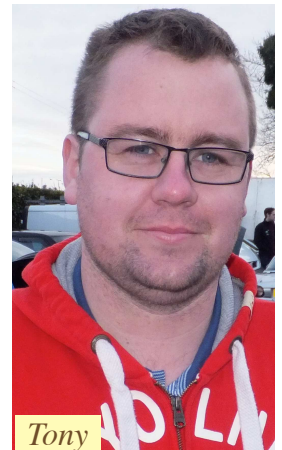
The final lap was in reverse order and each test was in completely reversed direction which made it very tricky having just got the hang of it 'right way round'!

Unfortunately, John O'Reilly and Nick Sparks would be non-finishers in their distinctive newly acquired ex Alan Harryman MR2. Robert Whelan and Brian Grady would also fail to finish, the rapid Starlet obviously pining for John in the passenger seat! It wasn't the best day for the southern visitors, Christopher Evans and Kevin Fagan coming in 6th just ahead of Eamonn and Joanna. Piers and myself in 20th. Piers was kind enough to remark that I have now guided him to his two worst results this year - woops! Frank and Tim were 26th, Peter and Wolfgang 37th, James and Karl 42nd and Eoin Longworth and Patrick O'Leary sporting, as always, the biggest smiles all day were 77th.

The event was won by Damien Mooney and Tony Anderson in their very rapid Citroen Saxo. The



last two lanes events I've done have been won by Mooneys, Paul and Damien, which makes me wonder would bringing our



own Mooney legend, Larry, result in a southern winner?
I'm off to look for a Beetle or a Golf GTi to authenticate
this hypothesis, because, having been driven around
Mondello as an impressionable youngster in the early
80s I don't doubt it! No different to golf
after all!



Dave

RESULTS

- 1 Damien Mooney / Tony Anderson (Saxo) 23:00
- 2 Robert Woodside (Jnr) / Bruce Drummond
(Toyota MR2) 23:03
- 3 Mark Stewart / Chris Hobson (MX5) 23:23
- 4 Eric Patterson / Raymond Donaldson (MX5) 23:26
- 5 Simon Woodside / Mark Faulkner (MX5) 23:34
- 6 Christopher Evans / Kevin Fagan (MX5) 23:43
- 7 Eamonn Byrne / Joanna Lenehan (Starlet) 23:54



Robert & Bruce



Christopher & Kevin

SNIPPET / CAPTION COMPETITION



There was a small, but
select, TDC presence on the
SeaSun Dolomite Classic Rally
which took place from 17th -
22nd September.



Starting in Portorož,
Slovenia it headed for Italy and Riva on Lake Como, en
route to the finish in Venice.

Tom & Maria Callanan enjoyed their outing in the
Touring Class.

Frank Fennell & Michael Jackson and Philip
Armstrong & Frank Hussey chose the more demanding
alternative. While the schedule overall was quite relaxed
with leisurely lunch halts, it transpired that to be
competitive in the regularities you needed what was
effectively a "stage" car. FF's Volvo and the Hussey
MGB, even with Philip at the wheel, were just not able for
the pace. Nobody was disgraced.

To sum up, the scenery was nice.

CAPTION COMPETITION

Please submit suggestions to
valianmcculloch@gmail.com. In the meantime
you will just have to make do with mine.

*FF makes friends with one of the locals. Maybe,
he is hoping for a spin - a close look at his right
hand suggests that he might be looking for
somewhere to insert the ignition key.*

Ireland's TDC supported Autotest team took runner-up position, behind old rivals Northern Ireland, in the Ken Wharton Memorial Cranmore Garage International Autotest at Alcester, in Warwickshire, at the weekend. After seven long, demanding tests, totalling well over two thousand seconds, there was just 20 seconds between the two teams from this island, with England, Scotland and Wales trailing behind.

Kilkenny's Ian White, making his debut in the event, was the star of the Irish team, finishing second in the individual competition, behind English veteran Malcolm Livingston, with NI team leader Paul Blair next in line. Leitrim's David Thompson finished fourth, taking a class win. This was Northern Ireland's 36th win in the long history of the event, another new record.

RESULTS

- 1 *Northern Ireland* (Paul Mooney, Robin Lyons, Paul Blair, Mark King) 2264.5s,
- 2 *Republic of Ireland* (Ian White, Chris Grimes, Timmy Lynch, David Thompson) 2284.6s,
- 3 *England* (Malcolm Livingston, Dave Mosey, Richard Pinkney, Mark Thornton) 2313.2s,
- 4 *Scotland* (Stuart Perren, Mike Biss, Willie Keaning, Warren Gillespie) 2553.3s,
- 5 *Wales* (Dave Evans, Ash Slights, John Moffatt, Dafydd Roberts) 2557.7s.

Individuals:

- 1 Malcolm Livingston (Lindsay Special) 546.2s,
- 2 Ian White (Mini Special) 553.5s,
- 3 Paul Blair (Striker) 556.7s,
- 4 David Thompson (Nova) 563.4s,
- 5 Dave Mosey (Mini) 563.7s,
- 6 Richard Pinkney (Caterham) 564.6s,
- 7 Mark King (Nova) 567.1s,

- 8 Paul Mooney (Mini-Nova Special) 567.5s,
 - 9 Robin Lyons (Mini) 573.2s,
 - 10 Chris Grimes (Mini) 581.7s,
 - 11 Timmy Lynch (Westfield) 586.0s,
 - 12 John Moffatt (Westfield) 588.0s.
- Class winners:* Dave Mosey, David Thompson, Paul Blair, Ian White.

Reserves:

- 1 Ashley Lamont (Westfield) 547.9s,
 - 2 Alastair Moffatt (Mini Special) 555.4s,
 - 3 Chris Chapman (Striker) 561.4s,
 - 4 Peter Grimes (Mini) 564.3s,
 - 5 Steven Ferguson (Mini-Nova Special) 565.2s,
 - 6 Guy Foster (Mini Special) 567.1s.
- Class winners:* Peter Grimes, Jamie McMillan (Nova) 599.3s, Ashley Lamont, Alastair Moffatt.



Malcolm Livingston



From left: Peter Grimes, Guy Foster, Ian White, Davy Thompson, Timmy Lynch, Chris Grimes

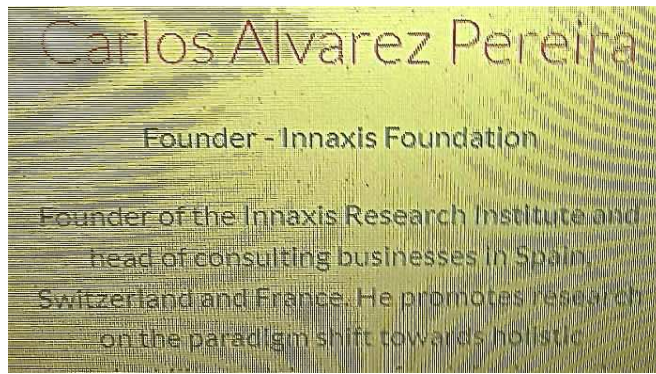
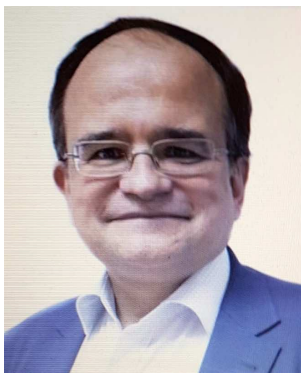
SNIPPETS



Although Keith Cronin hails from Ballylickey, far away from our parochial Pale, he is assuredly worthy of a mention, courtesy of his feat in becoming British Rally Champion for an incredible fourth time.



People must have very little to do that they can spend their time trawling Facebook and suchlike. I was sent this image twice. Neither individual could have been searching for Carlos Alvarez Pereira on purpose. Maybe they



googled Timmy Faulkner "lookalike", but then, why would you do that?

