

An intermittent missive of random rants, reports & reviews

www.tdcireland.com February 2017



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# **Chairman's Chunterings**

We have one outing to look forward to before the next issue - a social one. It will be the first "lanes" event TDC has run. It will take place in the Leisureplex, Stillorgan on Sat 11th March at 7:00 pm. Please contact Owen Murray (0878175087) before he gets to you.

Event insurance issues and, more significantly, the decision to cancel what is essentially our flagship event - the David Griffin Trial in Mondello intruded on the seasonal festivities.

- Resolving the former will have a minimal effect on the entry fee for our events.
- The latter was particularly unfortunate but maybe it will make our Holfeld's Multi-Venue Test Trial at the beginning of April (9th) an even more attractive proposition.

Also to look forward to is a "fun" event (brainchild of Larry Mooney) on the previous weekend. Keep your ear to the ground for details.

Those of you who have yet to renew your / apply for 2017 membership, please contact Philip O'Reilly, 0872686333. (See back cover.) If you are a competitor you will recoup the sub. very quickly, courtesy of the reduced entry fees for members. To qualify for the Competition Licence discount, you must be a member of a club. Why not join the best? Also, when circumstances are such that a hard copy of the Turbine can be generated, you will receive one in the post.

The Club Championship has been tweaked for 2017. If you have any observations regarding the revised regulations, please share them with Stephen Briggs (sb@iol.ie)

Ian v

# **LETTERS**

Same situation as last time.

The postman continues to fail to ring once, let alone twice.

If you do get the urge, please communicate.

valianmcculloch@gmail.com

# **COVER PHOTO**

Club Champion 2016, Declan Furlong, with four-day old Matilda and his trophy.

Ronnie Griffin, Maurice McMonagle and Eoin Longworth's chronicles have enriched this issue.

Thank you.



Motorsport legend Des Cullen passed away on 14th January.
Beloved husband of the late Colette, he is survived by his son, Michael, daughters, Pauline and Annmarie, his partner Angela, grandchildren Victor, Anastasia and Luka, brother Jim and his wife Eileen, sisters Gabrielle and Carmel, daughters-inlaw, Dolores and Adriana and son-in-law, Michael.

# **CAPTION COMPETITION**

I couldn't resist reviving the Caption Competition when I received this snap from Joe Reynolds (bottom left). The location is the workshop in Joe's home in Kilteel, in which Ronnie Griffin spends a lot of his time. The workshop had been refurbished as part of a transformation of Rathbawn House into a wedding venue worthy of hosting the nuptials of Joe & Kathleen's daughter, Isobel on New Year's Day.

I'm not sure quite what role Ronnie is playing here but I think a caption is called for - maybe something like

# Ronnie the Rocket Redeemer.



# Omagh MC Gortin Targa Rally 3rd December

What follows is a "first" for the Turbine - a "ghost-written" piece. This is a trial run in which the editor has put into words the gist of a conversation with the inimitable Ronnie Griffin, whose observations are always worth listening to. Maybe others who are reluctant to put pen to paper may be tempted to air their thoughts in similar fashion? Do let me know if you are thus inclined.

In mid-November I had a call from Dermot (Carnegie) wondering if I would be willing and able to



sit with him on the Glenview Trophies Targa (reported on by Richard Meeke in the December issue) in two days' time. "Hi" had had to cry off at the last minute (Ronnie is a great man for nicknames as you will discover as you read on - Mark FitzSimon is "Hi", courtesy of his customary greeting.) I said I was willing but not so sure about the "able". He seemed to think that I would find it no problem given my test experience. I'd also sat with other guys, Owen Murray for one, before. He wanted to go up to Cookstown the night before and that suited me as well. Apart from anything else, it provided the chance to avail of beer at a discount. True to form, I grasped this opportunity with both hands. The following day dawned bright (a little too bright for me) and snowy. The conditions early on did not suit the Escort, or more specifically, its tyres, and Dermot was very frustrated. My expertise, or otherwise, was essentially irrelevant as we slithered around the tests.

Dermot extended another invitation to display my skills on the Gortin Targa. As before, I didn't hesitate. It was only then that he mentioned there would be a bit of regularity in addition to the usual tests. He said that the regularity would be handy enough as it was to the nearest minute, rather than second. This didn't mean much to me but I reckoned that, as I had driven on regularities before, I would be able to cope. Despite rumours that the regularity element would be abandoned because it was putting off potential entrants, this proved not to be the case.

As soon as I received the road book I started putting in the due times at each instruction, with the help of the sheet we had been given. While I was doing this, I was vaguely conscious that the C-o-C was talking

about route boards. I assumed he was referring to codeboards that are used at times. I did look up and saw a board with just a single letter, but I didn't pay much heed. We started with the first regularity and we were getting on grand. I did make a small error but we quickly got back on course. I was reassured when we passed one of the route boards. We passed a few more of these when Dermot wondered should I be writing the letters down. I reckoned that they were just there to confirm we were going the right way. At the regularity finish, after I had handed in my time card, Dermot suggested I ask Derek Smyth, who was sitting with



Eamonn (Byrne), what he had done. Sure enough, he had filled them in on the time card which had been handed in to the marshal. I then approached "Fingers". (This is another of Ronnie's nicknames. The gentleman in question is Johnny Whelan who was sitting with his



son, Robert. The nickname arose after an unfortunate incident with Martin McMahon's Munster Tool
Company Formula Ford car and a quick lift jack.) He had actually written them down in his road book so I put them into my road book as well. I then approached the C-o-C with my letters and explained that I hadn't realised they were supposed to be filled in on the time card. He graciously said that we wouldn't be penalised.

Eamonn had actually dropped a minute on this section, thanks to a van coming the other way whose driver had that look in his eye which suggested that he wasn't going to make it too easy for competitors to get around him. Fortunately, when we encountered him there was a bit of a bank which I was able to direct Dermot up to get past. The regularity had been about half an hour long. There was another similar one after lunch and we cleaned it as well.

We only had what might be called dramas on three of the 19 tests. The first was on "Speedy's" test. (Another nickname - not, as some of you might think, Peter Boyd who is sometimes called this, but the more mature Ken Irwin who has been styled thus for many years.) His test featured a pylon to be circled "wrong way". Dermot actually prefers "leave it on your left" to "keep right". I think it was a misunderstanding related to this which saw him approaching it as if he was going to do it "right way". After a short discussion we did it as specified.

There was another bit of excitement at the end of another test where the finish line was on the brow of a hill. I reckon we were in mid-air as we crossed the line and gave the marshal a bit of a fright, as she dropped her radio and clock. I reckon she only pushed the button after she picked up the clock. Apparently, the whole field slid through it.

We also had a similar episode when we overshot a stop-box. Dermot had it in first and was about to drop the clutch when I suggested that he reverse back into the box. I had remembered at the briefing we were told that this was the recommended routine in this circumstance. Despite some reluctance, Dermot did as he was told.

In the light of the two marshal references above, it is worth mentioning that, occasionally, start marshals are placed in such a way that a combination of camber, rear wheel drive and full throttle could put them in jeopardy



All in all, then, it was a good day. We ended up third and, most importantly, we beat Frank Lenehan & Tim Faulkner. I suggested that as a reward for my good performance that Dermot install an ashtray in the car. Request denied.

I nearly enjoyed myself as much navigating as I would have driving. On second thoughts though, Dermot's Escort is such a super car that I would have loved a throw.

Ronnie

P.S. Robert & Jonny were thirteenth.

