

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

June 2017



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COVER PHOTOS

(Both courtesy of Peter Boyd)

Geoff Seymour, Doug Richardson, Ben Lambe, Whizzer O'Reilly, Rob Bolton and Owen Murray & Judy Lambert making their way sedately up the "Enniskerry Hill" on the Fun Run.

Philip O'Reilly starting a section in the PCT at Rathbawn, Killeel.

Chairman's Chunterings

I return to the subject of marshals. It may be my imagination, but it seems to be becoming increasingly difficult to persuade people to volunteer to help on events. There are many plausible reasons for this, not least the fact that we are all "busier" than we used to be. We just have to accept this. However, it would make life easier / less disheartening for the person trying to put together a team of helpers for an event if those canvassed would reply promptly to communications regarding their availability. I am conscious that this is an imposition in these days of numerous unsolicited texts but please remember that the canvasser would prefer to be doing something else! I can understand that my number coming up induces many a groan but please suppress your evil thoughts and reply, one way or another.

If you are a competitor, former or current, you should be more sympathetic to a request for help. In some clubs, licence applications are not signed unless the applicant has marshalled on, at least, two events in the previous year.

I have mooted the following suggestion in the past and it hasn't been greeted with much enthusiasm! However, I do think that many of our competitors should be able to persuade a friend to come along to help with the officiating. A space for his/her/their names on the Entry Form might help.

In the meantime, best of all would be unsolicited responses to requests on the Club website / Facebook page. Lest you think I am in a state of total despair, this does happen.

Another important issue is that of insurance. The two year deal put together at the end of January is in jeopardy because the higher entry fees have seen a drop-off in entries - the vicious circle rears its ugly head. While this problem does not impinge on us significantly (it is primarily stage rally related), we must be mindful that we could suffer collateral damage. We should try to be supportive of initiatives aimed at resolving the matter.

Looking forward to seeing you soon.

Ian 



Thank you to the anonymous snapper at the Sligo MVAT. Also to Karen Gaffney who was busy with her phone at the PCT in Killeel.



The Club offers its condolences to Damien, Bonnie, Kate and Eve on the death of Damien's brother, Eric, on 1st May.

*John &
Kathleen Byrne
on the Fun Run*



*Not an Anne Doran image.
Declan Hendrick approaches a state of unstable equilibrium at the PCT.*

Greeted with sunshine on a Sunday morning - no better invitation for TDC members to wheel out some of their more polished and precious metal for a fun run around some of Wicklow's nostalgic driving routes.

Stepaside Golf Centre and



Driving Range was the meeting point and the selection of classic and modern metal didn't disappoint this enthusiast's eye. From the beautiful Pat Denning Jaguar XK120, seen here hiding behind Frank Fennell's



DKW, Wendy O'Donohoe Aston Martin DB5 & Francis Rhatigan



Ferrari 365 GTC to some relatively mundane (but no less loved) 80s legends such as a selection of Mk1



Golf GTis, (the red one here is Finbar O'Neill's and the green one Marty Fagan's) Dave McAulay's Opel Manta and a Sierra Cosworth. Frank Lenehan's Circuit of Ireland



Retro winning Datsun Cherry got a run out. I brought my more modern Datsun, a 350Z and there was a pair



of young Italian models – the new Alfa Giulia Quadrifoglio and an Alfa



4C. The Quadrifoglio holds the current lap record for a production car at the Nurburgring. A varied and eclectic bunch but best of all was that there wasn't a Starlet in sight!

On arrival we were treated to "elevenses" by the Stepaside Golf Centre & Driving Range. These were augmented by some very tasty Broderick's bars. There were



enough of these to stock up on as fuel for the journey.

We first started driving by



hitting a small white ball with a metal stick down a big lawn. Jim Nolan is the victim here. Clearly some people were accustomed to this strange practice. Mark Doran showed how he is a driver in both senses. His dad, Joe won the prize for this for just managing to dislodge the ball from the tee - so embarrassed was he that he fled the scene but Larry Mooney caught up



with him in Holfelds the following week to present him with his prize.



The "pro", Gary Hendley, seen here trying out Rosa Roe's bubble car for size, was most impressed with the swing of Jane Hannin.

I stabbed the ground with my less than gracious attempt and then it was time to take a seat and start some of the more conventional driving.

We had a great route which brought us on a lovely leisurely jaunt through the Dublin and Wicklow hills and valleys, taking in a lap of the Bray Grand Prix circuit, and trips up (and down) some notable hillclimbs, including the Burrow, Enniskerry, New Long Hill and Altidore.

We finished up in Charlesland Golf Club in Greystones for a spot of lunch, chat and a few kind words by Larry and St Vincent de Paul, who, along with Crosscare, were the beneficiaries of the €1200 raised on the day.

Brian



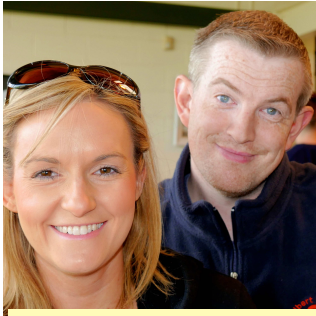
There was a quiz of old chestnuts to challenge the runners as they wended their way towards Greystones. If you weren't there, avail of this opportunity to have a go.

- A cowboy rides into town on Friday, stays 3 nights and leaves on Friday - explain.
- A murderer is condemned to death. He has to choose between 3 rooms. The first is full of raging fires, the second is full of assassins with loaded guns and the third is full of lions that haven't eaten in 3 years. Which room is safest for him?
- Ten fish are in a tank. Two drown, four swim away and three die. How many fish are left?
- What belongs to you but others use it more than you do?
- I am light as a feather, yet the strongest man can't hold me for 5 minutes. What am I?

(Answers on Page 14)



The Dooley boys, Terry (L) & Rory took some of their nearest & dearest out for a spin



Linda Dempsey & Mark Walsh



David Kennedy

Burschi Wojnar, below, did get the weather he was expecting



Stephen Boden



Larry's right hand man, Philip O'Reilly

Aoife Ryan fills in her answers to the quiz



Larry Mooney presents Stephen Briggs with an award for his electrifying performance



Cindy, James & Niall Driver



A medley of Mooneys - Damian, Larry, Lorcan & Niamh



Lucas Brack & Feargal Driver

Sorry you have to do a bit of rotating for this bit - you can blame Frank Fennell (he can be a bit abstruse) for it. Frank certainly entered into the spirit of the Fun Run. Philip O'Reilly had some difficulty deciphering his entry form and Larry Mooney was not impressed with the one-sided paper napkin €50 accompanying the protest.



Protest
Event TDC Running April 2nd 2017

In relation to the above event we were unhappy with the lack of Comfort Steps. Our bladders are now not built for distance due possibly to our Vintage.

We apologise you can see please trip through the 'Garden of Ireland' and burst your will take note of the above situation, must go now - to the Toilet!

Provisional suggest a Ban O'Donoghue Niall le mas



TRIALS DRIVERS' CLUB LIMITED
www.tdcireland.com

APRIL FOOLS' FUN RUN

SUNDAY 2nd APRIL 2017

ENTRY FORM

Driver's Name Provisional O'Donoghue
Address Main Street
Brake L.A. Club
Age Known of your business
Conveyance (Make, model and year) 1998 Wunder Klever DAs 6-3
e-mail address (block capitals) Niall Anil
Phone (home) on Ay Garda Station
(mobile)
Passengers BAN O'Donoghue
nil provision is granted

I have read the supplementary regulations issued for this event and agree to be bound by them unequivocally.

PLEASE REMEMBER EITHER TO ENCLOSE ENTRY FEE WITH FORM (IF USING POST)
OR IF SENDING FORM BY E-MAIL, payments may be made via Paypal at
payments@tdcireland.com

ENTRY FEE: A minimum donation of €20 per car (ALL proceeds to Vincent de Paul and Crosscare - NOT TDC or its associates)
Payment by Paypal (payments@tdcireland.com), cheque, PO or cash.
(You might like to avail of this opportunity to part with the Annual Club Membership subscription of €20, if you haven't already done so)

Signed Provisional O'Donoghue Date 1st April 2017
Niall an O'Donoghue
Niall Maiz here on PALPAY AN LA. POK
PAY CASH ON

