

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

April 2018



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I am sure many of you will be disappointed to hear that my camera has been temperamental of late! Many of my recent snaps are murky so I wasn't able to apply my normal level of discernment.



Richard Pain flourishes his pen for the first time.

President's Peregrinations

I must begin by saying how delighted and honoured I am to have been elected as President of TDC. Having been a member and served on the committee for many years, I realise what a great bunch of people are in the Club. I would have been reluctant to take on the role if that hadn't been the case. My term of office got off to a shaky start with the postponement of the March committee meeting for a week so as to comply with the government's snow decrees. When it did convene there was the usual discussion and decisions as to how best to continue to serve our members' needs.

One of my hobby-horses is safety and, during my tenure, I would ask you all to be conscious of this issue at all times.

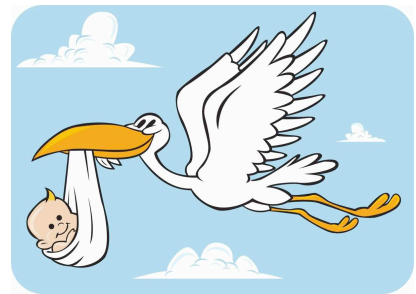
It is my intention to get to as many events as possible and I would love if you try to do likewise in whatever capacity - competitor, official, spectator.

Tá súil agam go bhfeicim leat go luath.

Larry



See Page 18 for two potential future TDC members



WHAT HAPPENED NEXT?

Not immediately, but a minute or so later. See Page 25 for the answer



Peter Boyd captured Darren Quille, to good effect, in action at the MEC Freeman Cup Autotest on 25th February



Jack Quinn appeals for help for this TDC quartet before the ALMC Spring Lanes Endurance Trial. I presume it is tonsorial tips for himself, Brian Kingston, John Maher & Mick Kehoe that he seeks.

Sunday, 8th April - Avoca River MVAT - Arklow

Sunday, 29th April - TDC Production Trial - Killeel

MGCC Derek Walker Trial

3rd February

Very few from the south made it up to this one. Eamonn (Byrne) and Joanna kept the locals on their toes and finished a fine second. Derek Harrison shared his MX5 with Ronnie Griffin. Zoe & Stephen Briggs also



made the journey. Stephen has been coming to this event for many years. He really enjoyed it in the "good old days" when it included PCT tests, though this time Zoe did the driving. Zoe kindly "offered" to commit her thoughts on the event to paper - Ed.

Finding out that the heating in the MX5 wasn't working five minutes into a two and a half hour journey in 1°C and contemplating turning back home to bed was an unpromising start to what turned out to be a brilliant day.

Arriving to Ballymena with numb fingers and toes we headed inside to be greeted by an Ulster fry and a buzzing atmosphere.

After thawing out we headed back out to the lashing rain to start preparing for the tests. After a slight delay in starting, thanks to Ronnie Griffin managing to find a parking space for his sparkling Nissan X-Trail in the very centre of Test 1, we got going. With 71 entries (1/3 of which were MX5s), there was a bit of a wait at the start but after that the day flowed nicely with no major queues or delays.

The marshals did a great job, despite experiencing a range of weather conditions with very heavy rain at times, ice, some sunshine trying to break through but nowhere near enough to spare them from the Baltic conditions - it wasn't a day for the roof to be down.

21 tests in a huge variety of locations was brilliant fun. Carparks to farmyards, lanes, tracks and quarries there was something to tickle everyones fancy. We experienced tarmac, loose ground, sand and slippy

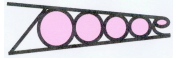


Probably the biggest splash of the day was made by Simon Corry

concrete - the tests were all challenging (and messy). Letting loose in the quarries, some filled with water, had to be the highlight of the day. Just over 60 road miles only added to the enjoyment of the day.

Brilliant event, thanks to all those involved - definitely worth the journey up.

Zoe



RESULTS

1 Will Corry / Pete Moreland-Moore (Midget) 860.3



2 Eamonn Byrne / Joanna Lenehan (Starlet) 891.2

3 Paul Mooney / Mark Bell / (Nova) 903.6



4 Mark Francis / Adam Hilditch (MX5) 911.0



5 David Crothers / Barbara Kane (MX5) 920.4

This year “The Winter Trial” ran from Munich to St Wolfgang near Salzburg taking in the Czech Republic, Austria and Slovenia. More than 70 crews set off from the start, including three teams from Ireland. James O’Mahony / Frank Hussey (1964 Volvo 122S), 1965 Philip Armstrong / Richard Pain (Volvo PV544) and Frank Fennell / Arthur Denzler (1966 Volvo Amazone).