# **RESULTS**

1 Eamonn Byrne / Derek Smyth (Starlet)
2 Christopher Evans / Gillian Haydon (MX5)
730



3 Dermot Carnegie / Ronnie Griffin (Escort)
 4 Allan Harryman / Suz Graham (Toyota MR2)
 776



5 Frank Lenehan / Tim Faulkner (Starlet) 778 6 Stuart Annesley / Stephen Jess (MX5) 780



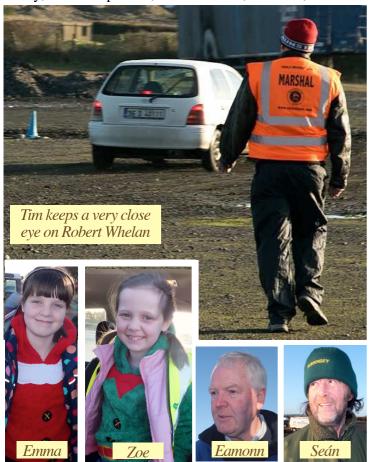
# **TDC Christmas Autosolo**

# 26th December

Highlight of the day was the appearance of Grandpa Joe Doran coming to terms with his new status. (Nikki had a son, Finn, on Christmas Eve). So excited was he that he left the driving of the Escort solely to Mark. As his equilibrium became ever more stable during the morning he felt able to apply himself to queue management duties.



34 hardy souls ventured forth for this annual turkey digestion supplement. Even hardier were Ron Corry, Séan Fitzpatrick, Tim Faulkner, Eamonn, Emma



& Zoe Byrne and Chris & Christopher Grimes who had to be braver with the elements. Fortunately, unlike the last two years, these didn't include precipitation. Paul Phelan and Ian McCulloch hid in the latter's car





pretending to be busy generating results. The inverter required the engine to be running if it was to function properly, so they remained warmer than most.

The mood at sign-on was improved with Aoife Ryan & John Nolan's thoughtful provision of



"Celebrations" for the queuers to chew on while they waited to be processed.

Three pylons spoiled Niall Murray's day and he ended up third behind the more consistent Daniel Byrne and Richard







the border, Angus Johnson.

Editor

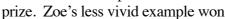






Kehoe, who pedals his 206 more quickly than its immaculate looks suggest he should.

Christmas jumper competition brings me to Stephen and Zoe Briggs who vied for the top



Mention of the



# **RESULTS**



1 Daniel Byrne (Starlet) 798.2s, 2 Richard Meeke (Starlet) 800.2s,

3 Niall Murray (Starlet) 800.9s,

4 Eoin Murray (Starlet) 809.8s,

5 Damien Doran (Starlet) 819.3s,

6 Robert Whelan (Starlet) 823.8s,

7 Anthony Preston (Starlet) 824.9s,

8 Karl O'Donoghue (Starlet) 826.4s,

9 John Nolan (Starlet) 827.8s,

10 Piers MacFheorais (MX5) 829.1s, 11 Brian Kingston (Ignis) 833.3s,

12 Mick Kehoe (Peugeot 206) 834.8s. Class winners: Richard Meeke, Piers MacFheorais, Robert Whelan, Angus

Johnson (Sprite) 876.6s.





Karl tried

with Felix

and Ian by

supplying

them with

sustenance

to curry

favour





the day. Robert Whelan was also in contention but his sixth place overall was deemed to be sufficient reward for his day's labour.

The Club is very grateful to Séamus Murphy who had again let us play in his quarry. The tests left and right on entering the site were much as before but down in the depths (the "puddles" were deeper than they looked) beyond the weighbridge the test was new.

Eamonn and Chris did a great job in designing and setting out the tests.

Enough of us returned to the Citynorth Hotel to give the

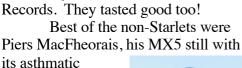
prizegiving some atmosphere.

It was great to see a couple of unexpected visitors. Kieran Garahy from Birr and in a Frogeye Sprite, from north of





Damien was home from London for Christmas



in the form of turkey/ham/stuffing

sandwiches which were so thick with

filling they would have been worthy

of an entry in the Guinness Book of

its asthmatic original engine, Brian Kingston, who was not distracted by any Christmas jumper nonsense this year, and was on fire in his Ignis and Mick





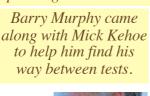
Eoin prepares mentally for the challenges that await him.



Licking his lips in anticipation, Anthony had flown in from across the water for his customary Christmas visit.



I suspect that John Nolan wouldn't have been too impressed with Angus Johnson's painting "skills".



Dave Meeke. It's hard to believe that he and I are the same age.









Fathers and sons, Finbarr & Luke O'Neill and Declan & Paul Hendrick. Paul was celebrating the anniversary of his first event.



Dave McAulay kept his zip and his chin up



Mark Reilly was in good form as he tackled his first Autosolo



Cathal O'Carroll. Maurice McMonagle



Colin Sheridan



O'Reilly



Declan Furlong at the end of a busy motorsport year

# **FORTHCOMING EVENTS**

Get your diary out now.

# Saturday, 11th March

**Bowling Night** Leisureplex, Stillorgan 7:00 pm

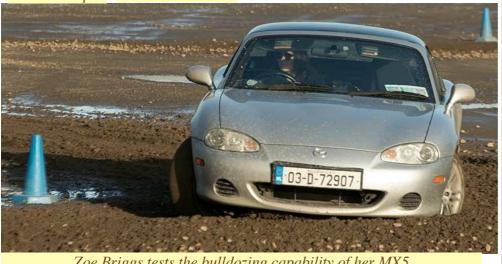
# Sunday, 2nd April

April Fools' Fun Run (in cars NOT on foot) with charitable intent.

Stepaside Golf Centre & Driving Range. 10:30 am

# Sunday, 9th April

Multi-Venue Test Trial Holfeld's, Arklow 10:00 am



Zoe Briggs tests the bulldozing capability of her MX5

# **SNIPPET**

Ronnie was probably more comfortable in this role than the one on Page 3. Did he get Joe & Kathleen's Isobel to the church on time? Did he use the handbrake en route?

# **QUIZ**

1 Who has lit himself up for Christmas?

2 Who is this and why does he have just one trouser leg tucked in?



3 Who is the minion?





4 Frank Lenehan drives on the N/M11 from Kilmacanogue to the Ballydermot exit just before Gorey, keeping to the speed limits as he does so! For the first 20 km of the journey, he is restricted to 100 km/h.

For the remaining 40 km, the limit is 120 km/h. What is his average speed for the journey? a) 110 km/h b) 112.5 km/h c) 113.3 km/h d) none of these

Answers to valianmcculloch@gmail.com

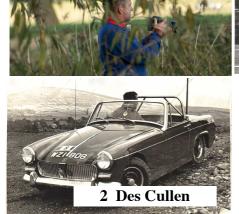
# December Answers

I did have an email reaction to the December Quiz from Brendan McCoy - Thank you. Looks like two DU events in there and I'm not sure if that's not Larry Mooney!

I think it might be Pat Fay in the Renault

Ken Wharton

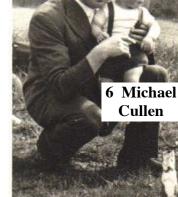
That (very small) number on the Midget looks very DUish but I'll have to get a magnifying glass out.





3 Joe Reynolds at Cruagh

4 Paul Phelan at the Howie Wilde



5 Shay Griffin

I omitted to acknowledge Eddie Fitzgerald for providing the images in 2, 3 & 5/6 in the last issue. Thank you.

**UAC Not The Boxing Day Targa Rally** 

27th December

The last time that I competed in motorsport for two days in a row was back in the mid 1990s when Mark FitzSimon and I shared a Fiat Ritmo in the National Hillclimb Championship. Back then we thought nothing of towing the Ritmo on an A-frame to Knockalla for a weekend's hillclimbing. In these events you were lucky to get 20 minutes of competitive driving over the weekend. You spent the most of the days hanging around and the nights drinking far too much.

Fast forward to Christmas 2016 and I was looking forward to two consecutive days of motorsport again, double-driving the Starlet with



Maurice at the wheel here

Cathal O'Carroll in the TDC Autosolo on the 26th and navigating



for Cathal in his MX5 in the NTBD Targa Rally on the 27th.

This was to be the first Targa and the first event up north for both of us. We chose to drive the MX5 to the start which saved on the hassle of trailers and tow-cars. The MX5, being of standard(ish) roadgoing specification, was very comfortable on the long drive. I cannot remember at what time Cathal collected me but I know that it was ridiculously early. We arrived at the start venue in good time and after the easiest and best-natured scrutiny of my motorsport career to date, we signed-on and got our route information.