SNIPPET

Overall Results TDC International Trophy Autotest 12/05/2007

No	Driver	Cl	PI	Class	Total	OA	PI	Test1	Test2	Test3	Test4	Test5	Test6	Test7	Test8	Test9	Test10	Test11	Test12
9	Eddie Peterson	1	1		769.2	1		73.7b	49.1b	75.1	70.3b	48.2b	72.7b	69.3b	48.7	72.4b	70.0b	49.4	70.3b
5	Paul Swift	2	1		783.6	2		74.0	49.6	76.5	72.9	49.3	73.5	76.5	47.3b	73.0	72.0	48.0b	71.0
10	Eamonn Byrne	1	2		784.7	3		73.1b	50.1b	75.5b	71.0b	49.4b	76.3	72.2b	48.4b	74.3b	72.3b	49.0b	73.1b
1	Robert Dickson	3	1		793.8	4		76.2	57.6	74.4b	71.8	49.6	74.4	71.6	49.2	75.6	70.5	49.0	73.9
15	Robin Lyons	2	2		812.4	5		75.3	52.5	82.6	74.4	51.0	76.0b	75.1	50.4	75.8	72.8	50.4	76.1
14	Ken Irwin	4	1		819.4	6		75.8	52.2	79.1	75.4	49.9	78.9	75.2	60.5	75.4	71.4	50.8	74.8
22	Paddy Power	5	1		824.4	7		76.6	52.7	76.7	76.3	52.1	78.1	75.3	52.0	77.2	73.8	52.6	81.0
19	Chris Grimes	3	2		840.2	8		79.0	60.0	80.6	75.9	52.0	78.1	76.3	52.5	78.6	76.3	53.0	77.9
12	James Pringle	1	4		841.9	9		76.8b	53.8b	81.5b	76.0b	55.0b	80.4b	77.3b	54.1b	79.5b	75.6b	52.1b	79.8b
11	Simon Echlin	1	3		844.2	10		75.4b	53.3b	79.9b	73.8b	66.8	79.0b	74.3b	51.9b	79.2b	72.2b	59.2	79.2
2	Norman Ferguson	4	2		851.4	11		78.5	50.8	84.6	80.2	60.8	84.3	74.4	52.0	77.9	73.2	50.1	84.6
7	Malcolm Livingston	2	3		852.6	12		76.5	58.9	82.2	76.2	52.3b	80.3	77.6	55.9	80.3	79.7	52.9b	79.8
3	Trevor Ferguson	3	3		860.9	13		76.9	54.9	80.5	75.9	54.9	84.9	75.7	60.6	80.8	84.0	54.0	77.8b
20	Steven Bolton	4	3		872.8	14		78.6	56.3	84.7	77.3	58.4	88.1	79.6	55.7	80.9	76.7	53.8	82.7
18	Paul Phelan	6	1		880.5	15		80.4	67.6	84.9	77.5	57.8	81.6	78.0	53.8	86.0	77.7	54.8	80.4
6	Roger Holder	5	2		881.1	16		79.5	55.0	81.3	81.8	53.8	91.5	79.9	55.0	89.5	81.5	54.5	77.8
4	Raymond Donaldson	2	4		904.5	17		81.4	54.6	86.1	80.7	56.0	85.9	91.0	54.8	86.7	82.3	58.8	86.2
26	Frank Lenehan	3	4		906.3	18		86.8	58.0	82.2	81.1	56.7	84.3	81.0	58.9	84.6	80.9	67.5	84.3
25	Liam Cashman	4	4		907.7	19		79.4	55.2	83.6	80.2	56.4	94.7	81.9	63.6	82.2	86.3	55.2	89.0
23	Daniel Byrne	6	2		917.2	20		83.3	62.8	95.5f	85.1	57.7	84.6	81.3	58.1	85.6	82.9	55.8	84.5
8	Duncan Stephens	5	4		919.1	21		82.7	60.4	87.1	84.2	58.8	86.0	82.8	58.6	87.1	88.7	58.6	84.1
21	Michael Cashman	6	4		965.2	22		85.2	69.7	92.2	84.7	70.4	93.1	86.3	61.2	86.6	85.1	64.0	86.7
24	Gerry Lynch/L. Crosbie	5	3		970.7	23		77.1	56.2	86.1	93.8f	72.3f	85.1	94.2	64.3	91.0	86.0	68.6	96.0
17	Geoffrey Lamont	7	4		974.1	24		96.8f	62.4	87.2	93.0	58.5	88.3	91.3	59.2	84.0	95.6f	58.0	99.8f
30	Richard Meeke	7	2		974.4	25		93.1f	61.0	95.5f	91.0f	69.4f	87.6	85.5	62.8	93.6	85.3	56.5	93.1f
28	Liam Croston	8	4		1017.8	26		89.0	73.8f	99.3	89.5	75.0f	91.1	94.2	64.3	91.0	86.0	68.6	96.0
16	Gilmore Magee	6	3		1024.7	27		95.4f	73.3f	97.3	87.9	72.3f	92.2	87.9	71.9f	94.9	83.0	70.8	97.8f
33	Steph Carey	9	4		1079.0	28		96.8f	73.8f	101.5f	96.0f	75.0f	100.4f	97.3f	71.2	99.5f	95.6f	72.1f	99.8f

Larry Mooney
spotted this
on the
noticeboard in
the Holfeld's
gatehouse.

Sunday, 9th April was the day of the first motorsport event for me this year. In fact, chatting to some of the regulars it was the first event for a good few. And what a first event. This was my third time in Holfelds. The two events held here last year were excellent. It was a toss-up as to which one was the best event of the year so there was no chance I was missing this. Well I say that but I tried hard to miss it. Some of you may not know that my little Peugeot 206 or my temporary



MVAT car (the 309 will live again) has had a change of heart. The last event it ran was Stephens's Day and all was well with its gutless 1.4 l, 70 bhp lump.... It did the job OK - it grips amazingly well but it was really short on giddy-up when required. So Matt Walsh advised me of a very cheap 206 Gti which was up for grabs. I decided to swap the 2.0 l lump from the Gti into my standard 1.4 car..... Why you might ask, why not just use the Gti? Well, I thought it would be easy.... But no, every single wire and electrical component must go with the engine... Anyway it turned a wheel for the first time post-op on the Wednesday before the event.... I was amazed that it ran almost perfectly all day. The only glitch was a burst 17 year-old water hose on the finish line of Test 3. Steam cleaned engine... Nice. In the usual TDC default mode of mutual support Mark Walsh provided the required hose clip to keep me going.

Mick 

The requirements of running TDC events are many and various whether they be autotests, production car trials, fun runs etc. Most of the details are sorted out in advance but there still remains lots to be done on the day. Within each event the functions of those involved are such that the experience can vary hugely from person to person.

My involvement on the day of the Holfeld's event required me to be there early. I was in the first group to arrive. It was straight into action as I unloaded the boot and installed the computer printer etc. in the gatehouse.

There were two innovations for this event:

Timers similar to those used on Targa events in the north were to be deployed for the first time. These devices are re-programmed e-readers (Kindle is the one which you would be most familiar with) but these are a different brand, NOOK. Piers MacFheorais has spent hours modifying the fourteen of these devices that we bought. Also accessories had to be sourced. At the last committee meeting it was decided that we would not use the facility for inputting car numbers as it was felt that it would be better to wait until the marshals were more familiar with the devices before introducing this "complication". This backfired to some extent as the timers behaved a little strangely for some operators because of their relative inactivity. Next time out we will be more adventurous!

The other novelty was magnetic numbers which proved to be a great success. We had invested in

these to make it easier for double drivers to be identified. As it happened, there was only one pair of double drivers! Those on their own did appreciate them as they didn't have to fiddle around affixing them to the car. There was only one slight hiccup when one of Danny O'Donohoe's numbers fell off (this may have been due to the Isopon/iron proportions on his Escort compromising adhesion!). Quite a few cars drove over the fallen number before it was rescued. As you can see from the picture, it was not damaged terminally.



Anyway, back to the office. The geography of this is not ideal for slick sign-on. The collection of a €10 deposit for the numbers (they were quite expensive) added to the clerical load. Philip O'Reilly had, as usual, provided a list of who was in what class, who had paid what and how much they owed etc. John Boyd was quietly efficient in the production line, him and me, as well. So we managed to get through everybody without too much delay. When this was completed it was almost time to start.

The marshals had arrived and looked ultra-proficient in their nice orange TDC bibs. They were given timer advice by Tim Faulkner and Piers MacFheorais while Joe Doran



doled out and advised re. the walkie-talkies.

The competitors were allowed to walk/drive slowly the tests - nobody abused the driving privilege which was encouraging. Probably the best tactic for getting to know the tests was that of Ken Fleming who brought his bike. The burger van arrived and was soon supplying sustenance for those who



Jack Quinn

had missed brekkie (and maybe some who had already had brekkie). I had a quick wander and took a few snaps before getting back to amend a couple of details on the results spreadsheet. The paperwork needed to be tidied up and a stash of “tenners” assembled for when the numbers were returned later on. While there weren’t quite enough of these, “twenties” were set aside for the likes of Mark & Matt Walsh and Stephen & Zoe Briggs, to ease the “tenner” pressure. I believe breakfast rolls were distributed to the officials “in the field” but John & I were not rewarded thus. John & Peter are always self-sufficient on the culinary front. I suspect that one, or both, may have been in “scouts” such is the efficiency of the operation which swings into action when the tailgate opens on the Peugeot in response to gastric stimuli.

Just as we were ready to receive the first time cards our results officer hove into view. The legendary Cecil Orr had arrived and, having congratulated himself on his timing, took up position at the



Cecil, with John Boyd keeping a watchful eye

keyboard and inputting began. Nothing was allowed to hinder the progress and John, mostly, and myself subtracted madly to keep Cecil busy. Anomalies were peremptorily put to one side with a call for clarification to be determined forthwith.