Never having been on such a tough event and one of this length before, it was somewhat reassuring to learn that FF and Arthur started “shopping” on the very first regularity of the event. Philip and I were far from perfect but tended to get lost on a more domestic level and soon coined the phrase of “meter reading”, as we wrong slotted on several occasions into driveways of rural houses.

Philip and Frank agreed before the start that we would stop for either party to pull the other out of any ditches. This agreement came into force on the very first day when FF was “squeezed” into a ditch trying to get past a slower car.

Frank soon encountered his first mechanical problem of the event when the rear axle of his Volvo



started to come away from the rest of the car. However, with the level of resourcefulness required on this event and his years of experience he was soon in a Ford dealership and the welding torch was out. While the car was being repaired Frank was taken by the new Ford Focus (FF) estate. It has been rumoured that he is looking for a Volvo Amazon estate for future events, to allow for all his “shopping”!

During the event there was a pair of night sections, each running for in excess of 200 km. The first regularity was in part run on a private access route to a ski resort and when we reached the top it was apparent that snowmobiles were a more appropriate mode of transport. Once Philip and I had “read all the meters” at

the start of the section we had a fantastic run up the hill, passing James and Frank on the way. This possibly over-inflated our confidence and not long after the start of the second regularity we arrived at a 90 Right without having made “suitable arrangements”. The Rally Safe system, to alert the organisers of mishaps, came into its own and not long after, help was on the scene to pull us back on to the road. We then used the rescuing 4x4 and tow-rope to pull the wings and bumper from the front wheels and limped back to the hotel. As with all events,

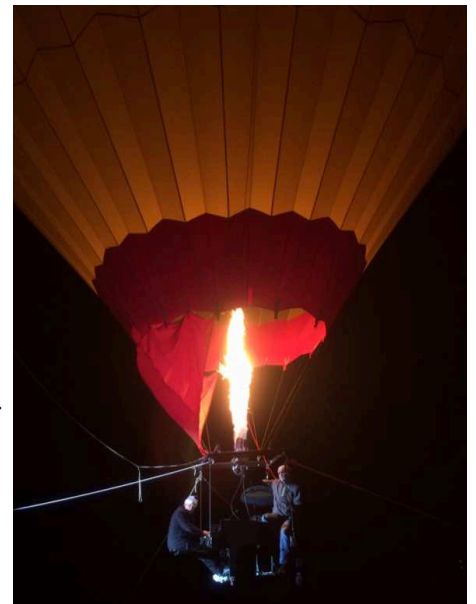


there was an excellent service crew who worked with us until 01:00, when it was -10 degrees, to get the car ready for the next leg.

Such was the level of commitment on the part of the organisers that they chartered a private snow plough to clear over 5 km of a forestry section on the second night nav. This was great for all navigators as it was not physically possible to go shopping nor read any meters as the snow banks were several feet high.

This event is well known for having a very special after-party.

This year certainly did not disappoint. Before the main course at the gala dinner we were treated to some impressive performing artists. Then, we were all ushered to the terrace looking over lake where a chap playing a grand piano arrived, suspended from a hot air balloon. To



top off the show, there was a firework display that would not look out of place in Sydney on New Year's Eve.



The achievement of James (R) and Frank [Hussey] (L), coming home in third place up against some of the best drivers from Europe, especially the Scandinavians, really is notable. Well done! PS We were fifteenth and FF/Arthur twenty-fifth. PPS The Mk 1 Escort of Dutch crew, Harm Lamberigts & Arjan van der Palen won.

Richard



Richard & Philip (That's a shadow - not a blindfold)



CAPTION COMPETITION



Stephen Briggs utilises his patient persona as he deals with one of the more senior members of the committee.

Please try to do better than these - it shouldn't be difficult.