# **RESULTS**

1 Will Corry / Peter Moreland	<b>i</b> -
Moore (MX-5)	18:52
2 Eamonn Byrne / Anthony	
Preston (Starlet)	18:53
3 Sam Wilson / Simon Brews	ter
(Mini)	18:57
4 Stephen Whitford / Phillip	
Morrow (MX-5)	18:58
5 Paul Mooney / Lorraine	
McMorrow (Nova)	18:59
6 Christopher Evans / Gillian	
Haydon (MX-5)	19:02

After a quick breakfast, I sat down to get familiar with the neat A5-sized road book, test diagrams and time cards.

With an entry of an incredible almost 150 cars, the organisers had split the field into two groups with Group A starting on Test 1 and our group, B, starting on Test 8. There were 26 tests planned for the day over a 92 mile route.

The route consisted of two identical laps, but the canny organisers had only produced one copy of each road section in the road book. This led to a lot of leafing back and forth through the book on lap two to ensure that you had the right page open to guide your driver to the next test.

The tests themselves varied from farm tracks to industrial estates and concrete production facilities.

This was Cathal's first event in the MX5 and his first event in a RWD car. We started off cautiously to get the measure of the car and the terrain and completed lap one without incident. On lap two you could see Cathal's confidence growing and we flew around the tests.

One thing that I love about road based events is that you are busy all day with minimal hanging around and this event was no exception. The tests ran smoothly













and we had no more than a five minute wait at the start of most of them. This gave us enough time to see a couple of cars through, talk

through the test diagram and roll-up to the start line before being counted-down. The day passed quickly with great tests, friendly banter and a warm welcome from the UAC officials.

This was an excellently run event and we thoroughly enjoyed our day's sport. With a long drive home ahead of us we skipped the prize giving and headed south arriving home around 8pm knackered but happy. We'll be back for more!

There was a good Southern

representation

Maurice



Robert & Jonny Whelan



Craig & Guy MacWilliam



John O'Reilly & Nicky Sparks



John Nolan & Aoife Ryan



Daniel Byrne & Kevin Fagan



Patrick Corcoran & Leigh Cavanagh



Another two days in a row man, Angus Johnson had forsaken his Frogeye for a Starlet. Had he been corrupted on his visit to the south the previous day?

# **SNIPPET**

Rosemary Smith gave an entertaining talk about her motorsport exploits to the Blackrock Historical Society in late January. A few TDC members were in attendance including, as you can see, Larry Mooney. Larry acted as what could probably be best described as facilitator.

Rosemary is pictured doing an autotest (it seems that a lot of noteworthy drivers have cut their teeth in this discipline) in a Triumph Herald Coupé. If you look closely you can just about spot that the rear tyres are "Weathermasters".





# **Birr & District MC Christmas Autotest**

# Starlets, Scones & Stew

The Annual Christmas
Autotest got New Year's Eve off to a
great start in the excellent venue at
Garahys Garage, Fortal, Birr. 47
drivers took part in this most
enjoyable event with first-time Clerk
of the Course, Leo Brophy at the
helm.

On arrival drivers had an opportunity to walk the three tests



and then enjoy the wonderful Home Made Scones provided by Eithne Garahy - this was only the start of the Culinary Trail that ran in tandem with the tests.

Within minutes of the start, top Dublin autotester, Frank Lenehan, broke a driveshaft. Frank is on the left here with Brian Duggan



on the test. Very shortly afterwards, Paddy Fay suffered from the same problem in the Tiny Motorsport Projectile. This was Paddy's first autotest since 1961. All was not lost as both cars were speedily & professionally repaired by Ian McLoughlin, Ger Connolly & Oliver Stanley with special thanks to fellow drivers Rob Lewis & Cian Robinson who provided the spare driveshafts.

Hannah Garahy had brake problems with her Starlet and duly went double-driving in dad, Kieran's Starlet. The majority of the cars competing on the event were Starlets but Gordon Percy from Nenagh arrived in a Mazda 323f. He put on a great display of committed driving and received the entertainers' award along with Ian Lucas from Moystown.

After six tests a fabulous lunch, the highlight of the Culinary Trail, was provided in Garahy's Garage comprising Beef Stew followed by the most delicious Chocolate Cake which was really appreciated by all the drivers & officials. Most of us left Garahys with bigger waistlines and the times in the afternoon seemed to be slower.

After 9 tests were completed, Richard Meeke emerged as the popular winner with a winning margin of 14 seconds from second-placed Niall Murray who was a mere 0.26s clear of Frank Lenehan. Niall's brother, Eoin, was only 1s behind Frank - a tight finish indeed.

Class 1 was dominated by Birr MC members with Mark Shanahan (Borrisoleigh) winning the class in a Nissan Micra. Runner-up was Patrick O'Leary (Cork) and



third went to Darren Delaney (Camross). Patrick & Darren were both driving Starlets.

In Class 2 it was Eoin Murray who emerged victorious from John McAssey with David Meeke third.

Mark Doran was best in

# 31st December







Class 3 ahead of Mark Guerin and Cathal O'Carroll.

Best Birr & District MC driver was Rob Lewis (Dunkerrin), second was David Forde (Nenagh) and third, Whitby Moynan (Nenagh).

In the Ladies Class, Zara Moynan (Nenagh) came out on top. Pauline Forde (Nenagh) was runnerup despite trying to break husband, David's car. Third, despite the brake problems was Hannah Garahy (Birr) after a brilliant drive.

The Club is very grateful to Kieran & Eithne Garahy for the wonderful venue & food, MI Steward John Fogarty, Clerk of the Course Leo Brophy, results team, Mark Parsons & Una O'Brien, the carrot peeler and all of the marshals,

who made the event a real success.

**Eoin** 

# **RESULTS**

1 Richard Meeke (Starlet) 403.0s,

- 2 Niall Murray (Starlet) 417.3s,
- 3 Frank Lenehan (Starlet) 417.5s,
- 4 Eoin Murray (Starlet) 418.5s,
- 5 Mark Doran (MX5) 430.1s,
- 6 John McAssey (Starlet) 432.0s,
- 7 David Meeke (Starlet) 439.7s,
- 8 Rob Lewis (Starlet) 449.5s,
- 9 Davy Forde (Starlet) 463.6s,
- 10 Stefan Walsh (Starlet) 467.7s.

Class winners: Mark Shanahan (Micra) 505.8s, Niall Murray, Mark Doran, Rob Lewis, Zara Moynan (Starlet) 590.4s.

P.S. I spotted this report on the Birr website and thought it perfect for the Turbine so I emailed Eoin to see who was responsible. This was his reply. - *Ed*.

It was me, AKA The Carrot Peeler. On the eve of the Autotest I had to peel one stone of carrots & parsnips (that's a lot) for the stew in Kieran & Fanu and Brabazon Cups Sporting Eithne Garahy's kitchen whilst Patrick O'Leary answered my phone explaining to drivers & friends that I

was on peeling duties and could not deal with any motoring problems. Most found my task amusing & hilarious. It wasn't my most enjoyable evening's entertainment ever but it did bring back happy memories of my three years in catering college in the early 90s. Also, nobody has died (yet) from food poisoning.

P.P.S. This was not Richard Meeke's only success of the week. He also won the Leinster Motor Club Le Trial at Belmont in Bray, Co Wicklow, the previous Wednesday. -Ed.

# **Committee Notes**

# Resumé of proceedings at committee meetings, Dec 2016, Jan 2017

These were focused primarily on the David Griffin MVAT and the MI insurance situation.

# David Griffin MVAT:

Mondello couldn't accommodate us on Sunday 29th January. Only two other options were on offer. Sunday 8th January: This clashes directly with Midland MC Hewison Autotest and left little time to prepare. Sunday 19th February: This clashes indirectly with ALMC Endurance Trial on Saturday 18th February.

# Insurance:

Club Secretaries received a letter from MI to say that it was proving to be difficult to negotiate an affordable insurance arrangement for 2017. A resolution was not reached until mid-January. This resulted in the postponement/cancellation of some events. The deal reached will see a reasonably modest increase

for our events (not so for the stage rallying fraternity).