C-o-C Larry Mooney dropped in to see how we were



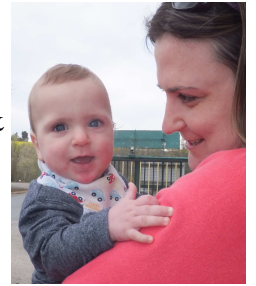
getting on during his perambulations around the tests.

It didn’t seem to take very long before the lunch break was upon us. While there was a respite in the stream of time cards, a torrent of timers seeking electrical nourishment kept us on our toes. In future it may be more convenient for the timers to be re-charged in the

marshals’ cars. They probably would survive the event on just one charge - the top-up is “to be sure, to be sure”.

The break gave me the opportunity for another little wander. I also was able to collect my and Cecil’s lunch order from the burger van. A couple of babies arrived at this juncture:

Jacob Auerbach & mummy, Jess, Finn Deegan & Mummy Nikki, to see how Daddy



Joe

Alan & Grandpa Peter and Grandpa Joe/Uncle Mark Doran respectively were getting on.

All too soon it was back to work and with the tests running slickly, the cards flowed in. A couple of car hiccoughs, which needed patching up, meant that the last few cards were a bit slow to be delivered but it wasn’t long before a provisional set of results was posted. Amendment suggestions regarding curiosities were considered, and acted upon if deemed appropriate, before they were declared final and it was time for Larry to distribute the awards.

There was commendable collaboration in collecting all the clobber after which the multitude made its way home. By the time I had repatriated my paraphernalia to the boot and restored the office to its former glory, I managed to be among the last to leave.

TDC Turbine

The consensus was that the weather and tests had been great. Somewhat paradoxically, neither of these observations impinged on my day particularly as I was in the office for most of it and didn't actually see anybody doing a test. Weather and tests are essentially peripheral for me as I derive my enjoyment from the interaction with the great bunch of people which our events seem to attract.

Ian



RESULTS

- 1 Christopher Evans (MX5) 1877s,
 - 2 Eamonn Byrne (Starlet) 1893s,
 - 3 Damien Doran (Starlet) 1910s,
 - 4 Mark Doran (Escort) 1913s,
 - 5 Andrew O'Donohoe (Mini) 1928s,
 - 6 Liam Cashman (Starlet) 1931s,
 - 7 John Nolan (Starlet) 1934s,
 - 8 Frank Lenehan (Starlet) 1935s,
 - 9 Richard Meeke (MX5) 1936s,
 - 10 Philip O'Reilly (Starlet) 1939s.
- Class winners:* Eamonn Byrne, Mark Doran, Damien Doran, Richard Meeke.
- Ladies Award:* Zoe Briggs (Mazda MX5) 2202s.



Eamonn



Mark



Andrew



Liam



Nigel Jones came across chat about the event on BACKROADS and came along to find what was involved by giving us a hand



Richard



Philip



Christopher



Francis Rhatigan brought along his daughter, Anne Marie for the spin. She enjoyed it almost as much as he did.

Geoff Long tries to judge the best time to release Mark Walsh so that he can inflict maximum damage to brother, Matt

TDC Turbine



Stephen Love (L) and Declan White welcome Craig MacWilliam to the finish of their test.



Mark FitzSimon

Zoe in the passenger seat keeping dad, Stephen right



Damien Doran



SNIPPET

Peter Boyd paid a visit to the GSMC Sporting Trial in Carlow at the end of April. He came up with some snaps of a few people who you would be more used to seeing in a different context - Richard Meeke, David Meeke and Gordon Graves.

I have also included a pic of Kiki Needham being advised by dad, Paul, to remind us of the young age at which Sporting Triallists can have a go.



Richard



Gordon



Dave

DMC Springfling Targa Rally

15th April

With Malcolm McQueen at the helm this event's reputation is such that it attracts a full entry including a good number from the south - they were not disappointed.

A full entry of seventy crews lined up at the Cohannon Inn to tackle three loops of tests stretching as far away as Carnteel. Cool weather with occasional showers made the day's tests a bit variable in terms of grip through the concrete farmyards and gravel lanes.

Christopher Evans and Kevin Fagan were



particularly happy. They took the win by a massive 32 seconds from Eamonn Byrne / Joanna Lenehan, with



Steven Cromie / Keilin Webb in third just 0.7 s ahead of



David Crothers / Barbara Kane. David & Barbara certainly didn't get away with any line/pylon indiscretions during the manoeuvre pictured at the top of the next column, given the profusion of marshals on duty.

Eamonn & Joanna led the event at the end of the first loop but couldn't match Christopher's pace later in



the day. Robert & Johnny Whelan also impressed with their seventh place. They might have done even better if Johnny had been concentrating on giving directions instead of showboating for Peter Boyd!

One of the reasons for the size of the southern



contingent was that the event was a counting round of the 2017 Endurance Championship. Reigning champion, Karl O'Donoghue, didn't make it but other contenders put in an appearance. Kevin O'Rourke took advantage to be best of this group, in 9th place. He was guided by Colin Sheridan, who filled the breach when



Dave McAulay was hugely disappointed to have to cry off with a lurgy which laid him low.

An innovation here to keep the speeds down was that the "STOP and COLLECT" was complemented by a "STOP and RETURN" further along the test. Peter



Faulkner wasn't impressed with one of these in particular. The RETURN marshal was behind a hedge in a field on the right-hand side of the road. Peter delivered his card by airmail. There was a little bit of embarrassment when the marshal turned out to be his navigator, Anne Smyth's brother.

On the subject of cards, Mark Faulkner, who is still carless, was on marshalling duty. But he was using beer mats rather than playing cards. I suspect he was more comfortable with these, at least until the third lap when his supplies were running low. There was a concern that the test might have to be suspended so that he could go to the pub for supplies! He is pictured here exchanging pleasantries with Joe Corcoran (Patrick and dad, Joe were the second of the Endurance cars).



One measure of the Dungannon Club's efficiency was that the average test time was pretty consistently about halfway between the bogey and the max.

Back at Dungannon Rugby Club for the finish, the results were announced quickly and awards presented to the winners. Judging by the feedback from competitors, Dungannon Motor Club have established new standards of event organisation with a great format and excellent marshalling. Donnelly Group were represented by Site Director Geoffrey Lamont and he

thanked all the marshals and land-owners for enabling a top Club motorsport event before presenting a great array of prizes to the winners.

Editor (with written input from Derek Smyth and oral input from Tim Faulkner)



RESULTS

1 Christopher Evans / Kevin Fagan (MX5)	27:01
2 Eamonn Byrne / Joanna Lenehan (Starlet)	27:33
3 Steven Cromie / Keilin Webb (MX5)	27:41
4 David Crothers / Barbara Kane (MX5)	27:42
5 Damien Mooney / Tony Anderson (Saxo)	28:04
6 Matthew Mason / Will Corry (Micra)	28:08



Ted & Karen Gaffney



Frank Lenehan & Tim Faulkner



Graham O'Donoghue & Paul Tierney



Glyn Gaffney & Alan Dolan



James Mansfield & Karl Grehan

Sunday, 4th June - Avoca River Trial MVAT, Arklow
Wed, 21st June - James Pringle Club Autotest & BBQ, Sandyford
Wednesday, 26th July - PCT & BBQ, Glencullen

Committee Notes

Resumé of proceedings at committee meetings Apr, May 2017

- Fun Run should become annual event.
- One Club Karting Night per year is enough. Maybe an off-road buggy outing might be attractive as well.
- New timers worked well when marshals became used to them. Inputting car numbers needs to be done as timers work better when this is done.
- The magnetic numbers worked well. There was a suggestion to add the deposit to the entry fee which would be reimbursed in cash when numbers returned at end of event.
- Ed Holfeld offered Avoca River Park so it was decided to run "JJ's MVAT" here. It is more attractive than travelling from test to test for most competitors.
- Revised Test layouts are to be investigated for 4th June.
- Persuading people to marshal on events continues to be difficult. Competitors must take more responsibility whether it is to marshal themselves when not competing or to persuade friends/family to help out.
- Continue to try to identify and secure new venues, suitable for our needs
- Club Championship table has been populated by Stephen Briggs. There are already 85 names on the list.
- Further to MI Insurance premium increase entries are down for stage rallies so the servicing of the premium is under pressure.
- Credit Card sized Membership Cards to be produced for 2018.
- Higher entry fees for Stage Rallies courtesy of higher MI insurance premium leading to fewer entries. Hence the income looks unlikely to be sufficient to cover premium. Stephen Briggs will attend meeting, to discuss the problem and suggest possible solutions in Athlone, on 22nd May.