Committee Notes

Resumé of proceedings at committee meetings Oct, Nov 2017

- Club Autotest in Mondello went well under the guiding hand of Philip O'Reilly. 21 entries made it a worthwhile exercise. It had to be postponed until 22.10.17 because of a late Mondello commitment.
- Howie Wilde autotest also in Mondello (Racing School). Usual team on the case - test drawers reminded that "open" is the order of the year. For various reasons the awards ceremony for the 2016/2017 Hewison Championship has yet to happen. It will now be incorporated into the prize giving for this event.
- MI's financial woes, thanks to insurance premium vagaries, have necessitated cutbacks. These included the grant to the Ken Wharton team. The committee decided that as the team were all TDC members and the Club has been at the forefront of autotesting for decades that it would provide some "help". The team was very appreciative.
- The Christmas Autosolo will be at Holfeld's with Eamonn & Daniel Byrne and Chris Grimes at the helm.
- The AGM, Club Championship Prizegiving and Table Quiz will probably now take place on 9th February 2018 in the DLYMC.
- The time taken to deal with the insurance hassle has resulted in there being delays in the 2018 "Dates" determination. The calendar will be finalised in due course. Our extra Club Autotest in March has been ratified.
- As last time, TDC should offer to be part of the MI stand at the RIAC National Classic Car Show in the RDS at the beginning of March. There was a suggestion that as well as supplying videos we might offer to do demonstrations.
- Mark's MVAT at the end of January is "all systems go". Competitors to be reminded individually at sign-on not to abuse the "drive the tests carefully in advance" privilege.

Ophelia's sojourn on Monday and Brian's blowing on Saturday didn't put off the multitudes (Does 21 constitute multitudes?) descending on what turned out to be a mild Mondello for the ninth round of the Club Championship.

A surprise absentee was contender Conor Clarke. Apparently, a stag "do" on Saturday night rendered him unfit for the effects of rapid changes of direction.

Under the supervision of Philip O'Reilly (seen here, left, in



conversation with Ger Keane), the event ran like clockwork. Richard Meeke had drawn the tests, not helped by some vehicular presence in a corner of our usual domain. The two tests were done four times and then a joined-up version twice for the GP finale. The drawback to doing this a second time is that the queue gets pretty long. It was not a bad day for standing around chatting so this was not too discommoding.

A positive corollary is that the time-cards are delivered to the results "team" (yours truly) at a sufficiently slow pace that the outcome was printed out soon after the last car had finished.

FTD went to Michael Cullen who enjoyed not having to cope with



the mental gymnastics associated with Hewison Rounds. (This year

these latter have been much more user-friendly than heretofore and have been more enjoyable for the non-regulars). He had moved his steering wheel closer to him and had fitted one of those fancy gearboxes which have "first" and "reverse" opposite to each other. Both of these mods were to his liking. We are, of course, always pleased to see Michael appear given his Westfield's TDC livery.

William Kelly and his wife,



Deirdre Doyle, had borrowed Trish Denning's Starlet for their debuts. They seemed to have just as good a time as Michael.

The Premier Award was given to the best beginner who was a delighted and deserving Aoife Ryan.



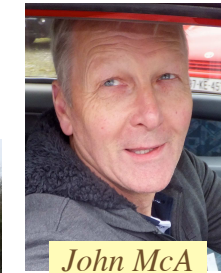
There were four women/girls/ladies (delete according to your political persuasion - despite my advancing years and Genghis Khan tendencies I do think that it is probably time to dispense with the rather patronising girls/ladies and stick to women). Speaking of women, Zoe Briggs won the Women's Award. (is the existence of this award compatible



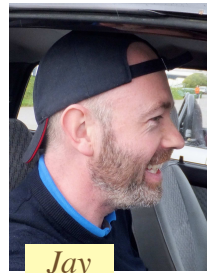
Zoe

with the sentiments expressed above?).

John McAssey beat John



John McA



Jay



John N

Nolan for honours in the Expert Class. Dave Meeke was runner-up to Michael in the Intermediates. The novices saw Jay Donegan, on his first outing this year, confirm that class is permanent with a victory over the ever-improving Andrew Boland. Jay's secret weapon was his baseball cap which he deployed to best aerodynamic effect. Dave



Campion finished behind Aoife in the Beginners' class.

There was a concurrent Rallycross meting which provided some entertainment during the occasional gaps in our proceedings. There was a bit of vice versa as refugees from the rallycross came

down to have a look at what we were doing. These included esteemed former Club President Vivian Browne who was home with his wife, Mary, from Perth (Australia) for a visit. It was great to see him looking so fit and well.

Another luminary who appeared was founder member of MEC, Gerry Freeman.



When Felix delivered the paperwork for the event to my home on Wednesday, I spotted an unfamiliar name, John Fogarty from Laois RC, as MI steward. Phillip was slightly concerned as he suspected that there might be some sort of MI plot afoot to scrutinise his “clerking” competence. Needless to say, there was no sinister motive at all - John had just offered his services to Felix at the Carlow Hewison weekend. He is very welcome to take on the role at any time in the future. (He ticked the “exceptional” box.)

Editor



RESULTS

- 1 Michael Cullen (Westfield) 449.6,
 - 2 John McAssey (Starlet) 470.4,
 - 3 John Nolan (Starlet) 482.6,
 - 4 James Mansfield (Mini) 492.8,
 - 5 Piers MacFheorais (MX5) 496.8,
 - 6 Brian Kingston (Ignis) 534.8,
 - 7 Jay Donegan (Starlet) 548.6,
 - 8 Dave Meeke (Starlet) 566.3,
 - 9 James Driver (Starlet) 568.1
 - 10 Stephen Briggs (MX5) 577.7
- Class Winners:** John McAssey, Brian Kingston, Jay Donegan, Aoife Ryan (Starlet) 647.7, Zoe Briggs (MX5) 626.5.

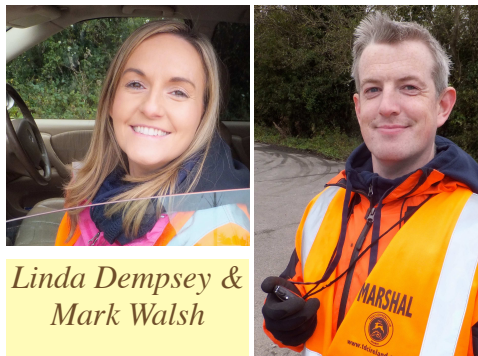
PS Stephen Briggs was the recipient of a special award (a satsuma) for hitting an inordinately high number of pylons



Brian Kingston (Ignis) and Cathal O'Carroll perform a “pas-de-deux” of sorts as they do Tests 1 & 2

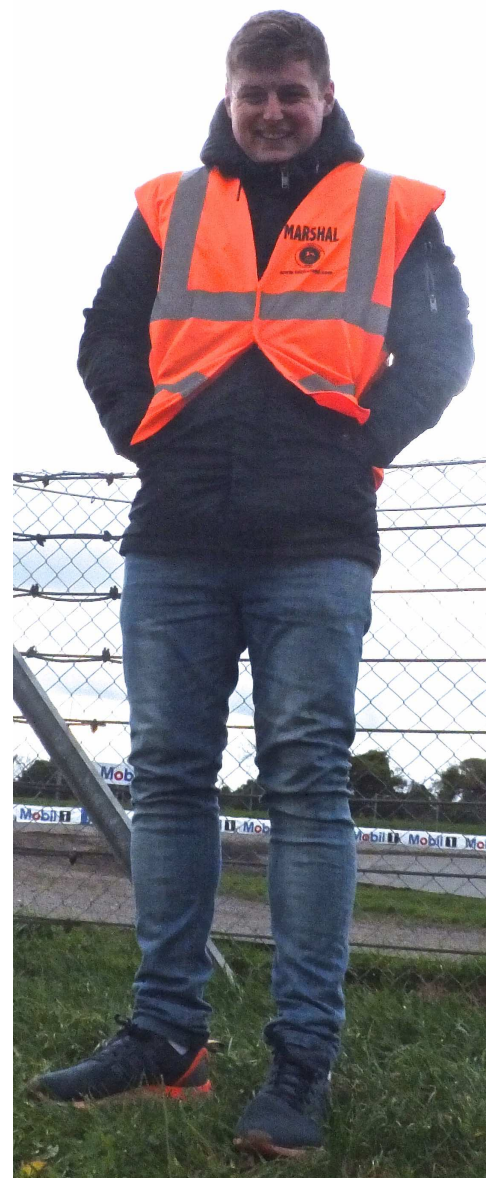


Piers MacFheorais in control



Linda Dempsey & Mark Walsh

Eric Byrne must have spent a lot of time choosing his outfit - his navy/ orange runners tone in perfectly with his predominantly blue ensemble paired with the orange TDC hi-vis vest. His sartorial standards are a match for his driving standards.