David Griffin MVAT contd.:

The insurance situation meant that our only option was 19th Feb (no other dates are available in Mondello for 2017). This necessitated a request for a date change and, as ALMC objected, this application would have to be heard at the monthly CAC meeting in Dawson Street on Tuesday 2nd Feb. There would be no guarantee that this would be granted. Even if it was, it would be leaving it very late to make arrangements for the event. After much discussion, it was decided to withdraw the request and cancel the event.

There were other issues, like the Club Championship, discussed, the outcome of which can be found elsewhere on these pages.

Also, the details of our "night out" in Dun Laoghaire for the AGM, Prizegiving & Quiz were finalised.

# **SNIPPETS**

There was an interesting visit on the Rally of the Tests this year to Chateau Impney in Droitwich where the Ken Wharton was held in 1965 - just a 51 year gap for Dermot Carnegie.

Speaking of the Ken Wharton, Larry Mooney remembers its heyday when a team from Holland used to compete. One of the Dutch drivers was Gijs van Lennep who went on to Formula 1. He wasn't quicker than Larry. Gijs went on to do a few classic events and, on one of these, on an ice track in Norway, he had to give second best to Ronnie Griffin.

# TDC AGM, Prizegiving & Table Quiz

I arrived at eight on the dot. You have to be very careful when parking in Dun Laoghaire and environs as their traffic wardens are the most zealous in the world. Dun Laoghaire Harbour Company wardens are even worse and it has the cunning tactic of a ticket being required until eight o'clock virtually everywhere else is free after finishing touches seven o'clock. They have also been known to check for tickets as late as 7:55 pm. I wasn't going to get caught out. The option of arriving early and paying didn't, of course, impinge on my consciousness! My frugality is unshakeably ingrained at this stage.



Helen Caulfield & Matthew Walsh







Eoin O'Curry, Maurice McMonagle, John Nolan





Piers MacFheorais, Larry Mooney, Linda Dempsey

There seemed little urgency in evidence to getting the show on the road. I suspect that on what is a relaxed occasion like this, there is a tendency to revert to TDC time. We seem to have got out of this habit when cars are involved.

Anyway, when the awards

had been put in order, Felix (Paul Phelan) had put the to last year's minutes, Timmy (Faulkner) distributed sets of accounts for the numerate to evaluate and



liquid refreshments purchased, we got going.

The formalities were completed as painlessly as ever. There is definitely a "Groundhog Day" feel to the evening.

There were no changes to the current administrative set-up. Given that all involved are competent and committed, this was encouraging.

There was only one contribution to AOB. Eamonn King expressed disappointment at the lack of motorsport coverage in the National press. It was suggested that Table Quiz but not before Richard the only improvement in this would be as a result of individuals writing to the relevant media. This, of course, wouldn't necessarily result in which lay ahead. Richard's friends any change.

President

Frank Lenehan Vice-Presidents Stephen Briggs Joe Doran Hon Treasurer Tim Faulkner Hon Secretary Paul Phelan Minutes/Membership Secretary Philip O'Reilly Chairman Ian McCulloch

# 27th January

Committee Mark Doran Kevin Fagan Declan Hendrick Eamonn King Piers MacFheorais Richard Meeke Larry Mooney Owen Murray Mark Walsh

Then it was time for the awards to be presented. Given the nature of the Championship a lot of the prize winners were from quite far afield so there were a number of apologies. You can see who won prizes on Page 20. The most disappointing absentee was the overall champion, Declan Furlong, whose wife had just given birth to a baby the previous night so his priorities lay elsewhere! (See cover)

Championship co-ordinator Stephen Briggs is to be congratulated on doing a fabulous job organising the championship and keeping the Table up to date. Frank Lenehan presented the awards with great decorum.

Then it was time for the Meeke had nipped along to the Purty Kitchen to pick up some nibblies to give us some strength for the ordeal Alex Lyons and Gill had put the questions together with the help of Philip O'Reilly, who acted as quizmaster. Philip had also divided



the 28 bodies who were staying on for the quiz into seven teams. In a very close fought contest, the winning team was Sheila Power, Dave Fagan, Peter Auerbach and Andrew Boland. It was all done and dusted by 11:00 pm.

Just in case you might be hesitant about coming along because you are intimidated by the quiz, I have reproduced a few questions below. These will, I hope, encourage you to come along next year.

- 1. Turn CAVEMAN DROID into a former British politician.
- 2. If you bored a hole from Ireland straight through the centre of the earth in which country in the Southern Hemisphere would your drilling machine emerge?
- 3. Which global manufacturer produces the greatest number of tyres per annum?
- 4. What do Mark FitzSimon's Hornet, Myles O'Reilly's Alfasud and Philip O'Reilly's Mini have in common?
- 5. What letter is between V & N on a keyboard?
- 6. What other political role does the Minister for Justice and Equality fulfil?
- 6. Name the current owner and two previous owners of ZV8802.

ANSWERS OVERLEAF



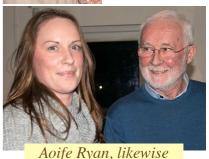
Beginners' Autotest Champion, Cian Power



Stephen Briggs receiving his award from Frank Lenehan







# **SNIPPET**



Is Clifford Auld targeting "Spirit of the Rally" awards?

He followed up his Rally of the Tests "success" with a similar triumph in Le Jog at the beginning of December with Ian Glass & Nick Ward in the former's Ford 103E. The head gasket went on the Monday morning regularity. They limped into Lockerbie, changed it and made it to the finish. I thought that Cliff might have been doing some sabotage in pursuit of the award but, apparently, the radiator was holed on a rough speed section in an army camp on Sunday evening, which precipitated the failure.

Table Quiz answers

- 1. David Cameron
- 2. New Zealand
- 3. LEGO

- 4. They all appeared in the film "Sing Street".
- 5. Tánaiste

6. Matthew Walsh Ronnie Griffin Joe Reynolds

# **SNIPPET**



Mini Special

Mini 1275 GT

Mini Special

Despite it being winter, Frank Lenehan has been doing some spring cleaning. This, amongst much other flotsam and jetsam, unearthed some TDC programmes from days of yore. Despite these having featured on the Internet, I thought a selection worth reproducing here - more in the April Turbine.

Peter Lynch

Aidan Cavey

**Gay Palmer** 



Templeogue

Dublin

Newcastle



# INTERNATIONAL TROPHY AUTOTEST

At The Royal Dublin Showgrounds

Saturday, 23rd March, 1991 START 10.00 a.m.



The 1990 Ken Wharton winning team

JOINT CLERKS OF THE COURSE: FRANK FENNELL, DAVID M. KENNEDY

T.D.C. CLUB STEWARD: ARCHIE DAVIS

R.I.A.C. STEWARD: GAY PALMER

**EVENT SECRETARY: COLIN PHILIPS** 

R.I.A.C. PERMIT NUMBER:

TEST DESIGN: FRANK FENNELL

SECRETARY OF THE EVENT: MYLES O'REILLY

First Car Starts 10.00 a.m. and Finish approx. 4.30 p.m.