Fun Run Answers

- A cowboy rides into town on Friday, stays 3 nights and leaves on Friday - explain. **Friday is a horse**
- A murderer is condemned to death. He has to choose between 3 rooms. The first is full of raging fires, the second is full of assassins with loaded guns and the third is full of lions that haven't eaten in 3 years. Which room is safest for him? **The one with the lions - they are all dead**
- Ten fish are in a tank. Two drown, four swim away and three die. How many fish are left? **Ten**
- What belongs to you but others use it more than you do? **Your name**
- I am light as a feather, yet the strongest man can't hold me for 5 minutes. What am I? **Breath**

QUIZ April Answers

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

$$4 \times 35 = 140$$

$$5 \times 41 = 205$$

$$\text{Editor's age is } 205 - 140 = \mathbf{65}$$



2. Identify the pair of synchronised (almost) striders (both Mini men).
Sam Wilson & Robert Dickson, on the Derek Walker Trial



4. Who is the shrinking violet? Joe Doran

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



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

What I was looking for is that the hat on the right is newer (he mislaid the other one - tragedy) but a more profound question for which I have no answer is, "what is he measuring?"

6. Who is driving this splashing Beetle?
Robert McGimpsey, on the Derek Walker Trial



SNIPPET



Dermot Carnegie, partnered by Paul Bosdet, as is usual on this type of event, had mixed fortunes on the *Three Legs of Mann* in the middle of March. They started well but a fairly major shopping expedition saw them down in sixteenth place. They recovered, despite attacking a cone in a test, to finish sixth. The winners were John Abel / Mark Appleton in an RS 2000.



The Mystery of the Mandarin Orange

I have a habit of going to events prepared for any eventuality. For example, I bring a full complement of outer wear to cope with every weather permutation from arctic to tropical. Also, clipboards, “pencil” case, watches and other stationery supplies just in case we are inundated with paperwork from the organisers. I also bring maps of the area, a SatNav with event HQ coordinates pre-loaded, First Aid kit, calculator (to refine the Brantz calibration), food & drink for both of us in case we are inadvertently marooned and in danger of dehydration and/or malnutrition and - Oh! - I nearly forgot, my camera.

I store the foregoing in a selection of giveaway bags - on this



occasion I had three. Before the event begins, I do some rationalisation and two of the bags are consigned to the boot. The third resides in my footwell. The handles on all three are tied together with the aim of keeping the contents under control.

Anyway, on Saturday, the handle tying ploy on the cockpit bag failed miserably and a mandarin orange and bottle of water managed to escape. Rather than undoing my seatbelt and grovelling, I decided to wait until the lunch halt to retrieve them. This is when the mystery materialised. I found and returned the bottle to the bag, but there was

neither sight nor sound of the mandarin. I enquired of Mark FitzSimon, beside whom we were parked, and he could shed no light. Incidentally, I was not impressed to



see Mark affixing the numbers before we started - this is definitely a driver's job. Dermot (Carnegie) was halfway to the dining room so Mark ran after him to check whether he had seen it - no luck. Dermot very kindly mentioned it to a few people during lunch but nobody had spotted it.

After an extensive search of the car after the event I had to officially declare the mandarin “missing”.

So it was a disappointing end to a day which had seen a few disappointments on the test front as well.

A stall on the stop-line before the finish of the first test saw some seconds squandered. The second test had pylons G & H configured more challengingly than the diagram suggested. Also, I, J, K were lined

up contrarily. Then a little “slip road” up to the finish was not that obvious. We didn't master this test fully until the third lap.

None of the other tests was as technical as this one, so it was difficult to claw back time, though we did enjoy ourselves immensely in our endeavours so to do. Dermot, who was running behind us, was complimentary about Piers's technique off the starting line, though it made little difference in the end. We finished up 17th.

The new “stop-astride” before the “card-collect” and the finish worked well. They are sensible safety innovations. Despite their deployment there were a couple of beatable bogey times (one in particular) - a pity.

Everything ran very smoothly though Michael Duke & Claudette



Hollywood did their best to have the contingency plans implemented with three off-piste indiscretions. The first, when a “stop-astride” line proved to be elusive, necessitated “muscle” from the following half dozen cars to retrieve the situation. The next lapse added a few striations to almost all of the nearside panels and the last a reshaping of the rear offside quarter panel. At lunch Dermot (Carnegie) helped Michael to tidy up his rear quarter panel damage with the judicious application of some duct tape.

Dermot cut his finger during this exercise but he did have a first-aid kit and was



able to apply plaster to staunch the flow of blood. However, halfway through the next test, Dermot was surprised when blood started dripping down the steering wheel. He had put the plaster on the wrong finger!

Given that some of the Davagh tracks were quite slippery it is a testament to the skill/circumspection of the drivers that there weren't more visits to the scenery.

Winners were the always competitive Eric Patterson /



John & Nicky



Frank & Tim

Christopher Evans / Kevin Fagan got off to a bad start with a "fail" on test two from which they never recovered, despite what was



(C)JIM HALFERTY
Martin Gallagher

probably the best "long jump".

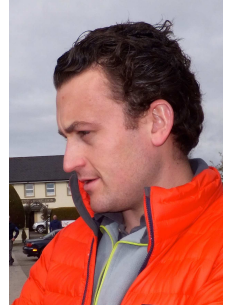
Eamonn Byrne / Derek Smyth had a max on this test when the Starlet suffered a driveshaft failure.



Eamonn being Eamonn had a spare back



in the jeep which he was able to fit and finish. Murphy's Law ordained that this was the longest test with the most punitive "fail" time. John



Angus & John



Kavanagh guided Angus Johnson to a mid-field finish in his "new" MX5. Not too far away were Peter Faulkner and Anne Smyth.

Ian



RESULTS

- 1 Eric Patterson / Raymond Donaldson (Mazda MX5) 20:27
- 2 David Crothers / Barbara Kane (Mazda MX5) 20:28
- 3 Matthew Mason / Will Corry (Micra) 20:35
- 4 Steven Cromie / Keilin Webb (Mazda MX5) 20:37
- 5 Trevor Ferguson / David McElroy (Mazda MX5) 20:39
- 6 Allan Harryman / Suz Graham (Toyota MR2) 20:41
- 7 Mark Stewart / Chris Hobson (Mazda MX5) 20:46
- 8 John O' Reilly / Nick Sparks (Mazda MX5) 20:46

Raymond Donaldson by a mere second from David Crothers /



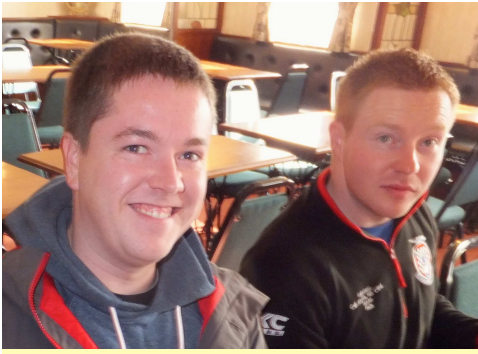
Barbara Kane. Matthew Mason had Will Corry "on the notes" again and they completed the top three, seven seconds further back.

Best of the southern contingent in eighth were John O'Reilly / Nick Sparks. Dermot & Mark were 15th. Frank Lenehan & Tim Faulkner were 19th.



Trevor & David

TDC Turbine



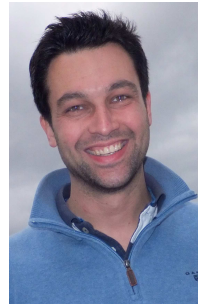
Matthew Mason is offering some tips to Mark Francis as Gillian Haydon got on with her breakfast. The latter two were a creditable tenth.



Eoin Longworth & Patrick O'Leary



Steve Cromie validated his promotion to "expert" with a fine fourth place. His guide was Chris Henry.



Will Corry



Having sat with cousin, Trevor on the Springfling, this time it was Craig McCullough's turn to benefit from Steven Ferguson's wisdom. They were thirteenth.

Adam McMullan displays the symptoms of a early start at "breakfast" with dad, Arthur



Gary Woodside

New (to me anyway) southern invaders were Gillian Coughlan & Colin Keegan from Roscommon and Galway



Norman Ferguson & Jason Dobbin



Piers MacFheorais unloads the MX5 while Ian McCulloch gets on with the onerous task of zipping up his jacket.

SNIPPETS

I spotted this gem in an article by Tom Farrell on a 1937 Riley Kestrel in the IVVCC Journal.



The undoubted superstar of the Riley line-up was the immortal MPH. Engine sizes ranged from 1458cc via 1633cc to 1726cc six-cylinder OHV engines equipped with dural con-rods, Scintilla magneto ignition, twin carbs and a six-branch exhaust. Light alloy featured heavily and 15 inch finned drums were needed to stop this 90 mph thoroughbred. Gears were either pre-select or close-ratio manual. **Rare, it is estimated that there are around 40 survivors of the original circa 15 made!**



*I was watching a programme on BBC4 about “**Britain’s Nuclear Bomb**”? The programme was interesting but the best bit was in the credits which revealed that it had been directed by **John Shrapnel**. - a superb example of Nominative Determinism.*

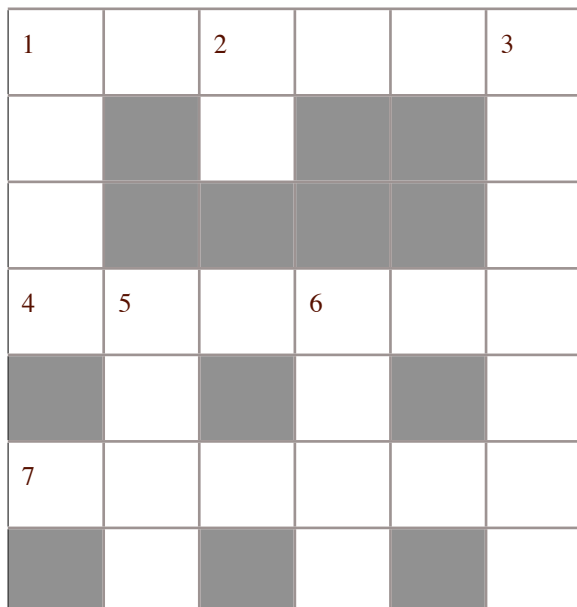


Kevin O'Rourke & Rory Dooley at the 1988/89 Hella/ECCO Championship Prizegiving.