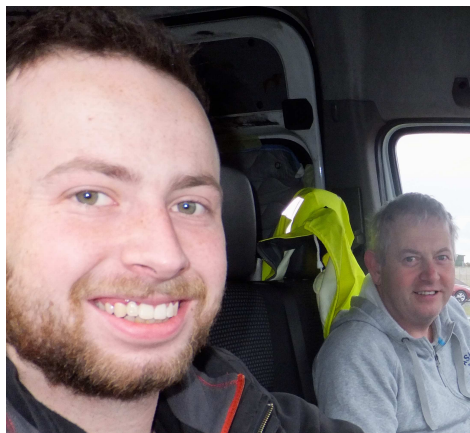
TDC Turbine



Is Stephen Briggs complementing his burgundy "look" with a burger? Continuing the burgundy theme, he is not washing it down with a Gevrey-Chambertin example, rather a mundane Coke.



Richard Warner tries to deal with being "behind bars"



James Driver (L) had a good time with us - dad, Niall abandoned us for the rallycross



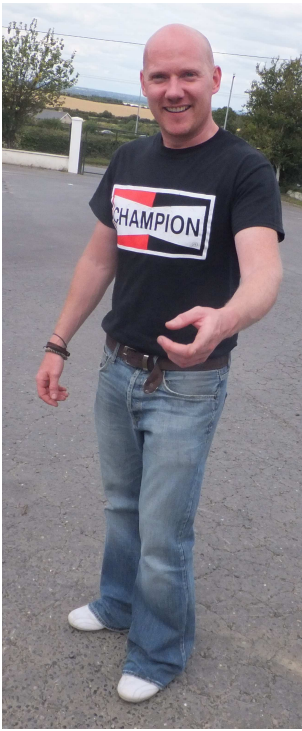
Martin Casey points his pencil

SNIPPET



*Still no suggestions as to who is hiding in the bushes?
Please, somebody, put me out of my misery.*

QUIZ October Answers



1 Who is modelling the fetching flared jeans?
Conor Clarke



2 Who is about to put on his “go-faster” footwear?
Norman Ferguson



3 Who are conferring beyond a watery windscreen?
Tim Faulkner & Piers MacFheorais

4 \diamond is a made-up operator (kind of like + only more complicated)

$$2 \diamond 10 = 24$$

$$3 \diamond 6 = 27$$

$$7 \diamond 2 = 63$$

$$x \diamond y = x(x + y), \text{ so}$$

$$5 \diamond 3 = 5(5 + 3) = 40$$



6 Who is letting off “steam” in Glencullen at the PCT in July? *Frank Lenehan*

5 What make/model is this and to whom does it belong?
It is the Turner of Geoff Long



7 Whose car features these nice transfers?
Peter Faulkner's MX5



8 Who are the Good Samaritans rescuing Tim Swail's Daihatsu Terios in Glencullen at the PCT in July? *From left: Ian McCulloch, Ivan Sheane & Tim Faulkner*



9 Who is this, sporting the cheeky appendage?
Christopher Evans

The usual early start when heading north turned out to be even earlier than intended when the back-up alarm (my old mobile) went off an hour earlier than I planned. Because the mobile sits redundant on my bedside table for most of its life I had omitted to put its clock back. On the plus side, it did mean that I was fully washed, breakfasted and awake when I arrived at Frank's (Lenehan). Timmy Faulkner was fiddling with figures - it is the end of the tax year - so was unavailable. Piers MacFheorais was doing mental exercises to help him memorise the more complicated than usual tests on the Hewison event the next day. The journey was uneventful apart from overtaking the more law-abiding Eamonn (Byrne) and Joanna (Lenehan).

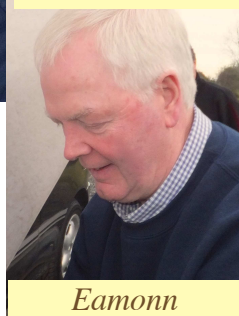
There was quite a queue at scrutiny and the subsequent sign-on though, as always, everybody was fully processed in time for the 10:00 am start and, importantly, their complimentary sausage bap. It was also possible to familiarise ourselves with the test diagrams. Unusually, Frank was No. 40, though we



Francis Adair - a trio of Starlets in an MX5 sandwich.
First on the road were Stephen Whitford &



Maurice



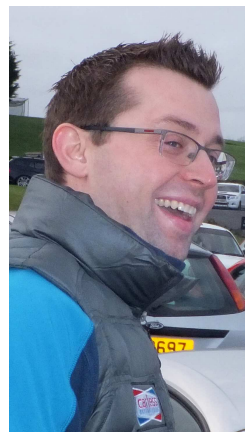
Eamonn

were grouped together with Cathal O'Carroll (pictured here with Joanna Lenehan) & Maurice McMonagle, John Nolan & Aoife Ryan (in giddy form), Eamonn & Joanna and Kyle &



Philip Morrow who were delighted to be able to make some tracks for everybody else to follow.

The tests were in locations most of which were familiar to me. It



does help, on the first lap, when you can visualise what the test drawing looks like on the ground. The morning consisted of two laps of six tests. These were sufficiently intricate to obviate the need for the customary artificial speed reducing measures - this appealed to Frank. The Raleagh Test, which had two loops, was marginal at minute intervals vis-à-vis competitors getting in each other's way. The start officials took a conservative approach and let us go at two minute intervals. This generated a bit of a backlog. The positive aspect of this was that it offered an opportunity to socialise. When the C-o-C, the admirable Gavin Campbell, "suggested" one-minute intervals for the second run-through we managed to get pretty much

back on schedule for the afternoon's entertainment. This featured just three tests - there had been a possibility of a fourth (a repeat of the Carryduff Building Supplies challenge) but dusk intervened.

The results were generated promptly and the



comfortable winners, for the second time in a couple of weeks, were Damien Mooney & Tony Anderson. Their victory margin was almost 30 seconds which can't all be accounted for by Damien's night driving expertise. (Honed on the Moonraker event earlier this year maybe?).

We ended up 14th which Frank was happy enough with though he would like to have been closer, if not ahead of, John & Aoife. Eamonn & Joanna dropped from 2nd at lunch to seventh when a driveshaft failed on Test 13. Eamonn and John managed to fit a replacement in about 10 minutes - impressive.



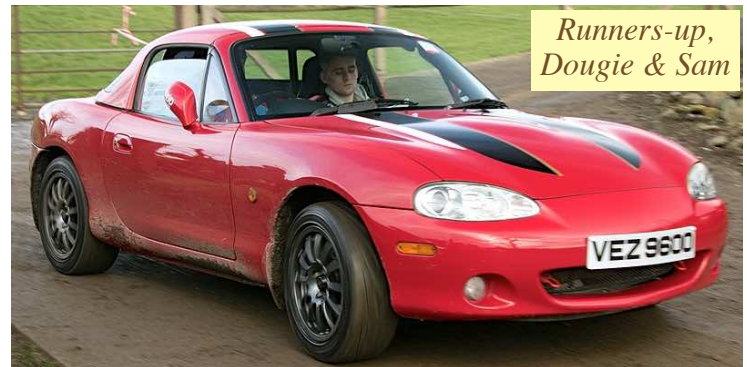
Rob Whelan was a bit enthusiastic and suffered two jump start penalties (he wasn't the only one!). He and dad, Johnny, ended up 21st which wasn't too bad, considering.

Ian



RESULTS

1 Damien Mooney / Tony Anderson (Saxo)	14:05
2 Douglas Reid / Sam McAllister (MX5)	14:33
3 Matthew Mason / Will Corry (Micra)	14:41
4 David Crothers / Barbara Kane (MX5)	14:43
5 Malcolm McDowell / Ruth Dickson (Micra)	14:44
6 John Kelly / Mark Faulkner (Midget)	14:46
7 Eamonn Byrne / Joanna Lenehan (Starlet)	14:51
8 Mark Francis / Gillian Haydon (MX5)	14:52
9 John Nolan / Aoife Ryan (Starlet)	14:59
10 Kyle Adair / Francis Adair (MX5)	15:01



*Runners-up,
Dougie & Sam*



Third were Matthew & Will

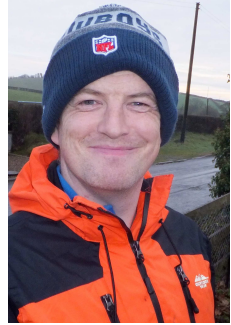


Colin Earney & Laura Reid brought sartorial co-ordination to a new level

TDC Turbine



This was the tin opener trauma suffered by the Lenehan Starlet. The "tin opener" was a marginally offline metal protruberance. The good thing was that the interaction didn't cost any time.