# **ENTRIES**

NUMBER	NAME	ADDRESS	TEAM	CAR
1	Sam Bowden	Stewartstown	N.I. (A)	Mini Special
2	Davy Boyce	Moneymore	N.L.(A)	Mimi
3	Ken Irwin	Castlederg	N.L (A)	VW Beach Buggy
2 3 4	Rom Muillen	Portadown	N.L (A)	Starlet
	gradian in the control of the contro	I de bado mia	A Track (pr. 4)	
5	Dave Sowman	Management (1989)	Eng. (A)	Mini Special
6	Mike Bennett		Eng. (A)	Mimi
7	Roger Atkinson	Coventry	Eng. (A)	Sprite
8	Dave Cook	Covening	Eng. (A)	Anglia 100E
	Dave Cook		Ling- (/a)	Pangua Pool
9	Dermot Carnegie	Killiney	Ire. (A)	Mini Special
10	James Pringle	Foxrock	Ire. (A)	Mimi
11	Peter Lynch	Templeogue	Ire. (A)	VW Beach Buggy
12	Frank Lenehan	Sandyford	Ire. (A)	Micra
1	Tallink Extincinally	Sandyrord	ma- (ca)	
13	Collin Earney	Comber	N.I. (B)	Mini Special
14	Eric Patterson	Dungannon	N.I. (B)	Mimi
15	Hill Scott	Killinchy	N.L. (B)	VW Beach Buggy
16	Harold Hassard	Carryduff	N.L. (B)	Micra
10	Ladirona Hadssalla	Cantyanni	A THE (LD)	ATTENDED IN
17	Peter Grimes	Carrickmines	Emg. (B)	Mini Special
18	Mike Somes	Walsall	Emg. (B)	Mimi
19	John Pick	Birmingham	Eng. (B)	C6 Special
20	Bill Cook	Day mining masin	Eng. (B)	Sumbeam
20	Bill Cook		Ling. (D)	Samocann
21	Karl Cleary	Edmondstown	Ire. (B)	Mini Special
22	Chris Grimes	Carrickmines	Ire. (B)	Mimi
23	Steve Griffin	Straffan	Ire. (B)	Sprite
24	Eoin O'Curry	Foxrock	Ire. (B)	Fiesta
-7	Louis C Curry	LOWOCK	110. (2)	
25	Robert Dickson	Killinchy	N.L (C)	Mini Special
26	Raymond Donaldson	Newmills	N.I. (C)	Mimi
27	Noel Cochrane	Newtownards	N.I. (C)	Cochrane Spl.
28	Paul Lowther	Drumbo	N.L.(C)	Mazda 323
DECEMBE				
RESERVES				
				10.10.11
29	Norman Ferguson	Stewartstown	N.L.	Mini Special
29 30	Mervyn Buchanan	Drunquin	N.I.	Miimi
29 30 31		Control of the Contro		
29 30	Mervyn Buchanan	Drunquin	N.I.	Miimi
29 30 31 32	Mervyn Buchanan George McMillan	Drunquiin Newtownabbey	N.L. N.L.	Mini Porsche Spyder
29 30 31 32	Mervyn Buchanan George McMillan David Healy	Drunquin	N.I. N.I. Eng.	Mini Porsche Spyder  Mini Special
29 30 31 32 33 34	Mervym Buchamam George McMillam David Healy Chris Atkinson	Drunquin Newtownabbey Blackrock	N.I. N.I. Eng. Eng.	Mini Porsche Spyder  Mini Special Mini
29 30 31 32 33 34 35	Mervym Buchamam George McMillam David Healy Chris Atkinson Paul Leyser	Drunquiin Newtownabbey	N.I. N.I. Eng. Eng. Eng.	Mini Porsche Spyder  Mini Special Mini VW Beach Buggy
29 30 31 32 33 34	Mervym Buchamam George McMillam David Healy Chris Atkinson	Drunquin Newtownabbey Blackrock	N.I. N.I. Eng. Eng.	Mini Porsche Spyder  Mini Special Mini
29 30 31 32 33 34 35 36	Mervyn Buchanan George McMillan David Healy Chris Atkinson Paul Leyser Keith Allen	Drunquiin Newtownabbey Blackrock Worcestshire	N.I. N.I. Eng. Eng. Eng.	Mini Porsche Spyder  Mini Special Mini VW Beach Buggy Escort
29 30 31 32 33 34 35 36	Mervyn Buchanan George McMillan  David Healy Chris Atkinson Paul Leyser Keith Allen  Eamonn Byrne	Drunquiin Newtownabbey Blackrock Worcestshire Delgany	N.I. N.I. Eng. Eng. Eng.	Mini Porsche Spyder  Mini Special Mini VW Beach Buggy Escort  Mini Special
29 30 31 32 33 34 35 36 37 38	Mervyn Buchanan George McMillan  David Healy Chris Atkinson Paul Leyser Keith Allen  Eamonn Byrne Stephen Love	Drunquiin Newtownabbey Blackrock Woncestshire Delgany Naas	N.I. N.I. Eng. Eng. Eng. Eng. Ire. Ire.	Mini Porsche Spyder  Mini Special Mini VW Beach Buggy Escort  Mini Special Mini
29 30 31 32 33 34 35 36 37 38 39	Mervyn Buchaman George McMillan  David Healy Chris Atkinson Paul Leyser Keith Allen  Eamonn Byrne Stephen Lowe Ian Crozier	Drunquiin Newtownabbey Blackrock Worcestshire Delgany Naas Omagh	N.I. N.I. Eng. Eng. Eng. Eng. Ire. Ire. Ire.	Mini Porsche Spyder  Mini Special Mini VW Beach Buggy Escort  Mini Special Mini Grasshopper
29 30 31 32 33 34 35 36	Mervyn Buchanan George McMillan  David Healy Chris Atkinson Paul Leyser Keith Allen  Eamonn Byrne Stephen Love	Drunquiin Newtownabbey Blackrock Woncestshire Delgany Naas	N.I. N.I. Eng. Eng. Eng. Eng. Ire. Ire.	Mini Porsche Spyder  Mini Special Mini VW Beach Buggy Escort  Mini Special Mini
29 30 31 32 33 34 35 36 37 38 39 40	Mervyn Buchaman George McMillan  David Healy Chris Atkinson Paul Leyser Keith Allen  Eamonn Byrne Stephen Love Ian Crozier Eric Herman	Drumquiin Newtownalbbey Blackrock Worcestshire Delgany Naas Omagh Terenure	N.I. N.I. Eng. Eng. Eng. Eng. Ire. Ire. Ire. Ire.	Mini Porsche Spyder  Mini Special Mini VW Beach Buggy Escort  Mini Special Mini Grasshopper Cherry
29 30 31 32 33 34 35 36 37 38 39 40	Mervyn Buchanan George McMillan  David Healy Chris Atkinson Paul Leyser Keith Allen  Eamonn Byrne Stephen Love Ian Crozier Eric Herman  Liam Cashman	Drunquin Newtownalbbey  Blackrock  Worcestshire  Delgany Naas Omagh Terenure  Cork	N.I. N.I. Eng. Eng. Eng. Eng. Ire. Ire. Ire. Ire. Reserve	Mini Porsche Spyder  Mini Special Mini VW Beach Buggy Escort  Mini Special Mini Grasshopper Cherry  Mini
29 30 31 32 33 34 35 36 37 38 39 40 41 42	Mervyn Buchanan George McMillan  David Healy Chris Atkinson Paul Leyser Keith Allen  Eamonn Byrne Stephen Love Ian Crozier Eric Herman  Liam Cashman Joe Walsh	Drunquin Newtownabbey  Blackrock  Worcestshire  Delgany Naas Omagh Teremure  Cork Wexford	N.I. N.I. Eng. Eng. Eng. Eng. Ire. Ire. Ire. Ire. Reserve Reserve	Mini Porsche Spyder  Mini Special Mini VW Beach Buggy Escort  Mini Special Mini Grasshopper Cherry  Mini Mini
29 30 31 32 33 34 35 36 37 38 39 40	Mervyn Buchanan George McMillan  David Healy Chris Atkinson Paul Leyser Keith Allen  Eamonn Byrne Stephen Love Ian Crozier Eric Herman  Liam Cashman	Drunquin Newtownalbbey  Blackrock  Worcestshire  Delgany Naas Omagh Terenure  Cork	N.I. N.I. Eng. Eng. Eng. Eng. Ire. Ire. Ire. Ire. Reserve	Mini Porsche Spyder  Mini Special Mini VW Beach Buggy Escort  Mini Special Mini Grasshopper Cherry  Mini