PS Who is that lurking in the background. He is now clean-shaven and has competed in the last two Club events?

(He is being observed by Declan Lennon on Page 23)

June Crossword



For this edition the clues are committee related

Across

- 1 Princely minutes secretary (6)
- 4 6 down does this occasionally (bad habit) (6)
- 7 Frank isn't one of these men (orderly types from NI) (6)

Down

- 1 We have two of these events each year (4)
- 2 All members of the committee have a high one of these (2)
- 3 Joe and Mark need these at work (7)
- 5 There are two of these on the committee (4)
- 6 Committee royalty (4)

April Solution

P	L	A	T	E	S
I		U			P
T					A
S	T	R	A	I	N
	U		V		N
C	R	U	I	S	E
	N		S		R

C-o-C, Larry Mooney started the day by informing us at drivers' briefing that it was "International Laughing Day". We were all smiling, at least, given that the weather was the brightest and warmest of the year so far.



After ten rainfree days the ground on Joe Reynolds' land was "as dry as a bone". However, the grass still had some moisture in it which made the last steep climbs to the finish of the tests slippery enough to induce wheel spin on many of the

front-wheel-drive cars.

We were impressed to see so many cars – mostly Starlets – not just clean but polished as well, high standards indeed. *(I wonder had they been using product from the premier car care supplier - see avatar at end of this piece to discover which company this might be - Ed.)*

Last year Karen and I double-drove her Starlet



Glanza on two MVATs and two PCTs. The score (who's counting?) was: Karen beat me on two and I beat herself on two, so it was all to play for this year.

The tests were similar to last year's with a new one added. During the lunch break they were changed slightly to make them a bit more challenging for the afternoon. Section designer, Stephen Briggs and his advisors did a great job as the results were conclusive without anybody doing disastrously

Karen's Starlet has a heavy, and low, sump-guard fitted for the Endurance Rallies. Combined with the low tyre pressures, this led to each of us "beaching" the car a couple of times.

Aside from that we had an enjoyable day running close to John Nolan, Aoife Ryan, Conor Clarke, Philip O'Reilly, Emer McNamee and the only Irishman to have won the RAC Rally of



Conor



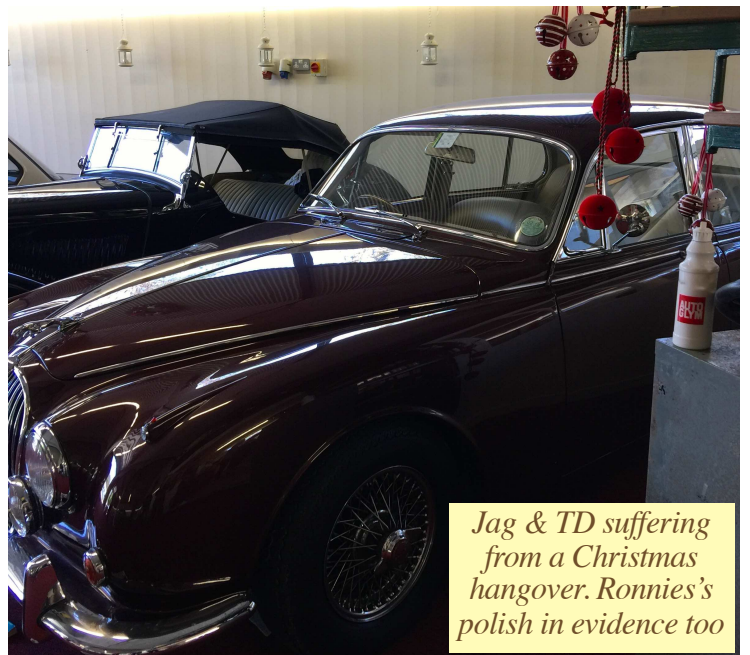
Emer & Ronan

Great Britain, Emer's dad, Ronan. He co-drove Pentti Airikkala to victory in 1989 in a Mitsubishi Galant.

The event went like clockwork, as you would expect from TDC but there was a bonus this year when Joe invited us down to the "Museum" at his home, a couple of fields away.

His garage/museum was adorned with decades of memorabilia from Joe's extensive rallying career: Rally plates by the dozen, FIA Champion trophies, motor trade signs and his most recent rally cars.

The rally cars were: Mini, MG Magnette, BMW 1602. Also there was Kathleen's (very well polished by



Jag & TD suffering from a Christmas hangover. Ronnies's polish in evidence too

Ronnie) Mk 2 Jaguar, and Joe's Mum's Toyota Starlet – complete with a Des Cullen Cars sticker still in the back window. The star of the line up for some might have been an MG TD raced by Edith Ingram.

There was a Golf buggy (non GTI) complete with Poppy Rally (a classic rally based in Belgium) Plates from 2011. Ronnie must have been burning the midnight oil getting the display ready and it was very generous of Joe to share it with us.



Buggy gets the "once-over" from Ken Fleming, Dave O'Neill & Philip O'Reilly

Surprise visitors / spectators to the proceedings were Denis Woodhams and his wife in their camper van. They are the proprietors of the Arrow Mill Hotel in Stratford-upon-Avon in England. The hotel carpark has been the venue for the Ken Wharton Trophy International Autotest for over 40 years! They would be on good terms with a good number of TDC members who travel to this event every year. Of those present, Frank Lenahan (seen at the top of the next column adjusting tyre pressures) would probably have been the one with the greatest number of visits.



Denis



Karen and I had an enjoyable, if not very successful day in terms of results, driving, hill-walking and pushing the beached Starlet on a few occasions! Most importantly though, I beat Karen.

The overall winner was John McAssey on a

John makes his victory speech while Stephen casts a proprietorial eye so as to discourage potential hecklers

very impressive total of 7 marks.

It was good to have Percy Pennefather (R) and Morgan Evans, pictured below studying the results with Frank Lenahan (L), making their TDC PCT debuts. They are experienced



sporting triallists / mudpluggers (*delete as dictated by your decrepitude - Ed.*) as are, of course David & Richard Meeke. Maybe more exemplars from this discipline will come to Glencullen in July. I believe Percy and Morgan already are thinking of making some "improvements" to their Seicento.

As always it was great to socialise with the regular competitors and marshals on the day.

Thanks, of course, to:

- Larry Mooney for the reminder of International Laughing Day, and telling me he drove his first Porsche four years before I was born! Work that one out..... (a long time ago - Ed)



Frank Nuttall (L), Joe & Larry (R)

- Joe Reynolds for the use of his land again.
- Stephen Briggs for the section layouts.
- Philip O'Reilly for drumming up the entries.



Philip (L) & Ted

- Paul Phelan for sign-on and results.
- See you at the next one!

Ted



RESULTS

- 1 John McAssey (Starlet) 7 marks,
- 2 Mark Walsh (Starlet) 8m,
- 3 David Meeke (Starlet) 8m,
- 4 Richard Meeke (Starlet) 8m,



Paul collates

5 (tie) Frank Lenehan (Mini), Ken Fleming (Starlet) 9m,
7 Stephen Briggs (Opel Karl) 12m,
8 Niall Driver (Starlet) 12m,
9 Philip O'Reilly (Mini) 12m,
10 (tie) Ronnie Griffin (Starlet) and Susan Briggs (Starlet) 15m.

Class winners: Mark Walsh, Piers MacFheorais (Mazda MX5) 36m, Stephen Briggs.

Ladies Award: Susan Briggs



Colin Sheridan adopts an interesting pose

TDC Turbine



David Fitzpatrick tells dad, Seán to speed up as he reckons they're being followed.



Eric Byrne subsides into the scenery



Dave & Richard Meeke



Pat Maguire under the eagle eye of Declan Lennon



Martin Casey assesses the situation



Syd Quille & Mark Walsh exchange pleasantries



Ronnie Griffin enjoys a quiet moment



Niall Driver & Susan Briggs



David Campion



A dappled Matt Walsh & Helen Caulfield



Tim Faulkner runs for cover as Piers MacFheorais shapes up to make a determined assault on the "zero"

It's hard to believe another year has passed since the last visit to Campion's yard, Kilcotton, Borris-in-Ossory. I really look forward to this event each year. The tests are similar to what you'd see at a Multi-venue Autotest, but all contained in one vast site. The tests tend to be open and this allows them to be attacked with vigour, which always makes things more exciting.