The Escort of Mark Walsh & Linda Dempsey succumbed to terminal transmission tribulations after only the first test - all that way for very little.



Helen Caulfield & Matthew Walsh were the protocol transgressors



Karl O'Donoghue had Jean Lawlor alongside, making her debut

TDC Howard Wilde Memorial Autotest

12th November

The situation looked bleak/normal on the run up to this, the 8th round of the 2017/18 Hewison Championship. There were a mere seven competitors on the TDC website entry list but then some more names were added, and more. Eventually, there were almost 40. On the day a few late decisions brought the total number of starters up to an amazing 42.

There was a great response from our plea for organisational help and we were able to have the tests really well monitored. There were also lots of friends, relatives and the odd curious onlookers in attendance. Apart from anything else the sheer number of people present resulted in a great atmosphere. The weather, although sunny and dry, featured temperatures typical of Mondello, i.e. about 5C less than those in the

rest of the country. Fortunately no cases of hypothermia were reported.

The four tests, which were tweaked versions of last years, were well received, though they were quite challenging for the rawer beginners.

Ian White, already the winner of four Hewison Autotest Championship rounds this season, came out on top. He finished 4.8 seconds clear of Ashley Lamont.



Ian being presented with the Howie Wilde Memorial Trophy by Eric Briggs

Ian led narrowly at the end of the opening lap, from Ashley, with Davy Thompson close behind in third spot.

Ashley Lamont about to on the start line under the watchful eye of John Lombard



Davy took over runner-up position during the second attempt at the four different tests, but Ashley retook the place on the final run.

Former Hewison champions Eamonn Byrne and Peter Grimes



finished fourth and fifth, with each of them scoring class wins, while Piers



MacFheorais won the well supported class for Road-going cars from Richard Meeke.

Ronnie Griffin was best of the non-regulators sharing Ashley Lamont's Westfield. Despite this



being his first outing in the car he was remarkably quick and in control.

Almost the least fortunate competitors were Michael Cullen and Rod McGovern whose shared Westfield broke down shortly after they had started.

Even more hapless was Dave Mosey who had travelled from the UK. He blew the diff in his Mini Saloon when warming up - he didn't even get to start. Ironically it was to be his last outing in the car - he is going down the Mini Special route next season.

Another notable feature of the day was the Prize Giving in Cooke's in Caragh. (This was prompted by the presentation of the 2016/17 Hewison Championship awards which had been arranged to take place in this venue). We decided to avail of it as well. This



Darren Quille receives his award from Eric Briggs

post event gathering was particularly memorable because Howie Wilde's cousin, Stephen & Susan Briggs's dad and Zoe Briggs's grandpa, Eric presented the prizes. Thank you Eric, (and Jean, his wife) for coming along to add to the occasion.

Editor 

RESULTS

- 1 Ian White (Mini Special) 526.6s,
 - 2 Ashley Lamont (Westfield) 531.4s,
 - 3 David Thompson (Nova) 533.7s,
 - 4 Eamonn Byrne (Mini) 534.6s,
 - 5 Peter Grimes (Mini-Nova Special) 535.8s,
 - 6 Darren Quille (Westfield) 552.0s,
 - 7 Chris Grimes (Mini) 553.0s,
 - 8 James Wilson (Mini Special) 557.1s,
 - 9 Timmy Lynch (Westfield) 558.3s,
 - 10 Guy Foster (Mini Special) 559.7s,
 - 11 Paddy Power (Mini Moke) 575.9s,
 - 12 Ronnie Griffin (Westfield) 578.5s.
- Class winners:* Eamonn Byrne, Peter Grimes, Ashley Lamont, David Thompson, Piers MacFheorais (Mazda MX5) 658.5s.
- Beginners:* 1 Ronan Kearns (Westfield) 821.3s, 2 Conor Clarke (Starlet) 830.4s, 3 David Campion (Starlet) 847.9s.



Ronan Kearns



Paddy Power

TDC Turbine

Rob Bolton keeps an eye on Colin Sheridan



Timmy Lynch



*Syd Quille was assigned stopwatch duties. Would he not be more suitably deployed as a "writer"?
(Think nominative determinism)*



Jess Jordan & Alan Auerbach had Jacob out for another dose of motorsport indoctrination



Accompanying the unfortunate Dave Mosey were Mark

Thornton & Willie Keaning. Willie (pictured left) was double driving Mark's Nova. I suspect he may not be offered the opportunity again as he finished ahead of Mark.



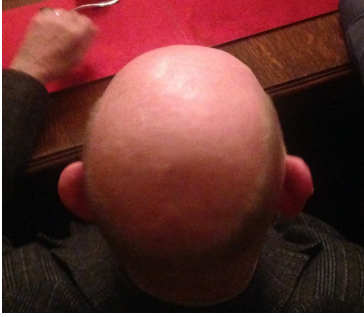
Ken Irwin was on hand to ease Guy Foster's transition to 15" front wheels - trickier than you might think.

This more or less says it all about Chris Grimes



Michael (L) & Liam Cashman cast a critical eye over Eamonn Byrne. James Wilson's Special enjoys a quiet moment





Larry Mooney's profile is as prominent as ever and his marketing instincts show no signs of abating.

On a more serious topic, his vascular system continues to function, courtesy of a triple bypass/quadruple bypass/sundry stents and a pacemaker. The battery supply for the last hasn't been changed for ten years. It was suggested by a committee member, who would prefer to remain anonymous to avoid claims of elderly* abuse, that Larry has his own built-in solar panel.

*The wag is not in the first flush of youth either!

The image alongside appeared in my inbox from the bowels of the internet.

TEAM VOLKSWAGEN-AUDI International Galway Rally



Winners of the Manufacturers' Team Award

VW GOLF: Larry Mooney, Grange Motors, Dublin.
AUDI 80: Paddy O'Callaghan, O'Callaghan's of Kanturk.
VW BEETLE: Frank Hogan, Hogan's of Limerick.

All members of the team are Volkswagen-Audi Main Dealers.

Group One: up to 1150cc. - Winner VW Golf Larry Mooney.
Group One: up to 1600cc. - 2nd Place Audi 80 Paddy O'Callaghan.

Test drive with a rally driver or
contact your nearest Volkswagen-Audi Dealer.



for quality, reliability and economy



After Holfeld's at the end of August the Committee Cup was whisked away from the clutches of winner, Christopher Evans by Larry for engraving. With the job done, Larry took the opportunity to present the Cup to Christopher at the Enniskerry Vintage Day in September.

SNIPPETS contd.



Larry was also on hand for a photo opportunity with Herman Zapp and his 1928 Graham-Paige outside The Goat in September. Larry presented him with an IMRC Cup he had won in Mondello in 1976 as a memento of his visit to Ireland. Herman and his wife, Condelaria set out on what was to be a six-month trip from Argentina to Alaska. It turned out differently, and almost eighteen years and four children later and, after extensive global meanderings, they are still on the road. Herman had heard of Fangio. (As well he might! - Ed.)

As you will no doubt realise, most of the writing herein is done by “volunteers” - usually reluctant. Not surprisingly, compiling a piece for the Turbine is not always at the top of their list of priorities. Consequently, I sometimes have to give them a gentle reminder to get their creative juices flowing. The article duly reaches me soon afterwards. Occasionally, I get a response before the contribution arrives - Dave McAulay is often “guilty” in this regard, as you can see from the following exchange, on 30th October, regarding his “offer” to put pen to paper regarding his outing to the North Armagh Targa Rally.

IMcC: Is the Loughgall log proceeding apace - that extra hour yesterday will have facilitated its fabrication, I’m sure?

DMcA: An hour, one solitary hour, is but a drop in the ocean of creativity required to craft such a work of literary fiction, I mean genius! I may or may not have an appointment this week in the National Archives to research the Loughgall estate to provide the historical back-up essential for publication in such an august journal as the Turbine.