	DRIVER	CAR	ADDRESS
ENGLAND A.	1 Russ Swift	Mini Moke	Darlington
	2. Jonathan Livingston	BL Metro	Stratford-on-Avon
	3 Steve Stringer	Lotus 7	Chatham
ENGLAND B	1 John Underwood	Mini	Solihull
	2 Mike Jordan	Escort Mexico	Maidstone
	3 Gus Cook	DMC Special	Dunstable
WALES	1 Richard Hill	Mini	
	2 Steve Powell	MC Midget	Shrewsbury
	3 Andrew Thornley	MG Midget	Colwyn Bay
NORTHERN	1 Robert Dickson	Metro Special	Comber
IRELAND A.	2 Ken Shields	BL Metro	Belfast
	3 Lee Lucas	VW Beach Buggy	Belfast
NORTHERN	1 Norman Ferguson	Mini	Stewartstown
IRELAND B.	2 Ron Mullen	BL Metro	Portadown
	3 Noel Cochrane	MG Midget	Newtownards
IRELAND A	1 Dermot Carnegie	Mini Special	'Killiney
AND ASSESSMENT OF THE PARTY OF	2 Frank Lenehan	Datsun Cherry	Sandyford
	3 Doug Richardson	MG Midget	Stepaside
IRELAND B	1 Alan Murray	Armo Mini	Sligo
	2 Paddy Power	Fiat 127	Waterford
	3 Peter Faulkner	MG Midget	Killiney
RESERVES:-			
ENGLAND	1 Steve Layton	Clubman GT	Birmingham
	2. Graham Oldfield	Escort Mexico	Manchester
	3 Ian Simmonds	VW Polo	Chorley
	4 John North	VW Polo	Bury
NORTHERN	1. Derek Coates	Mini Special	Bangor
IRELAND	2 Harold Hassard	MG Metro	Carryduff
	3 Charlie Irwin	Mini Special	Castlederg
IRELAND	1 Aidan Cavey	Clubman GT	Dublin
	2 Richard Lyons	Mini Special	Cabinteely
	3 Des Cullen	MC MIdget	Terenure



TRIALS DRIVERS CLUB LTD.

5th MARCH 1983

THE DUBLIN SPORTS HOTEL, KILTERNAN, CO. DUBLIN

Clerk of the Course: R.I.A.C. Steward: T.D.C. Steward:

**Authur Davis** Norman Williams Paul Phelan

and organising committee

Justin McCarthy George Tohill Richard Lyons

Frank Fennell Peter Faulkner **Colin Philips** 

PROGRAMME 50p

### **PREVIOUS WINNERS**

1975 - NORTHERN IRELAND A - Harold Hagan, Ken Irwin, Ken Shields.

1976 - NORTHERN IRELAND A - Robert Woodside, Ken Irwin, Ken Shields.

1977 - NORTHERN IRELAND A - Lee Lucas, Ken Irwin, Leslie Dallas

1978 - NORTHERN IRELAND A - Lee Lucas, William Rutherford, Ken Shields.

1979 - NORTHERN IRELAND A - Lee Lucas, William Rutherford, Ron Mullen

1980 - IRELAND A - Doug Richardson, Dermot Carnegie, Frank Lenehan.

1981 - IRELAND A - Peter Lynch, Alan Murray, Frank Lenehan.

1982 - IRELAND A - Doug Richardson, Dermot Carnegie, Frank Lenehan.

KEN IRWIN — MINI SPECIAL (Castlederg, Co. Tyrone): Age 43, a close second behind his brother in the Hewison points table, with four wins. Five times N.I. champion, Hewison champion 1980, won both British titles in 1981. Also many class wins in International Rallies. First man to build "topless" Mini Special for autotests. Winner of first TV Autotest 1981. Specialises in building and preparing cars.

DERMOT CARNEGIE — MINI SPECIAL (Killiney): Age 38, lying third in Hewison. Winner of TV Autotest Leopardstown in 1982 and 1983, also Hewison champion a record eight times since 1967, and Ulster champion in 1973. Two wins so far this season. Another class winner in International Rallying, and Castrol Autocross champion 1976.

ALAN MURRAY — MINI (Sligo): Age 41, fifth place in this season's Hewison. Three times champion already, and runner-up in National Rally Championship. A former Irish water ski champion. His father Kevin won the Hewison four times in a row in the nine-teen fifties, while brother Anthony is Formula Ford champion.

NORMAN FERGUSON — MINI (Stewartstown): Age 35, and placed sixth at present. One of the top saloon drivers in autotests, and also a very successful racing driver in Ford Escorts. Winner of races and titles at Kirkistown.

**DOUG RICHARDSON – MG MIDGET (Stepaside):** Age 33, and already the winner of the sports car class in the Hewison. Specialists in Midgets, and has owned and driven many of these for years. Top sports car driver from the South in recent years.

**PETER FAULKNER – MG MIDGET (Killiney)** Age 30, another MG Midget fan, and has driven several of them since he began autotesting. Has driven in this event many times, and is making great efforts to promote the sports car class.

FRANK LENEHAN — DATSUN CHERRY (Sandyford): Age 37, has been doing autotests for the past 15 years. Many times winner of the large saloon class in his Datsun, and has represented Ireland in team events with great success. Ninth in this year's championship, and once again has won his class well before the season ends.

RON MULLEN — BL METRO (Portadown): He has driven many types of car in autotests, including Minis, a VW, a Beach Buggy and recently a Honda Civic and the Metro. A regular N.I. team member in Internationals.



# TENPIN BOWLING NIGHT Saturday, 11th March, 7:00 pm

Leisureplex, Stillorgan

Fun for all the family.

Members, friends, relations - all welcome.

For more details or to let us know if you are coming please contact *Owen Murray (0878175087)* 

If you want to make it a really memorable night out, there are hostelries nearby, e.g. Stillorgan Orchard, where you can enjoy some food and/or music













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

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

# **Multi-Venue Test Trial**



Sunday, 9th April

Holfeld's, Arklow

This is now a MVAT so passengers permitted and there will be a little reversing. Also, no one-day licences.

# **APRIL TURBINE**



# **SNIPPET**



# RESULTS

# MIDLAND M C NAVIGATION TRIAL AT DRUMLISH, CO LONGFORD (ROUND 3 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 2 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 3rd/4th December

- 1 Pakie Duffy/Evin Hughes (Subaru Impreza) 1 mark,
- 2 Derek Mackarel/Muireann Hayes (Impreza) 15m,
- 3 Richard Cassidy/Paul Phelan (Subaru Impreza) 39m.

# GARDA SIOCHANA M C O'GORMAN TROPHY SPORTING TRIAL AT AUGHFARRELL, BRITTAS, CO DUBLIN: 10th December

- 1 Fergil Gregory (Erskine-Yamaha) 3 marks,
- 2 James Ralph (Kilkenny-Honda) 8m,
- 3 Tony Farrell (Erskine-S&S) 11m,
- 4 David Meeke (BD-Opel) 14m,
- 5 Robin Taylor (VW) 16m,
- 6 Gordon Watkins (Watkins-Yamaha) 19m,
- 7 David Pain (Kilkenny VW) 21m,
- 8 Percy Pennefather (Erskine-Suzuki) 22m,
- 9 Roy Stewart (Erskine-Harley Davidson) 22m,
- 10 Morgan Evans (Mog-Honda) 22m,
- 11 Gordon Graves (Erskine-Suzuki) 22m.

# LEINSTER MOTOR CLUB LE FANU AND BRABAZON CUPS SPORTING TRIAL AT BELMONT, BRAY, CO WICKLOW: 28th December

1 Richard Meeke (BD-Opel) 5 marks.

# GARDA SIOCHANA M C KEHOE CUP SPORTING TRIAL AT BOHERNABREENA, CO DUBLIN: 21st January

- 1 Brian Conlon (Erskine-Honda) 8 marks,
- 2 Roy Stewart (Erskine-Harley Davidson) 13m,
- 3 Richard Meeke (BD-Opel) 14m,
- 4 David Meeke (BD-Opel) 14m,
- 5 Enda Byrne (VW) 18m,
- 6 Siobhan McCann (JMcVW) 18m,
- 7 John Bolton (Grasshopper VW) 18m.

# SKIBBEREEN & DISTRICT C C 100 ISLES NAVIGATION TRIAL AT CASTLEHAVEN, CO CORK (ROUND 4 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 3 OF MUNSTER CHAMPIONSHIP): 28th/29th January

- 1 Owen Murphy/Daire Hayes (Impreza) 37 marks,
- 2 Derek Mackarel/Muireann Hayes (Impreza) 65m,
- 3 Andrew Whelton/Cyril Maguire (Impreza) 73m,
- 4 Donal Healy/Denis O'Donovan (Toyota Starlet) 82m,
- 5 Derek Butler/Aaron O'Regan (Toyota Starlet) 84m.
- 6 Ray O'Neill/Stephen O'Neill (Subaru Impreza) 94m.
- 7 Colum O'Mahony/Ken Carmody (Impreza) 102m,
- 8 Pakie Duffy/Evin Hughes (Subaru Impreza) 114m,
- 9 Diarmuid French/Brian O'Mahony (Impreza) 122m,
- 10 Trevor O'Callaghan/Patrick O'Leary (Subaru Impreza) 130m,
- 11 Matt Hume/Enda Hume (Impreza) 166m.