This year the club decided to change things up a little and explore hitherto unused areas of the site in the search for more entertaining challenges. I arrived a couple of hours early to help draw the tests and found that that C-o-C Bill Ryan had it all laid out, pylons in position etc, so all that was required was to draw them up with maybe a tweak or two. Two of the tests (Test 1 & 2) were similar, but longer and more open than the two concrete tests last year. Two new tests were designed and set up at the bottom of the site on a loose surface. For those seeking maximum traction, like myself in the MX-5, it looked like it would be a little challenging following rain the previous day. Bill arranged for a lad in one of the 'heavy machines' to run through and scrape off and level as much loose muck as possible. This turned out to be somewhat moot, as the rain started falling soon afterwards, turning it into a muddy mess. All of this added to the exciting challenge, of course.

30 competitors started the event, with usual suspects, John McAssey, Rob Lewis & Brian Kingston all looking especially keen to perform well. John Nolan decided to double-drive Aoife Ryan's Starlet, sans LSD. Aoife beat John on a recent TDC Production Car Trial while double-driving the same car and could be heard taunting John (in a friendly way of course) from a field away, which was a good laugh.

The more open Tests 1 & 2 allowed plenty of scope for drifting,



if desired, ably facilitated, at key points, by some well-placed grit & gravel sitting atop the grippy concrete. The first fast left turn around a pylon on Test 2 was one of the more exciting places to encounter gravel.

Test 3 (only three tests run on Saturday, four on Sunday), proved to be a fun and tricky challenge, especially in a RWD car. There was a big reverse through a line, then pull the head in time to drive through a chicane. With the soft muck, it was tricky to get this accomplished neatly.

The Saturday event was won by John McAssey, whose tidy and efficient style works well in tricky conditions. John was closely followed by Stefan Walsh (less than a second), who showed that his Autotest skills are well honed. I finished third, closely followed by John Nolan, Robert Lewis and Brian Kingston. Darren Delaney, Hughie Dunnne, Jason Bracken, Whitby Moynan & Karl Grehan finished next, all within seconds of one another. It was certainly a closely fought and challenging event.

Sunday started a lot brighter and a slightly smaller entry spread over four tests meant that there was very little queueing. Test 4 was located next to Test 3, also on a muddy slippery surface, but a lot cleaner now that it hadn't rained overnight. It was enjoyable having the chance to try and carry some speed thought this test, which at pace had very small margins for error. Test 3 had dried up a lot, making it

easier to negotiate and with a small change in position of one pylon, a lot more fun as it allowed it to be attacked more enthusiastically. These were my favourite tests of the day, even though they weren't ideal for RWD. They provided a great opportunity to practice at being tidy while carrying as much speed as possible in slippery conditions. Tests 1 & 2 were the same as on Saturday and were again enjoyable. Some of the gravel was cleaned away by the cars on Saturday, so additional speed could be employed. Richard Meeke in his Starlet showed up and demonstrated how it should be done. He won by a large 27 second margin from me, with another 25 seconds to Stefan Walsh in third. David Meeke, Brian Kingston, John McAssey, Philip O'Reilly, Jason Bracken and Cian Robinson were next and within seconds of one another.

Many thanks to the Birr Club, the marshals and the Campions for making this a "must-attend" event. Looking forward to being back next year.

Piers



RESULTS

SATURDAY

1 John McAssey (Starlet) 1003.7s,
2 Stefan Walsh (Starlet) 1004.5s,
3 Piers MacFheorais (MX5) 1008.9s,
4 John Nolan (Starlet) 1016.1s,
5 Rob Lewis (Starlet) 1026.5s,
6 Brian Kingston (Ignis) 1037.2s.
Class winners: Mark Shanahan (Micra), Stefan Walsh, Piers MacFheorais.

SUNDAY

1 Richard Meeke (Starlet) 1221.6,
2 Piers MacFheorais (MX5) 1248.3s,
3 Stefan Walsh (Starlet) 1273.3s,
4 David Meeke (Starlet) 1275.2,
5 Brian Kingston (Ignis) 1281.1s,
6 John McAssey (Starlet) 1287.0s.
Class winners: Patrick O'Leary (Starlet), Stefan Walsh, Piers MacFheorais.

You can tell this is Ireland. The Sligo MVAT this year was based in Manorhamilton which is, of course, in Leitrim. Depending on your inclination the event was run by either Connaught MC or Connacht MC. Ignoring the pedantry above, it was by all accounts - Piers



MacFheorais & James Mansfield



(phone conversations) and Darragh



Gibbons, deviating slightly above from the straight and narrow, (Facebook) - an excellent event masterminded by Patrick Corcoran.

Piers had brought his sister, Dara along for the spin last year but decided this time to give another sister, Súin the opportunity to witness his car control first-hand.

There were quarry, concrete yard and field tests. There was a digger on hand to effect running repairs in the quarry, good planning, but the persistent rain made the concrete yards extremely slippery and the grassy bits even more so. Piers

slid off course and slowly but surely down a hill. He didn't quite make the finish. He bogged down in another test for a second "fail". Piers was showing off his new Speedline wheels which showed up rather the less than showroom condition of the rest of the car. He had two punctures one of which resulted in damage to one of his nice new wheels. On the Thursday prior to the event he took delivery of a "new" front "bumper" to replace the one which had suffered from a couple of close encounters with bales of silage on the Cookstown Targa. Time issues prevented the replacement being fitted before the Sligo event. This was fortuitous as the already damaged panel suffered even more in the Sligo quarry and it came home in the back of the tow car.

James didn't realise that it was permitted to walk the tests. He assumed that the "just get on with it" approach of Stefan Walsh, running at "one" ahead of him, was mandatory. Anyway James had a "fail" when he circled a pylon in a manner at variance with the test designer's wishes. James felt that it was a good event for beginners. Although it was a little bit bumpy in spots, the tests were sufficiently simple for the less experienced to be able to attack them with some gusto.

There were 30 entries - the event deserved greater support. The delighted winner was Stefan Walsh, quite a distance ahead of Kieran McCarra and James Mansfield who



James & Stefan

completed the top three. Trish



Ever considerate, Trish has shut her eyes to reduce "red-eye" as she is presented with her award by C-o-C, Patrick Corcoran - his dad, Joe is lurking in the background.

Denning had her best result for a while with an excellent fourth!



Kieran & Robert

RESULTS

- 1 Stefan Walsh (Starlet) 1328s,
 - 2 Kieran McCarra (Colt) 1358s,
 - 3 James Mansfield (Mini) 1361s,
 - 4 Patricia Denning (Starlet) 1361s,
 - 5 Robert Howard (Starlet) 1366s,
 - 6 Piers MacFheorais (MX5) 1373s,
 - 7 Enda Haran (Starlet) 1374s,
 - 8 Joe Downey (Starlet) 1390s,
 - 9 Seán Maloney (Micra) 1461s,
 - 10 Declan Furlong (Starlet) 1476s.
- Class winners:*
Kieran McCarra,
James Mansfield,
Piers MacFheorais



Enda



Seán

TDC Turbine



Craig McPhillips



Stefan



Simon Love

TDC Club Championship 2017

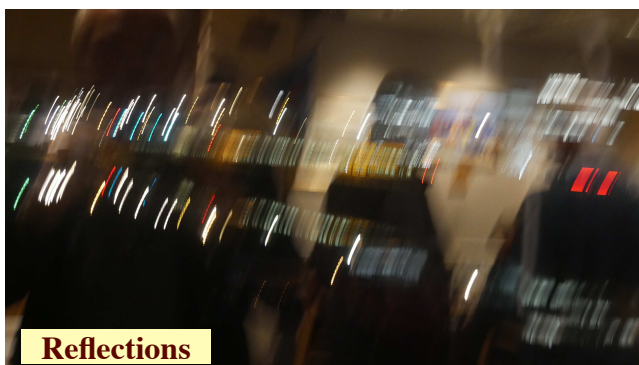
		Rd 1 MVAT 09-Apr	Rd 2 PCT 07-May	Rd 3 Birr AT 14-May	Full Total	Best 8
	Beginners					
1	Ken Fleming	20	20		40	40
2	Dave Champion	12	10	16	38	38
3	Aoife Ryan	18	16		34	34
4	Dave O'Neill	16	14		30	30
5	Susan Briggs	11	19		30	30
6	Pat Maguire	10	12		22	22
7	Jason Bracken			20	20	20
8	Brian Duggan	19			19	19
9	Cian Robinson			19	19	19
10	Emer McNamee		18		18	18
11	Darren Delaney			18	18	18
12	Conal O'Neill	17			17	17
13	Linda Dempsey		17		17	17
14	Eoin Quinlan			17	17	17
15	Finbar O'Neill	15			15	15
16	Conor Clarke		15		15	15
17	Conor Quinlan			15	15	15
18	Luke O'Neill	14			14	14
19	Thomas Crowe			14	14	14
20	John Carty	13			13	13
21	Eric Byrne		13		13	13
22	TJ O'Brien			13	13	13
23	Gary Rohan			12	12	12
24	David Fitzpatrick		11		11	11
25	Sean Fitzpatrick		9		9	9
	Novices					
1	Colin Sheridan	18	14	18	50	50
2	Karl Grehan	12	13	19	44	44
3	Mark Walsh	15	20		35	35
4	Matthew Walsh	13	17		30	30
5	Declan Furlong	14	12		26	26
6	John O'Reilly	20			20	20
7	Hugh Dunne			20	20	20
8	Andrew Boland	19			19	19
9	Ronan McNamee		19		19	19
10	Percy Pennefather		18		18	18
11	John Maher	17			17	17
12	Kieran Garahy			17	17	17
13	Angus Johnson	16			16	16
14	Morgan Evans		16		16	16
15	Mark Shanahan			16	16	16
16	John Farrar		15		15	15
17	Declan Donohoe			15	15	15
18	Dearbhaile Garahy			14	14	14
19	Francis Rhatigan	11			11	11
20	Maurice McMonagle	10			10	10