DMcA: The dog ate my homework again, I’ll see you in the library for detention later.....Surely suspension or expulsion is imminent!

IMcC: IYou’re too valuable to dispose of. Thanks a mill.

DMcA: Thanks, I think.....

IMcC: I’ve just finished reading your litany - it’s as amusing as ever - well done.

DMcA: Ta, too long winded as usual ! Feel free to trim it if required!!

IMcC: Your works of art can never be too long.



At the end of September, Niall Murray (R) & Jacob Mathiasen drove their Ginetta G55 to third place in the Donington Park round of the British GT Championship.

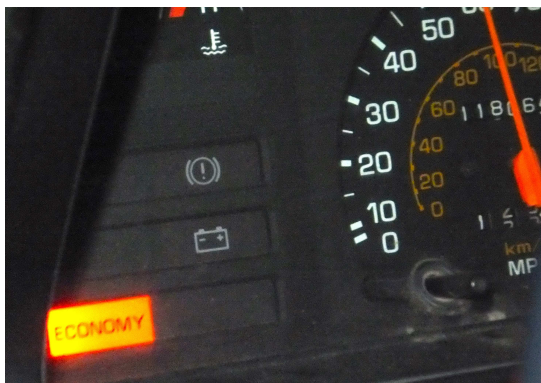
QUIZ December Questions

1 Who is the “watcher on the ditch” at the UAC Equinox in the Mark Francis pic on Page 6

2 Which car features this novel Brantz substitute?



4 Whose car operates is set economy mode on events?



6 Who is this? (Son of an accomplished rallycross pilot from the heyday of the sport in Ireland.)

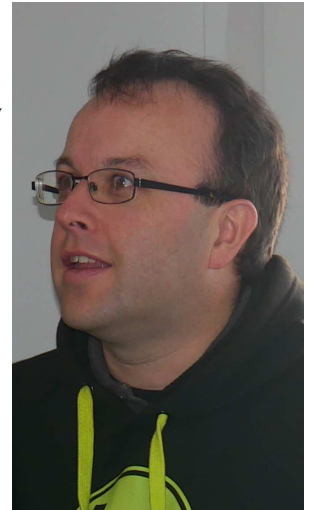


Answers to valianmcculloch@gmail.com

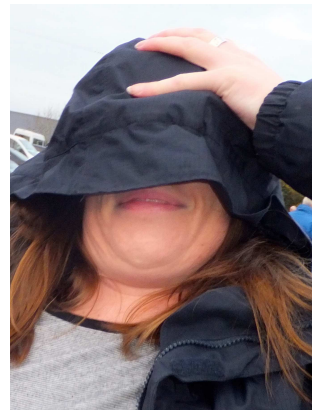
3 Whose hat?



5 Who is this normally camera-shy Lutjanus?



7 Who is Little Blue Riding Hood?



SNIPPETS

The defibrillator on duty at the Clubman Autotest in Mondello in October. In the absence of an “office” it took refuge on top of the dashboard of C-o-C, Philip O’Reilly’s chariot.



Judy Lambert and Owen Murray became betrothed in October.

Given their seemingly relentless schedules (work & play), this prompts the question - when are they going to find time to take the step after “engaged”?



MADMC Walsh's Hotel Targa Rally

25th November

Being so far north (Maghera) the start was even earlier than usual. Piers (MacFheorais) and I left at 5:00 am. My "slow learning" tendency was again manifest. The back-up mobile which had woken me an hour too early a couple of weeks earlier did likewise again. My attempt to adjust the time obviously failed. We went the "long" way through Belfast but steady progress saw us arrive at 7:30 am. This resulted in a speedy passage through scrutineering and sign-on. We were asked if we thought that 114 entries was too many. Piers suggested that we wouldn't be able to judge until later in the day - fate determined that no conclusion could be drawn.



A concentrating Piers

Having collected our breakfast bap and coffee we found a spot to annotate the test diagrams. There were six tests, each to be done twice, on the agenda. Four were at least a mile long. There were lots of chicanes and cones/pylons to be circled as well as some "stop-astrides". It looked to be straightforward enough on the "knowing which way to go" front.

The first challenge had been to make our way on foot from scrutineering to Walsh's Hotel. The footpaths were treacherously slippery, even for those with treaded soles. Speaking of which, the scrutineers seemed to be quite generous in what they deemed not to be a snow tyre. The preliminary groundwork done I was able to complete a very important task - the purchase of a couple of Usborne dinosaur books from Joanna Lenehan - another bit of far too early Christmas shopping completed. (I should point out that these were for my grandsons and were in no way autobiographical!).

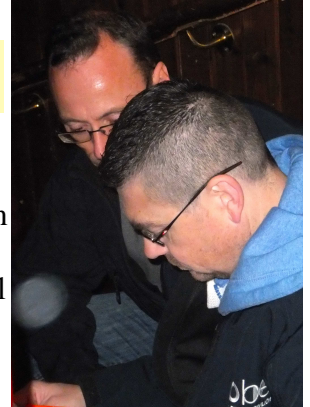


Dave McAulay & Daniel Byrne

A highlight of this interlude was the arrival of Peter Faulkner. He is due to have some innovative attention to his malfunctioning knee. Dave McAulay, who also has joints which are not as efficient as they once were, wondered if Peter would let him have some of his stem cells!

Christopher Evans & Kevin Fagan prepare

Soon it was time to make a move. On the way to the car a familiar face appeared, coming in the opposite direction. It was Liam Cashman who had come all the way from Cork, en famille, for a table-tennis tournament.



We were No. 25. The roads seemed okay en route to the first test but, when we entered the forest, the approach road to the start had a liberal coating of snow. There was a big queue - Malcolm McDowell's Micra is the first of those behind



us. A course car then appeared coming from the opposite direction with the news that conditions were too treacherous to tackle the test in anger. And so we began to trundle through. Piers suspected that the abandonment might have been a portent so he hung back to facilitate a bit of a "cut". I suspect that David Burns & Conor Murphy might have had the same idea!



Further along, the snow had compacted sufficiently to make it difficult to get up an incline and we had to queue to take a run at it.

A similar situation arose on the road section to Test 2. Those with less tready tyres were marooned. Nicky Sparks suggested an impromptu Sporting Trial to test the relative traction skills of those who couldn't make it over the hill, while waiting for the situation to be resolved. There were no takers! Damien Mooney & Tony Anderson used their local knowledge to go a "long way around", but the majority sat there helpless. Piers decided to "have a go" and we made it over the top. I was prepared to attribute our

Eamonn Byrne goes for a stroll



successful ascent to Piers's superior driving skills (honed over many years of anti-social behaviour during snowy spells in the vicinity of Sally Gap). He reckoned that it was more likely to be the traction advantage generated by the amount of my bric-à-brac in the boot over the driven wheels.

As we were getting close to Test 3 we met a bunch of cars coming the other way. They relayed the disappointing news that our day was done almost as soon as it had begun.

So it was back to Maghera for some morale boosting stew and abject apologies from Mary O'Kane. Decisions to abandon are always

difficult. Should we have waited? Should we have acted sooner? Whatever, clubs don't discommode competitors on purpose. There were quite a few organisers in the field who will have empathised.

Let's hope next year sees more congenial conditions.

Ian 



Santa Claus watches over, clockwise from Raymond Donaldson in the red coat, Dermot Carnegie, Daniel Byrne, Piers MacFheorais, Eamonn Byrne & Joanna Lenehan.