# **February Crossword**

# 1 2 4 5 6 7

#### Across

- 1 What do you get if you divide the area of a rectangle by its width (6)4 Change the points for an engine
- 4 Change the points for an engin part (6)
- 7 A Honda model revealed when you speak (6)

# Down

- 1 You could use this illuminator to hold on if you added a c (4)
- 2 A negative component of exhaust gases (2)
- 3 A swarm of Wolseleys (7)
- 5 About 2.54 cm (4)
- 6 These draws can have cable attached (4)

# December Solution



# 2016 TDC Club Championship

		Overall		Autotest
PREMIER AWARD		Declan Furlong		Cian Power
Beginners Class	1st	Andrew Boland	1st	Frank Dwyer
	2nd	Aoife Ryan	2nd	Robert Lambert
	3rd	Paul Hendrick	3rd	James Hogarty
Novice Class	1st	Brian Kingston	1st	Michael Cullen
	2nd	David Meeke	2nd	Owen Murray
	3rd	Robert Whelan	3rd	Rob Lewis
Semi Expert / Expert Class	1st	Liam Cashman	1st	Alan Auerbach
	2nd	Richard Meeke	2nd	Piers MacFheorais
	3rd	Frank Lenehan	3rd	James Mansfield

		Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Rd 8	Rd 9	Rd 10				
		Autosolo	PCT	Birr AT	Club AT	PCT	Club AT	MVAT	Club AT	Hew AT	Autosolo	Full	Best	AT	Best
		10-Apr	08-May	15-May	22-Jun	27-Jul	07-Aug	28-Aug	16-Oct	13-Nov	26-Dec	Total	7	Total	4
	Beginners				-										
1	Declan Furlong	10	10			4	9	7	9		10	59	59	18	18
2	Andrew Boland	8					7	9	7			31	31	14	14
3	Cian Power						10		10	10		30	30	30	30
4	Aoife Ryan					9		3	3		6	21	21	3	3
5	Paul Hendrick		6			-	2	_	4		8	20	20	6	6
6	Finbarr O'Neill		7			6		1			5	19	19	0	0
7	Ken Fleming						6	10				16	16	6	6
8	Lee Faulkner						_		8		7	15	15	8	8
9	Luke O'Neill		4			7					4	15	15	0	0
10	Lar Hogan			6		•		8				14	14	6	6
11	James Hogarty			_			5	4	5			14	14	10	10
12	Frank Dwyer			10								10	10	10	10
13	Robert Lambert			10	10							10	10	10	10
14	Ciarán Ó'Cléirigh					10						10	10	0	0
15	David Quille	9										9	9	0	0
16	Tim Swail		9									9	9	0	0
17	Eoin Quinlan			9								9	9	9	9
18	Rod McGovern									9		9	9	9	9
19	Mark Reilly										9	9	9	0	0
20	Linda Dempsey		8									8	8	0	0
21	Ciaran Dwyer		_	8								8	8	8	8
22	John Dempsey					8						8	8	0	0
23	James Grimes						8					8	8	8	8
24	Dave O'Neill						3	5				8	8	3	3
25	Declan Donoghue			7				_				7	7	7	7
26	Lukasz Choma								6			6	6	6	6
27	Brian Duggan							6				6	6	0	0
28	David Swail		5					_				5	5	0	0
29	Peter Molloy			5								5	5	5	5
30	Ciaran Murphy					5						5	5	0	0
31	Gerry Joyce			4								4	4	4	4
32	Daniel Boxwell						4					4	4	4	4
33	Joe Buckley			3			· ·					3	3	3	3
34	Owen Whelan			_		3						3	3	0	0
35	Liam Ryan			2								2	2	2	2
36	Bernard Smith					2						2	2	0	0
37	Aidan Doran							2				2	2	0	0
38	Pat Maher			1				_				1	1	1	1
39	Brendan Driver			-		1						1	1	0	0

Separate Overall and Autotest tables are on the website





		Rd 1 Autosolo 10-Apr	Rd 2 PCT 08-May	Rd 3 Birr AT 15-May	Rd 4 Club AT 22-Jun	Rd 5 PCT 27-Jul	Rd 6 Club AT 07-Aug	Rd 7 MVAT 28-Aug	Rd 8 Club AT 16-Oct	Rd 9 Hew AT 13-Nov	Rd 10 Autosolo 26-Dec	Full Total	Best 7	AT Total	Best 4
	Novices	•	ĺ												
1	Brian Kingston	5		10	9	2	10	8		9	6	59	57	38	38
3	David Meeke Robert Whelan	8	10		8	9 10	8	6	8		3 8	52 38	52 38	16 8	16 8
4	Owen Murray		7	8	10	10		9	7		0	34	34	25	25
5	Mick Kehoe	2	1		7	8		5			5	28	28	7	7
6	Michael Cullen	40			5				10	10		25	25	25	25
8	Karl O'Donoghue John O'Reilly	10 6						10			7	17 16	17 16	0	0
9	Mark Walsh	9				7		10				16	16	0	0
10	Colin Sheridan		6					7			1	14	14	0	0
11	Stephen Briggs		8		3							11	11	3	3
12	Niall Murray Myles O'Reilly		9								10	10 9	10 9	0	0
14	Rob Lewis		,	9								9	9	9	9
15	Matt Grimes						9					9	9	9	9
16	Mark Nugent								9			9	9	9	9
17	Eoin Murray James Driver					6		2			9	9	9 8	0	0
19	Matthew Walsh	7				0						7	7	0	0
20	Paddy Lombard		7									7	7	0	0
21	Hughie Dunne			7			_					7	7	7	7
22	Maurice McMonagle Alan McNulty						7					7	6	7	6
24	Kieran Garahy			6			U					6	6	6	6
25	Jay Donegan			_	6							6	6	6	6
26	Ted Gaffney				1	5						6	6	1	1
27	Joe Reynolds Joe Downey		5	5								5	5	5	5
29	Patricia Denning			4								4	4	4	4
30	Johnny Whelan				4							4	4	4	4
31	Niall Driver					4						4	4	0	0
32	Derek Lenehan  Damien Phillips	3	3									3	3	3	3
34	William Cavanagh		3	3								3	3	3	3
35	Trish Wojnar					3						3	3	0	0
36	Kevin Fitzgerald							3				3	3	0	0
37	Jack Quinn Brian Flanagan		2		2	1						3 2	2	0	0
39	Patrick O'Leary		2	2								2	2	2	2
40	Angus Johnson										2	2	2	1	1
41	Graham O'Donoghue	1										1	1	0	0
42	Mark Shanahan John Maher			1				1				1	1	0	0
	Semi Experts & Experts														
	Liam Cashman	6	7	10	9	7		9	5			53	53	24	24
2	Richard Meeke	4	10			9	5		8		9	41	41	13	13
4	Frank Lenehan Philip O'Reilly	1	9	7	6	10 5	4	7 5			4	36 37	36 36	6 14	6 14
5	Piers MacFheorais	2	0	8	5		8	3	3		5	34	34	24	24
6	Eamonn Byrne	10						10		7		27	27	7	7
7	Alan Auerbach				8	3	9		7			27	27	24	24
8	John McAssey Mark Doran	3	4	9	4	8	6		10		1	24 22	24	16 14	16 14
10	John Nolan		5		7	4			10		6	22	22	7	7
11	James Mansfield			6	2		3		9			20	20	20	20
12	Christopher Evans	9						8			- 0	17	17	0	0
13	Damien Doran Declan Hendrick	5	6				7	4	2		8 2	17 17	17 17	9	9
15	JJ Farrell	8					,	6				14	14	0	0
16	Ronnie Griffin						10	2				12	12	10	10
17	Daniel Byrne				10					1	10	11	11	1	1
18 19	Eddie Peterson Steven Ferguson				10					10		10 10	10 10	10	10
20	Paul Mooney									9		9	9	9	9
21	Peter Grimes									8		8	8	8	8
22	Simon Echlin	7									7	7	7	0	0
23	Anthony Preston  Darren Quille								4		7	7	7	0 4	4
25	Kevin O'Rourke					6			4		3	6	6	0	0
26	Joe Doran								6			6	6	6	6
27	David Thompson			_						6		6	6	6	6
28	Mark Faulkner Robin Lyons			5						5		5	5	5	5
30	Richard Pinkney									4		4	4	4	4
31	Ian White							1		3		4	4	3	3
32	Stefan Walsh						2					2	2	2	2
33	Guy Foster Peter Lynch				1					2		2	1	2	1
54	1 CICI LYIICII				1							1	1	1	