		Rd 1 MVAT 09-Apr	Rd 2 PCT 07-May	Rd 3 Birr AT 14-May	Full Total	Best 8
	Intermediates					
1	David Meeke	19	20	20	59	59
2	Brian Kingston	20		19	39	39
3	Stephen Briggs	15	19		34	34
4	James Driver	14	16		30	30
5	Paddy Lombard	7	17		24	24
6	Jack Quinn	10	13		23	23
7	Craig MacWilliam	18			18	18
8	Niall Driver		18		18	18
9	Patrick O'Leary			18	18	18
10	Mick Kehoe	17			17	17
11	Mick Boland			17	17	17
12	Alan Shinnors	16			16	16
13	Eoin Longworth			16	16	16
14	Ted Gaffney		15		15	15
15	Joe Reynolds		14		14	14
16	Owen Murray	13			13	13
17	Martin Nugent	12			12	12
18	Karen Gaffney		12		12	12
19	Mark Nugent	11			11	11
20	Danny O'Donohoe	9			9	9
21	Zoe Briggs	8			8	8
	Experts					
1	Richard Meeke	12	19	20	51	51
2	John McAssey	9	20	17	46	46
3	Philip O'Reilly	11	17	16	44	44
4	Piers MacFheorais	7	13	19	39	39
5	Frank Lenehan	13	18		31	31
6	John Nolan	14	14		28	28
7	Christopher Evans	20			20	20
8	Eamonn Byrne	19			19	19
9	Damien Doran	18			18	18
10	Stefan Walsh			18	18	18
11	Mark Doran	17			17	17
12	Andrew O'Donohoe	16			16	16
13	Ronnie Griffin		16		16	16
14	Liam Cashman	15			15	15
15	Declan Hendrick		15		15	15
16	Alan Auerbach	10			10	10
17	Ian White	8			8	8
18	James Mansfield	6			6	6
19	Dave McAulay	5			5	5

See Website for Autotest Standings.

Queries to Stephen Briggs
sb@iol.ie

<i>Overall</i>		Rd 1 MVAT 09-Apr	Rd 2 PCT 07-May	Rd 3 Birr AT 14-May	Full Total	Best 8
1	Richard Meeke	12	17	20	49	49
2	John McAssey	8	20	15	43	43
3	David Meeke	5	18	17	40	40
4	Philip O'Reilly	11	12	14	37	37
5	Frank Lenehan	13	16		29	29
6	Brian Kingston	10		16	26	26
7	Piers MacFheorais	3	0	19	22	22
8	Christopher Evans	20			20	20
9	Eamonn Byrne	19			19	19
10	Mark Walsh	0	19		19	19
11	Damien Doran	18			18	18
12	Stefan Walsh			18	18	18
13	Mark Doran	17			17	17
14	Andrew O'Donohoe	16			16	16
15	Ken Fleming	0	16		16	16
16	Liam Cashman	15			15	15
17	John Nolan	14	0		14	14
18	Stephen Briggs	0	14		14	14
19	Niall Driver		13		13	13
20	Jason Bracken			13	13	13
21	Cian Robinson			12	12	12
22	Susan Briggs	0	11		11	11
23	Ronnie Griffin		11		11	11
24	Darren Delaney			11	11	11
25	Hugh Dunne			10	10	10
26	Alan Auerbach	9			9	9
27	Karl Grehan	0	0	9	9	9
28	Ronan McNamee		9		9	9
29	Percy Pennefather		8		8	8
30	Eoin Quinlan			8	8	8
31	Ian White	7			7	7
32	David Campion	0	0	7	7	7
33	Declan Hendrick		7		7	7
34	John O'Reilly	6			6	6
35	Matthew Walsh	0	6		6	6
36	Colin Sheridan	0	0	6	6	6
37	Emer McNamee		5		5	5
38	Conor Quinlan			5	5	5
39	Craig MacWilliam	4			4	4
40	Morgan Evans		4		4	4
41	Kieran Garahy			4	4	4
42	Linda Dempsey		3		3	3
43	Patrick O'Leary			3	3	3
44	Mick Kehoe	2			2	2
45	Aoife Ryan	0	2		2	2
46	Mark Shanahan			2	2	2
47	James Mansfield	1			1	1
48	Conor Clarke		1		1	1
49	Thomas Crowe			1	1	1



Reflections

A codicil to The Mystery of the Mandarin Orange

Just in case you are interested in trying to unravel the Mandarin Mystery, I'm afraid your investigation could be hampered by a lack of clarity regarding what exactly you are looking for. I, myself, am not sure and fear I will never see my mandarin again.

***Mandarins** originated in China, hence the name. China is by far the largest grower and consumer in the world, with over 12 million tons harvested each year. Mandarins is the umbrella name for all of these generally sweet and easy-to-peel oranges.*

***Tangerines** arrived in Europe in the 1800s by way of North Africa, where a large varietal was grown in Morocco. Exported through the port of Tangier, the fruit became known as Tangerine.*

*The **clementine** fruit is small and seedless, and has become very popular in the US. As it is sterile (no seeds), shoots need to be grafted onto other varietals. This varietal was created by a French missionary in Algeria over 100 years ago. His name was Marie-Clement Rodier.*

***Satsumas** are a distinct type of mandarin which are soft with juicy sweet, slightly tangy, but mildly flavoured segments. They originated from Japan in their modern form of 3 or 4 varieties, such as Okitsu and Mihowase.*

Please feel free to add the above to your useless information file.

IMMINENT EVENTS

Sunday, 4th June

Avoca River Trial MVAT

Holfeld's, Arklow

10:00 am

Wednesday, 21st June

James Pringle Club Autotest & BBQ

Woodside, Sandyford

6:00 pm

Wednesday, 26th July

Production Car Trial & BBQ

Glencullen

6:00 pm

RESULTS

MOTOR ENTHUSIASTS' CLUB DEVEREUX CUP SPORTING TRIAL AT GURTEEN, INCH, CO WEXFORD: 2nd April

- 1 Brian Conlon (Erskine-Honda) 4 marks,
- 2 Percy Pennefather (Erskine-Suzuki) 4m,
- 7 Morgan Evans (Mog-Honda) 8m,
- 8 David Meeke (BD-Opel) 8m,
- 12 John Bolton (Grasshopper VW) 13m.

IRISH MOTOR RACING CLUB RACE MEETING AT MONDELLO PARK: 9th April

PATCH TYRE FIESTA ST RACE 1 (9 laps):

- 1 Dave Maguire 10m 05.02s, 61.56 mph,
 - 2 Michael Cullen 10m 06.51s.
- Fastest lap:* Cullen 1m 06.685s, 62.06 mph.

PATCH TYRE FIESTA ST RACE 2 (13 laps):

- 1 Shane McFadden 15m 53.99s, 56.39 mph,
- 6 Michael Cullen.

SEAT SUPERCUP IRELAND RACE 1 (12 laps):

- 1 Rod McGovern 12m 35.56s, 65.73 mph,
- 2 Barry English 12m 37.97s,
- 3 Erik Holstein 12m 39.88s,
- 4 Jonathan Fildes.

Fastest lap: McGovern 58.614s, 70.60 mph.

SEAT SUPERCUP IRELAND RACE 2 (15 laps):

- 1 Barry English 15m 06.16s, 68.50 mph,
- 2 Rod McGovern 15m 06.84s,
- 3 Jonathan Fildes 15m 07.96s.

Fastest lap: McGovern 59.088s, 70.04 mph.

HISTORIC RACE 1 (12 laps):

- 1 Bernard Foley (MGBGT V8) 12m 53.90s, 64.17 mph,
- 2 Steve Griffin (MG Midget) 13m 00.18s.

HISTORIC RACE 2 (14 laps):

- 1 Bernard Foley (MGBGT V8) 15m 09.61s, 63.69 mph,
- 2 Steve Griffin (MG Midget) 15m 15.72s.

GINETTA JUNIOR IRELAND RACE 1 (11 laps):

- 1 Cameron Fenton 12m 27.43s, 60.90 mph,
- 2 Patrick Dempsey 12m 42.73s,
- 3 Christopher Grimes 12m 43.82s.