TDC Turbine

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	Rd 7 Club AT 13-Aug	Rd 8 MVAT 27-Aug	Rd 9 Club AT 15-Oct	Rd 10 Hew AT 12-Nov	Full Total	Best 8
	Intermediates												
1	Brian Kingston	20		19	20	19		20	20	19	20	157	157
2	David Meeke	19	20	20	19	18	20	19	16	18	18	187	153
3	Stephen Briggs	15	19		17	17			17	16	17	118	118
4	Zoe Briggs	8			13	13			13	15	16	78	78
5	Anthony Freeney				14	16	10	18	14			72	72
6	Jack Quinn	10	13		15	15	15					68	68
7	Mick Kehoe	17			18		12		18			65	65
8	James Driver	14	16				18			17		65	65
9	Paddy Lombard	7	17				16					40	40
10	Niall Murray					20					19	39	39
11	Craig MacWilliam	18							19			37	37
12	Niall Driver		18				17					35	35
13	Alan Shinnors	16			16							32	32
14	Owen Murray	13					19					32	32
15	Eoin Longworth			16			11					27	27
16	Karen Gaffney		12						12			24	24
17	Danny O'Donohoe	9				14						23	23
18	Michael Cullen									20		20	20
19	Patrick O'Leary			18								18	18
20	Mick Boland			17								17	17
21	Ted Gaffney		15									15	15
22	Glynn Gaffney								15			15	15
23	Joe Reynolds		14									14	14
24	Brian Flanagan						14					14	14
25	Ian McCulloch						13					13	13
26	Martin Nugent	12										12	12
27	Mark Nugent	11										11	11
	Experts												
1	Richard Meeke	12	19	20	14	20	20	20	17		0	142	142
2	John Nolan	14	14		11	19	19	18	16	19	0	130	130
3	John McAssey	9	20	17	15	17		19	11	20	0	128	128
4	Piers MacFheorais	7	13	19	13	16	17	15	14	17	0	131	124
5	Philip O'Reilly	11	17	16	12	15	16	17	10		0	114	114
6	Frank Lenehan	13	18		16	14	18		9			88	88
7	Mark Doran	17			18	18			18		0	71	71
8	Christopher Evans	20			20				20			60	60
9	James Mansfield	6		9				16	8	18	0	57	57
10	Eamonn Byrne	19							12		17	48	48
11	Ronnie Griffin		16		17						9	42	42
12	Damien Doran	18			19						4	41	41
13	Liam Cashman	15							15		7	37	37
14	Stefan Walsh			18		13						31	31
15	Andrew O'Donohoe	16				12						28	28
16	Ian White	8									20	28	28
17	Declan Hendrick		15		10							25	25
18	Daniel Byrne								19			19	19
19	Ashley Lamont										19	19	19
20	David Thompson										18	18	18
21	Joe Doran					11			6			17	17
22	Peter Grimes										16	16	16
23	Darren Quille										15	15	15
24	Chris Grimes										14	14	14
25	Dave McAulay	5			8							13	13
26	Eddie Peterson								13			13	13
27	James Wilson										13	13	13
28	Timmy Lynch										12	12	12
29	Guy Foster										11	11	11
30	Alan Auerbach	10										10	10
31	Paddy Power										10	10	10
32	Tom Devaney										8	8	8
33	Dermot Carnegie								7			7	7
34	Paul Lowther										6	6	6
35	Willie Keaning										5	5	5
36	Paul Phelan										3	3	3
37	Mark Thornton										2	2	2
38	David Jenkins										1	1	1
39	Michael Cashman										0	0	0

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	Rd 7 Club AT 13-Aug	Rd 8 MVAT 27-Aug	Rd 9 Club AT 15-Oct	Rd 10 Hew AT 12-Nov	Full Total	Best 8
	Beginners												
1	Dave Campion	12	10	16	19		15	20	19	19	18	148	136
2	Aoife Ryan	18	16		16	15	14	17	17	20	16	149	135
3	Susan Briggs	11	19		10	14	19		14	15		102	102
4	Conor Clarke		15		20			18	20		19	92	92
5	Eric Byrne		13			16	20	19			17	85	85
6	David Fitzpatrick		11		17		16		16			60	60
7	Ken Fleming	20	20		18							58	58
8	Conal O'Neill	17						15	18			50	50
9	Sean Fitzpatrick		9		11		17		13			50	50
10	Dave O'Neill	16	14		14							44	44
11	Thomas Crowe			14		20						34	34
12	Paul Sealy						18		15			33	33
13	Richard Warner							16		17		33	33
14	Finbar O'Neill	15			15							30	30
15	Luke O'Neill	14			13							27	27
16	Gerard Keane								10	16		26	26
17	Pat Maguire	10	12									22	22
18	Jason Bracken			20								20	20
19	Ronan Kearns										20	20	20
20	Brian Duggan	19										19	19
21	Cian Robinson			19								19	19
22	Burschi Wojnar					19						19	19
23	Emer McNamee		18									18	18
24	Darren Delaney			18								18	18
25	Chris Byrne					18						18	18
26	William Kelly									18		18	18
27	Linda Dempsey		17									17	17
28	Eoin Quinlan			17								17	17
29	Sam Mulcahy					17						17	17
30	Conor Quinlan			15								15	15
31	Deirdre Doyle									14		14	14
32	John Carty	13										13	13
33	TJ O'Brien			13								13	13
34	Tim Swail						13					13	13
35	Gary Rohan			12								12	12
36	Paul Hendrick				12							12	12
37	Sean McKay						12					12	12
38	Fearghus Booth								12			12	12
39	Tsar Sheane						11					11	11
40	Gillian Griffin								11			11	11
41	Ivan Sheane						10					10	10
	Novices												
1	Colin Sheridan	18	14	18	16	18	18		17	18	19	156	142
2	Andrew Boland	19			19			20	18	19		95	95
3	Mark Walsh	15	20		18	19	14					86	86
4	Karl Grehan	12	13	19		20	15					79	79
5	Matthew Walsh	13	17		15	17	16					78	78
6	John O'Reilly	20			20				19			59	59
7	Percy Pennefather		18				19					37	37
8	Angus Johnson	16							20			36	36
9	Morgan Evans		16				20					36	36
10	John Maher	17			17							34	34
11	Declan Furlong	14	12				8					34	34
12	Cathal O'Carroll				14					17		31	31
13	John Farrar		15				12					27	27
14	Maurice McMonagle	10			13							23	23
15	Hugh Dunne			20								20	20
16	Jay Donegan									20		20	20
17	Cian Power										20	20	20
18	Ronan McNamee		19									19	19
19	Kieran Garahy			17								17	17
20	Ciaran Timmons						17					17	17
21	Mark Shanahan			16								16	16
22	Owen Whelan								16			16	16
23	Declan Donohoe			15								15	15
24	Dearbhaile Garahy			14								14	14
25	Eilish Sheane						13					13	13
26	Francis Rhatigan	11										11	11
27	Sam Farrar						11					11	11
28	John Beatty						10					10	10
29	Trish Wojnar						9					9	9