# 2017 TDC Club Championship

# **Provisional Championship Regulations**

Classes- there will be four

# **Beginners:**

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

# **Novices:**

Graduates from the Beginner class

People with very limited competition experience as decided by the committee

Maximum of 3 years permitted as a Novice

Winning the Overall Novice Championship automatically promotes you to the Intermediate Class, the following year

# **Intermediates:**

Graduates from the Novice class

People who have appeared in the Novice class of the TDC Club championship table in 3 or more of the last 5 years No limit to the length of time you might compete in this class

Winning the Overall Intermediate Championship automatically promotes you to the Expert Class the following year

# **Experts:**

Competitors who have appeared in the Semi-expert / Expert class of the TDC Club championship table in previous years

Competitors who are, or have been classed as Experts or Semi / Expert in the Hewison or Northern Ireland Autotest Championships

Previous winners of the Overall Intermediate Championship

#### Points

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

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

# **Production Car Trials**

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

# Qualifying rounds (provisional)

9th April TDC Autosolo

7th May TDC Production Car Trial

14th May Birr Autotest\*

21st June TDC Club Autotest\*
26th July TDC Production Car Trial
13th August TDC Club Autotest\*
15th October TDC Club Autotest\*

12th November TDC Howard Wilde Autotest\*
26th December TDC Christmas Autosolo

Best 7 results to count out of 8 or 9 events held Best 6 results to count out of 7 or less events held

\*Autotest Championship Best 4 results to count

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

# **APPRECIATION**

Brendan McCoy sent me this appreciation of Derek McMahon by Martin McCarthy, which appeared in the mainstream press. I thought you might enjoy it. As Brendan mentioned in his covering note, "it is interesting for those who forget when Mondello was only a couple of steps away from Formula 1"

# DEREK MCMAHON – BIG "D" LED IRISH MOTORSPORT TO FORMULA ONE GLORY FROM MILFORD TO MONACO

Derek McMahon, whose death took place in Milford, Co. Donegal earlier this month, was the mastermind of the amazing success that led a succession of Irish drivers into the rarefied airs of Formula One in the late 1970s and early 1980s.

That he and his rookie driver, Derek Daly could win the British Formula Three championship at their first attempt in 1977 – beating the works Chevron and March outfits, was a sensational achievement which enabled Daly to make the fastest ever ascent - 13 months - from Formula Ford to F1. McMahon was a skilful, if unconventional, race team owner and manager.

With Daly doing F1 and F2, McMahon drafted Eddie Jordan into the Derek McMahon Racing F3 team in 1979 and, quick to spot his commercial talent, he soon had the former Bank of Ireland official running the team as well as driving. When McMahon's domestic business demanded more attention, he sold on the Silverstone based operation to Jordan but continued to sponsor and support drivers on and off in the decades that followed.

1976 and 1977 were the years that inspired a blizzard of Irish driver talent and, coupled with John Hynes running David Kennedy in European F3, McMahon put the staircase down that Michael Roe, Tommy Byrne, Bernard Devaney and others could tread to make their name in the big time.

Derek McMahon was born in Milford Co. Donegal into a family where the motor car was king. McMahon Bros. was the biggest BMW dealer in Ireland in its time. Derek went to school in Coleraine Inst. and did an apprenticeship in Belfast, where he met and married his wonderful wife, Anne, in 1966.

In 1973 he founded the Donegal Motor Club and his firm Donegal Oil supported the Donegal rally – one of the biggest events in the country then, as now.

In 1976, he kept an eye on Derek Daly's tremendous success in Formula Ford in England, and following Daly's win in the Formula Ford Festival at Brands Hatch - then the biggest race in the world in the biggest Formula in the world - he started to plan a full season of Formula 3.

1977 saw a titanic struggle between Daly and Stephen South in the works March, the Dundrum ace eventually getting the upper hand in the latter part of the year. Daly eventually wrapped up the championship before that last race and was asked by Chevron to drive their F2 car at Estoril. He was sensational - setting fastest lap and finishing fifth - enough to persuade Sid Taylor of Taylor's Grange,



James Derek McMahon 20th Nov. 1940 - 13th Nov 2016

Rathfarnham, to offer Daly an F1 test in the new Theodore F1 car. Under McMahon's watchful management, that outing led to Daly driving the Hesketh in March at a very wet Silverstone International Trophy where he took the lead from

Prix debut for Ensign in July 1978 at Brands Hatch.

James Hunt half-way around the first lap. He made his Grand Eddie Jordan debuted in F3 in McMahon's Chevron in Silverstone in 1977, while Daly was away in Estoril, Portugal, and then raced full-time for McMahon in 1979 and 1980, before taking over the business in Unit 4A Silverstone, in 1981, renaming Derek McMahon Racing as Eddie Jordan Racing.

McMahon stayed involved in Formula Two long enough to ensure Daly had a secure F1 drive with the championship winning Tyrell outfit in 1980 and become the most successful driver ever from the Republic of Ireland. McMahon's contribution to Eddie Jordan's success as a team



Monaco 1977 with John Watson and Derek Daly

owner - battling for the 1999 World Championship and winning four Grand Prix - was acknowledged warmly by the F1 TV presenter.

Derek McMahon continued in the motor business in Donegal in recent years – but greatly missed Anne who, sadly, died three years ago. He was an active rugby player in earlier days – his nickname "Big D" being an indicator - and even up to this year was President of the Donegal Motor Club. He had continued to support Irish drivers, most notably multiple Irish national champion, the late Vivion Daly and Donegal Porsche Cup star, Damian Faulkner.

Derek McMahon's trailblazing in 1977 led to the most glorious era of Irish presence in F1, and arguably was a vital foundation stone to the current success of Irish Rally drivers, which will see Kris Meeke, Paul Nagle and Craig Breen compete in the 2017 World Rallying Championship as part of the Citroen WRC team. He is survived by his sons Arthur, Roger and Barry and daughters Rachel and Lorna.

Martin McCarthy

Please complete the form legibly as fully as possible in	For official use only Web
uppercase/capitals & tick boxes were appropriate.	Fee received €
Full Name:	Method & Date Rcvd
Tuli Ivalile.	Membership No
Address:	
Addiess	Please indicate your area(s) of interest in Motorsport in order of preference. (1-5)
	Classic Retrospective Trials
Town:	Multi-Venue Autotesting
County:	Autotesting
	Marshalling
Tal: (H)	Other

(Fax)

# 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.

C.C.

Fwd/Rwd

# **List of Vehicles:**

Make:

Date of birth: \_\_\_\_/\_\_\_

Membership Number if renewal:

Model:

I wish to apply for membership of <i>Trials Drivers Club</i> for 12 months from 1 <sup>st</sup> January and agree to abide by the Rules of the said Club.  I declare that I shall not drive any part of a competition which takes place on the public roads unless I hold a valid motor vehicle driving licence. I am acquainted with and agree to be bound by the General Regulations of Motorsport Ireland.									
Signed:-				Date:/					

Year: | Race Category | Body Type:

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

Membership Fee: €20

philiporeilly@live.com 0872686333

Philip O'Reilly 23 Stepaside Park Enniskerry Road Dublin 18