GARDA SIOCHANA M C WEEKEND SPORTING TRIAL AT GARRYHUNDEN, CARLOW: 22nd/ 23rd April

- 1 Brian Conlon (Erskine-Honda) 6 marks,
- 2 Gordon Watkins (Watkins-Yamaha) 6m,
- 3 Richard Meeke (BD-Opel) 7m,
- 11 David Meeke (BD-Opel) 17m.

Team Award: Brian Conlon, David Meeke, Aidan Kehoe, Dermott Quigley.

Day 1 winner: Richard Meeke; *Day 2 winner:* James Ralph.

500 MRCI KIRKISTOWN RACE MEETING (ROUNDS OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIPS): 22nd April

FORMULA FORD 1600 RACE 1 (12 laps):

- 1 Niall Murray (Van Diemen RF01) 16m 03.60s, 67.78 mph.

FORMULA FORD 1600 RACE 2 (16 laps):

- 1 Niall Murray (Van Diemen RF01) 16m 33.76s, 87.63 mph.

MONDELLO PARK SPORTS CLUB RALLYCROSS AT PALLAS KARTING, TYNAGH, CO GALWAY(ROUND 3 OF PARTS FOR CARS NATIONAL CHAMPIONSHIP): 30th April

SUPER FINAL:

- 1 Derek Tohill (Ford Fiesta Mk 7) 4m 45.95s,
- 2 Noel Greene (Mitsubishi Mirage) 5m 10.77s,
- 3 Lloyd Spendlove (Lotus Exige) 5m 28.09s,
- 4 George Tohill (BMW Compact).

SUPERCAR FINAL:

- 1 Derek Tohill (Ford Fiesta Mk 7) 5m 03.69s.

MODIFIED FINAL:

- 1 Willie Coyne (Opel Corsa) 5m 28.83s,
- 2 Lloyd Spendlove (Lotus Exige) 5m 30.23s,
- 3 Brian Grealish (Honda Civic) 5m 31.15s,
- 4 George Tohill (BMW Compact).

PRODUCTION FINAL:

- 1 Keith Kerrshaawe (Peugeot 106) 5m 46.43s,
- 2 Adrian Farrell (Peugeot 205) 5m 46.55s,
- 3 Derek Lenahan (Citroen Saxo) 5m 51.94s.

RALLY CARS FINAL:

- 1 Patrick Donoghue (Peugeot 205) 5m 40.11s,
- 5 Patricia Denning (Peugeot 106).

JUNIOR FINAL:

- 1 Jyles Harding (Nissan Micra) 6m 17.26s,
- 4 Christopher Grimes (Toyota Starlet).

BARC RACE MEETING AT BISHOPSCOURT, CO DOWN (ROUNDS OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIPS): 6th May

SEAT SUPERCUP IRELAND RACE 1 (12 laps):

- 1 Rod McGovern 15m 03.59s, 87.20 mph,
- 2 Shane Murphy 15m 05.22s,
- 3 Sam Mansfield 15m 07.54s,
- 4 John Farrelly,
- 5 Jonathan Fildes.

Fastest lap: Fildes 1m 13.992s, 88.75 mph.

SEAT SUPERCUP IRELAND RACE 2 (12 laps):

- 1 Jonathan Fildes 15m 12.51s, 86.35 mph,
- 2 Sam Mansfield 15m 13.91s,

3 Shane Murphy 15m 14.56s,
4 Rod McGovern.

STRYKER RACE 1 (12 laps):

1 Alan Auerbach 16m 03.12s, 81.81 mph.

Fastest lap: Auerbach 1m 19.151s, 82.96 mph.

STRYKER RACE 2 (12 laps):

1 Alan Auerbach 16m 03.03s, 81.82 mph.

**SKIBBEREEN & DISTRICT C C NORMAN
GILES MEMORIAL AUTOTEST AT
KILBROGAN, BANDON, CO CORK (ROUND 2
OF PREMIER AUTO PARTS MUNSTER
CHAMPIONSHIP) (DAY 1): 20th May**

1 Ian White (Mini Special) 407.1s,

2 Paddy Power (Mini Special) 424.1s,

3 Liam Croston (Nova) 432.3s,

4 Mike Mulcahy (Mini Special) 440.1s.

5 Peter Desmond (Westfield) 441.5s,

6 Martin Walsh (Starlet Special) 448.7s.

Class winners: Paddy Power, Martin Walsh, Peter Desmond, Liam Cashman (Starlet), Liam Croston, Cian Power (Mini Special), George Swanton (Starlet), Sharon Lynch.

**SKIBBEREEN & DISTRICT C C NORMAN
GILES MEMORIAL AUTOTEST AT
KILBROGAN, BANDON, CO CORK (ROUND 3
OF PREMIER AUTO PARTS MUNSTER
CHAMPIONSHIP) (DAY 2): 21st May**

1 Ian White (Mini Special) 412.9s,

2 Peter Falvey (Nova) 439.1s,

3 Liam Croston (Nova) 453.6s,

4 Paddy Power (Mini Special) 468.0s,

5 Mike Mulcahy (Mini Special) 473.3s.

6 Don Giles (Westfield) 475.9s.

Class winners: Paddy Power, Martin Walsh (Starlet Special), Don Giles, Liam Cashman (Starlet), Peter Falvey, Cian Power (Mini Special), George Swanton (Starlet), Michelle McCarthy.

**500 MRCI RACE MEETING - KIRKISTOWN,
CO DOWN: 28th May**



FORMULA FORD:

Niall Murray's double win earned him the Quantum Racing Suspension Driver of the Day nomination for the shootout to win a place on the Mazda Road to Indy Shootout - Photo Topgear



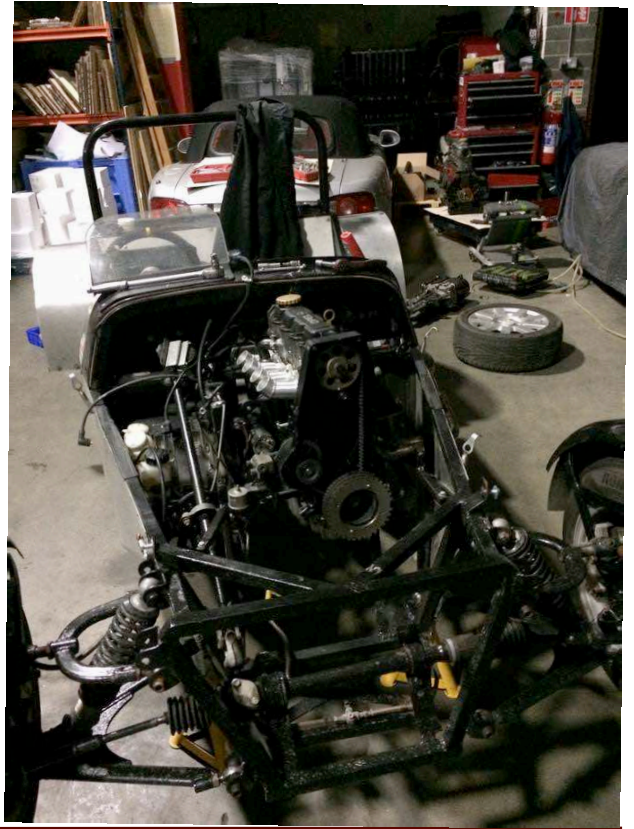
A muddle of marshals being encouragingly attentive as they are briefed about their responsibilities in Holfeld's

DANGER'S DERRING-DO DIARY

Summer development work is now well underway on the Locost, with the kind help of Keith Byrne, of John Byrne Engineering. Looking for the ever elusive tenths of a second is an arduous process.

The rear suspension has now been modified in an attempt to eliminate wheel hop. New fibreglass back panels and wheel arches will finally make the car “look the part”. The fuel tank and battery have also been relocated to the back for better weight distribution and to aid traction. In the middle, a new four-speed gearbox is being developed with first and reverse in opposite throws. The handbrake has been moved to a better location on the left of the gearstick - this will make it that little bit quicker in selecting gears. The engine and gearbox have been moved up and forward slightly to provide better balance and driveshaft angles. Up front, the steering rack mount was showing signs of strain and has been re-welded and strengthened. A new rad is on order, as the current version is not fit for purpose.

The next week or two will see all fabrication completed, ready for strip-down and painting.



QUIZ June Questions

1 Mark and Linda went on holiday together. In the mornings they both went jogging. The evenings were spent cycling. Because these activities were so tiring, they could manage just one per day, i.e. either they went for a jog or a cycle. Then there were days when they felt lazy and did nothing. There were 9 mornings when they did nothing, 9 evenings when they did nothing and a total of 8 days when they jogged or cycled. How many days did their holiday last?

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

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



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



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



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

Answers to valianmcculloch@gmail.com

Avoca River Trial MVAT



Sunday, 4th June Holfeld's, Arklow 10:00 am

JAMES PRINGLE CLUB AUTOTEST & BBQ



WEDNESDAY, 21ST JUNE WOODSIDE, SANDYFORD 6:00 PM

Production Car Trial & BBQ



Wednesday, 26th July Glencullen 6:00 pm



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