TDC Turbine

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	Rd 7 Club AT 13-Aug	Rd 8 MVAT 27-Aug	Rd 9 Club AT 15-Oct	Rd 10 Hew AT 12-Nov	Full Total	Best 8
1	Richard Meeke	12	17	20	13	20	14	20	17		0	133	133
2	John McAssey	8	20	15	14	17		19	9	19	0	121	121
3	John Nolan	14	0		10	19	13	18	16	18	0	108	108
4	David Meeke	5	18	17	9	11	18	13	0	13	0	104	104
5	Brian Kingston	10		16	16	12		15	14	15	0	98	98
6	Piers MacFheorais	3	0	19	12	15	0	14	13	16	0	92	92
7	Philip O'Reilly	11	12	14	11	14	0	17	8		0	87	87
8	Mark Doran	17			18	18			18		0	71	71
9	Frank Lenehan	13	16		15	13	8		6			71	71
10	Christopher Evans	20			20				20			60	60
11	Eamonn Byrne	19							11		17	47	47
12	James Mansfield	1			4			16	5	17	0	43	43
13	Damien Doran	18			19						4	41	41
14	Stephen Briggs	0	14		5	8			0	11	0	38	38
15	Liam Cashman	15							15		7	37	37
16	Ronnie Griffin		11		17						9	37	37
17	Eric Byrne		0			0	20	9			0	29	29
18	Susan Briggs	0	11		0	0	16		0	1		28	28
19	Stefan Walsh			18		10						28	28
20	Ian White	7									20	27	27
21	Mark Walsh	0	19		2	5	0					26	26
22	Colin Sheridan	0	0	6	0	1	12		0	7	0	26	26
23	Andrew Boland	0			3			12	1	10		26	26
24	Andrew O'Donohoe	16				9						25	25
25	David Campion	0	0	7	0		0	11	0	5	0	23	23
26	Percy Pennefather		8				15					23	23
27	Morgan Evans		4				19					23	23
28	James Driver	0	0				10			12		22	22
29	Niall Driver		13				9					22	22
30	Michael Cullen									20		20	20
31	Daniel Byrne							19				19	19
32	Ashley Lamont										19	19	19
33	David Thompson										18	18	18
34	Aoife Ryan	0	2		0	0	0	7	0	8	0	17	17
35	Owen Murray	0					17					17	17
36	John O'Reilly	6			8				2			16	16
37	Mick Kehoe	2			7		0		7			16	16
38	Ken Fleming	0	16		0							16	16
39	Niall Murray					16					0	16	16
40	Peter Grimes										16	16	16
41	Karl Grehan	0	0	9		6	0					15	15
42	Darren Quille										15	15	15
43	Craig MacWilliam	4							10			14	14
44	Anthony Freeney				0	4	0	10	0			14	14
45	Jay Donegan									14		14	14
46	Chris Grimes										14	14	14
47	Declan Hendrick		7		6							13	13
48	Jason Bracken			13								13	13
49	James Wilson										13	13	13
50	Cian Robinson			12								12	12
51	Eddie Peterson								12			12	12
52	Timmy Lynch										12	12	12
53	Darren Delaney			11								11	11
54	Paul Sealy						11		0			11	11
55	Guy Foster										11	11	11
56	Hugh Dunne			10								10	10
57	Paddy Power										10	10	10
58	Alan Auerbach	9										9	9
59	Zoe Briggs	0			0	0			0	9	0	9	9
60	Ronan McNamee		9									9	9
61	Conor Clarke		1		0			8	0		0	9	9
62	Richard Warner							6		3		9	9
63	Matthew Walsh	0	6		0	0	2					8	8
64	Eoin Quinlan			8								8	8
65	Tom Devaney										8	8	8
66	Jack Quinn	0	0		0	3	4					7	7
67	Sean Fitzpatrick		0		0		7		0			7	7
68	Joe Doran					7			0			7	7
69	Cathal O'Carroll				0					6		6	6
70	Ciaran Timmons						6					6	6
71	Paul Lowther										6	6	6
72	Paddy Lombard	0	0				5					5	5
73	Conal O'Neill	0						5	0			5	5
74	Emer McNamee		5									5	5
75	Conor Quinlan			5								5	5
76	Willie Keaning										5	5	5
77	Angus Johnston	0							4			4	4
78	Kieran Garahy			4								4	4
79	William Kelly									4		4	4
80	Linda Dempsey		3									3	3
81	Patrick O'Leary			3								3	3
82	Thomas Crowe			1		2						3	3
83	Brian Flanagan						3					3	3
84	Dermot Carnegie								3			3	3
85	Paul Phelan										3	3	3
86	Mark Shanahan			2								2	2
87	Gerard Keane								0	2		2	2
88	Mark Thornton										2	2	2
89	John Maher	0			1							1	1
90	David Fitzpatrick		0		0		1		0			1	1
91	David Jenkins										1	1	1

See Website for full final Autotest Standings.

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

The Club Autotest Championship winners were decided at the Howard Wilde event. See below. However, the Overall Championship is building to an exciting conclusion in all but one class. While Richard Meeke seems to have the “Experts” sewn up, the final round on Stephen’s Day in Arklow offers some hope for his pursuers, John Nolan, John McAssey & Piers MacFheorais. The “Intermediates” features the perennial battle between Brian Kingston and David Meeke. Novice, Colin Sheridan can’t be caught in his class. Beginners, Dave Campion and Aoife Ryan are separated by just one point.

Let’s hope that there won’t be Blood at the Avoca River Corral.

TDC 2017 Autotest Championship

***Best Expert
John McAssey***

***Best Intermediate
Brian Kingston***

***Best Novice
Colin Sheridan***

***Best Beginner
Dave Campion***

RAC Rally of the Tests

9th - 12th November

Ted Gaffney is proving to be a ideal Turbine contributor. Not only does he generate good stuff but, on this occasion, it arrived unbidden - perfect. It was novel too in that it was dispatched to me, as he went along, in SMS instalments which included directions to relevant images. The event ran this year from Chester to Harrogate.



Ted's Tales

Two Irish drivers are competing in The Rally of the Tests in England for the next four days - Dermot Carnegie navigated by Paul Bosdet, and Ted Gaffney with Brian Goff on the maps. Just before the prologue Dermot & Paul have a head gasket problem - leaking water - they've put in a sealant and hopefully it will work! First car starts this evening's prologue - two tests and two regularity sections - at 16:30.

We had a few delays on the two regs and a cracking time on the 2nd test. Dermot & Paul going well. Three of us competitors were just recognised at the welcome dinner as having done 14 Rally of the Tests! We're 18th in the o/a classification, but 47th on the road. 09:01 start time this morning and expect to finish today's route about 22:00.

On Friday night's section part of the route went through a very narrow muddy lane with stone walls on either side and Dermot (along with a few others) hit part of it and damaged the tracking and chassis leg on his Volvo. (*What about the wall? - Ed*). The service team, for all competitors, adjusted the tracking so they could continue.



Ted's Mini needed the service crew as well on Friday morning to replace the front right brake cylinder which was found to be leaking. (Drums all round on this car). However, the spare was a "left"! It wasn't a disaster as Peter Banham fitted the new piston into the old cylinder and it worked like new. Dermot & Paul fell foul of reg 2 and did some shopping. They missed a tail on an arrow crossing a road and failed to visit a control.

On Saturday one Irish driver saw the other Irish driver hit a cone on a test and drag it 100 metres to the finish line. The other didn't want to say who it was for fear of doing

the same at some later test. You guessed it! The next day on Harewood Hilleclimb in Yorkshire the other Irish driver destroyed a cone when losing it on a downhill fast right - fast right, and right of cone B!



Steve Entwistle was driving Paddy Hopkirk's 1293 Cooper S and was in the lead for a while. Ted & Brian equalled his time on one test in their 850 Mini.

In the final results Dermot & Paul were 6th overall and third in class. Ted & Brian 16th overall and 2nd in class behind Seren & Elise Whyte in their Standard 10.



The winners were John Abel & Martyn Taylor.



TURBINE "STUFF"

If you come across photos, articles or anything else that you think might be of interest to Turbine readers, please send them to me for inclusion. I lead a very sheltered existence so am not aware of much that is happening in the motorsport world. If you have an opinion which you would like to air, I would also love to hear from you. There is a caveat. My faculties generally are on the wane so that not everything sent to me appears. For instance, I inadvertently found this pic in the miasma of iCloud in which it had been residing for some time. Sorry Dave (McAulay)!

Looking forward to hearing from you, if only with a caption for Dave's photo. (valianmcculloch@gmail.com)



Editor



2016/2017 Hewison Championship Prizegiving

The 2016/2017 Hewison Championship Prizegiving took place concurrently with the Howie Wilde Memorial Autotest post-event formalities In Cooke's of Caragh. Paul Phelan presided and Larry Mooney who was



Cian & Larry

responsible for the addition to the array of awards of the Europa Cup (best beginner) many moons ago. Not many of the prize winners were present. However, the Europa Cup winner was there. Among other "pairs", there are two Quilles on the trophy - father & son, Austin & Darren but this occasion was notable for the recipient Cian being the third Power. he joined his uncle, Rory and his grandpa, Patrick (Paddy).



Chris Grimes & Larry

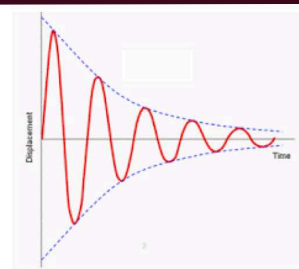
December Crossword

Across

- 1 What sort of basket might you put in the boot for a picnic?(6)
- 4 What component on your car causes the magnitude of the oscillations in the graph (above right) to become smaller? (6)
- 7 Frank Lenehan would love a van of this description for his summer holidays (6)

Down

- 1 American bonnet (4)
- 2 A magnesium sports car make (2)
- 3 Surname of fifties Belgian F1 driver - forename Paul. (5)
- 5 Forename of 1980 Australian World Drivers' Champion - surname Jones (4)
- 6 Exhaust gases travel down one of these (4)



October Solution

1		2			3
4	5		6		
7					

B	O	T	T	A	S
O		I			P
S					I
S	I	N	G	E	R
	R		U		I
B	O	N	N	E	T
	N		K		S

RESULTS

MEC NOONAN CUP SPORTING TRIAL AT HOGG'S FARM, GREENAN, CO WICKLOW: 14th October

- 1 Siobhan McCann (JMcVW) 9 marks,
- 2 Richard Meeke (BD-Opel) 10m,
- 3 Brian Conlon (Erskine-Honda) 13m,
- 4 Percy Pennefather (Erskine-Suzuki) 15m,
- 5 Paul Needham (Erskine-Honda) 15m,
- 6 Enda Byrne (VW) 18m,
- 7 Ian Sweeney (Sweeney-Suzuki) 26m,
- 8 John Bolton (Grasshopper VW) 30m,
- 9 Philip Hughes (Hughes-Honda) 30m,
- 10 Joe McCann (JMcVW) 31m,
- 11 John Alvey (Sheane VW) 38m,
- 12 Gordon Graves (Erskine-Suzuki) 39m.

CORK M C STARTREK NAVIGATION TRIAL AT WHITECHURCH, CO CORK (ROUND 1 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 1 OF MUNSTER CHAMPIONSHIP): 14th/15th October

- 1 Owen Murphy/Daire Hayes (Impreza) 14 marks,
- 2 Donal Healy/Denis O'Donovan (Toyota Starlet) 15m,
- 3 Joe Shinnors Jnr/Greg Shinnors (Impreza) 20m,
- 4 Emmet McCooey/Chris McMahon (Impreza) 23m,
- 5 Derek Mackarel/Muireann Hayes (Impreza) 26m,
- 6 Johnny Casey/Patrick O'Sullivan (Peugeot 306) 35m,
- 7 Dermot Whelton/Mark McCarthy (Impreza) 39m,
- 8 Trevor O'Callaghan/Patrick O'Leary (Impreza) 51m.

CO MONAGHAN M C DRUMLIN NAVIGATION TRIAL AT KNOCKATALLON, CO MONAGHAN (ROUND 2 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 1 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 11th/12th November

- 1 Kevin McCormack/David McCrudden (Subaru Impreza) 27 marks,
- 2 Mark Deery/Patrick O'Leary (Subaru Impreza) 38m,
- 3 Josh Moffett/Stephen Thornton (Honda Civic) 53m,
- 4 Arthur Kierans/Conor Maguire (Subaru Impreza) 58m,
- 5 Colin Duffy/Sam Johnston (Subaru Impreza) 58m,
- 6 Derek Mackarel/Muireann Hayes (Impreza) 63m.

MOTOR ENTHUSIASTS' CLUB KILKENNY CUP SPORTING TRIAL AT RUSSELLSTOWN, BLESSINGTON, CO WICKLOW: 25th November

- 1 Morgan Evans (Mog-Honda) 14 marks,
- 2 Ian Sweeney (Sweeney-Suzuki) 15m,
- 3 Brian Conlon (Erskine-Honda) 16m,
- 4 Percy Pennefather (Erskine-Suzuki) 17m.

MONDELLO PARK SPORTS CLUB RALLYCROSS AT MONDELLO PARK, CO KILDARE (ROUND 7 (FINAL) OF PARTS FOR CARS NATIONAL CHAMPIONSHIP): 26th November

SUPER FINAL:

- 1 Noel Greene (Mitsubishi Mirage) 3m 00.13s,
- 2 Derek Tohill (Ford Fiesta) 3m 01.21s,
- 3 Lloyd Spendlove (Lotus Exige) 3m 12.63s,
- 4 Derrick Jobb (Ford Escort Cosworth),
- 5 Chris Grimes (Vauxhall Nova),
- 6 Derek Lenehan (Citroen Saxo).

MODIFIED FINAL:

- 1 Derek Tohill (Ford Fiesta) 3m 57.00s,
- 2 Lloyd Spendlove (Lotus Exige) 4m 00.86s,
- 3 Chris Grimes (Vauxhall Nova) 4m 04.71s,
- 4 Pearse Browne (BMW Compact).

PRODUCTION FINAL:

- 1 Ciaran Murphy (Peugeot 106) 4m 03.35s,
- 2 Eugene Ward (Peugeot 106) 4m 09.75s,
- 3 Derek Lenehan (Citroen Saxo) 4m 10.29s.

RALLY CARS FINAL:

- 1 Patrick Donoghue (Peugeot 205) 3m 59.11s,
- 2 Thomas O'Rafferty (Vauxhall Nova) 3m 59.82s,
- 3 Jason Keogh (Peugeot 205) 4m 02.83s,
- 4 Dick Sheenan (Opel Corsa),
- 5 Patricia Denning (Peugeot 106).

JUNIOR FINAL:

- 1 Jack Byrne (Ford Fiesta) 4m 13.28s,
- 2 Jyles Harding (Nissan Micra) 4m 15.88s,
- 3 Conor Kehoe (Ford Fiesta) 4m 22.81s,
- 4 Ben Mullins (Nissan Micra),
- 5 Christopher Grimes (Toyota Starlet).

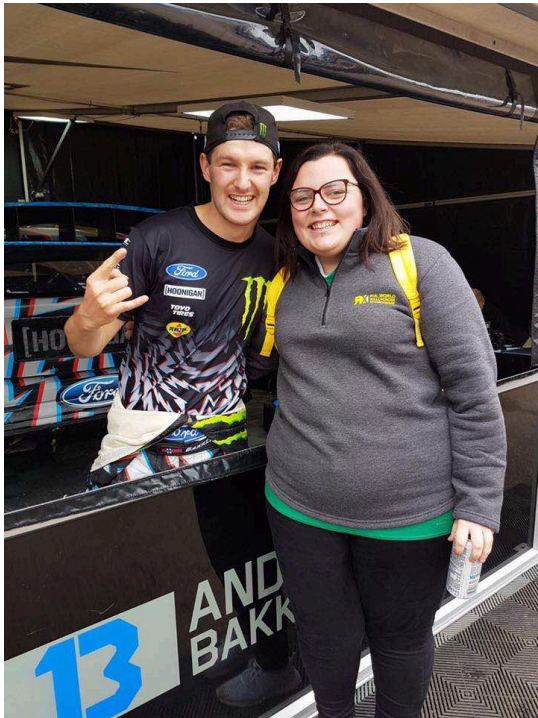
**Tuesday, 26th December - Stephen's Day Autosolo,
Holfeld's Avoca River Park, Arklow**

Sunday, 28th January - MVAT, Mondello Park

SNIPPETS

Derek Tohill has enjoyed his season doing the European Rallycross Championship. This is part (5 rounds) of the World Rallycross Championship so it is very competitive. He finished in the top 6 in two of these 5 rounds, Spain and France.

Derek qualified his best ever in France back in September. With finishing 2nd in Q3 and then effectively winning the heat as Grosset-Janin was disqualified. In the final he finished 5th which was his best ever result in the international supercars.



I was able to get to the last round of the European Championship in Latvia. It was voted the best event back in 2016. Derek had a great qualifying weekend which saw him get on to the second row of the semi-final. After battling his way through the field, it all came to nothing (worse even) when a suspension component broke on landing over the circuit's biggest jump. Losing control of the 600 horsepower Ford Fiesta Supercar, Derek hit an Armco barrier, causing much damage to the car and forcing retirement. With it being my first ever World RX round I was very excited. Having waited all year to go to one the day arrived. It's an experience that everyone should have. You can't explain what it's like until you're in the moment and get to see so many of the supercars there, in front of you, that you've been looking at on a screen all year. Getting to meet idols of mine, like Andreas Bakkerud was the best part of the weekend - also getting to be there to support two of the men racing for our country Derek Tohill and Ollie O'Donovan.

On the Irish scene the combination of super driver and super car has proved unbeatable and he has won the Irish Championship. A particularly notable performance was his third place in the final when the British Rallycross Championship came to Mondello in July.

Kate



Richard Barnwall and Joanne Lombard have recently added Evie to their family. According to grandpa, Paddy (Lombard), Evie has a great grip and Jo is on the lookout for Starlet pedal extensions!

FORTHCOMING EVENTS

Sunday 26th December

TDC Stephen's Day Autosolo

Avoca River Park

Sunday 28th January

TDC Mark's MVAT

Mondello Park

TDC STEPHEN'S DAY AUTOSOLO



AVOCA RIVER PARK

TUESDAY, 26TH DECEMBER

TDC Multi-Venue Autotest



Sunday 28th January 2018

Mondello Park



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