*Suggestions to ianmcculloch51@icloud.com
You may notice that this is a different address.
I suspect that many of you have an aversion to the usual one.*



Headbangers, Peter Lynch & Michael Cullen

The AGM etc. evening was a great success. The formal proceedings passed off uneventfully. Reports were adopted. Motions were passed. Officers and committee members re-elected. There was one notable shuffling of the chairs - Frank Lenehan's (How did he manage before mobile phones became ubiquitous?) request to be relieved of the Presidency was granted. He will have to do time as Vice-President before he is allowed to revert to being an ordinary committee member - though "ordinary" is not an adjective which would apply to Frank, whatever the role. Frank's secession has facilitated the elevation of Larry Mooney. Larry is a legend who will be an ideal President for TDC.

It is worth mentioning that Paul Phelan (L), Tim Faulkner,



Philip O'Reilly and the rest of the committee do really sterling work on the club's behalf. One of our regular competitors remarked later in the evening that the AGM of another club, of which he is a member, is so prolonged and fractious that he never attends. He finds the TDC version altogether more satisfactory.

The prizegiving followed and Larry did the honours. It was terrific to see such a great turnout of prize winners. In order to facilitate the safe transport home of the awards, as

Larry & John Nolan



Piers MacFheorais



Karl Grehan



Brian Kingston



Colin Sheridan



Aoife Ryan



Susan Briggs

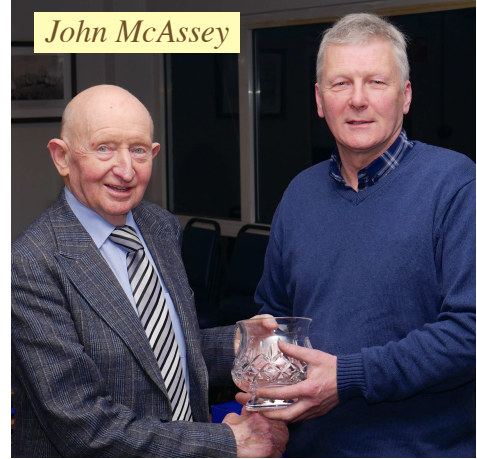


Mark Walsh





Stephen Briggs



John McAssey



Richard Meeke

you can see from the pics most of them were left safely in their boxes. Frank was prevailed upon to present



the most impressive award of the evening, the Beginners' Autotest Championship Trophy, to Dave Campion.

Richard Meeke, who was responsible for the evening's arrangements, took centre stage for the Table Quiz. He asked the questions (set and corrected by his friends, Jill Roy, Alex Lyons and



Rob Landers). Some very palatable finger food appeared during one of the picture rounds. Kevin Fagan,



pictured here with sister Laura, and Owen Murray selflessly compromised the chances of their respective teams by disappearing for a time to collect it from the adjacent Purty Kitchen.

Richard decided not to juggle everybody to form teams. Rather he left them mostly as they were. This worked well, particularly so for Colm & Elaine Sheridan and Dave & Michelle Campion who followed up their collection of Championship awards with a win in the quiz. They assured me that the late arrival of Cathal O'Carroll and Tommy



Elaine & Michelle

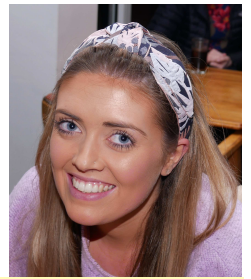
Bourke, who took up residence at their table for the later stages, had contributed little to their victory.

Elaine and Michelle were pleasantly surprised that they enjoyed the evening - it wasn't the "car talk fest" they had anticipated. Maybe next year we can make the gender ratio even more balanced.

Editor 



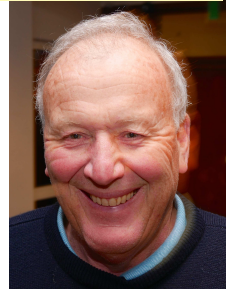
Matthew Walsh



Helen Caulfield



Linda Dempsey



Dave Meeke



Louise McCormack & Sophie Guilfoyle



Eoin O'Curry



Fiona Fagan

TDC Turbine



Jim Nolan Paddy Lombard



Martin Casey Jane Grehan



Five-sixths of the winning quiz team - Cathal O'Carroll, Michelle Campion, Tommy Bourke, Dave Campion & Colin Sheridan

HERO Winter Challenge

18th-22nd February



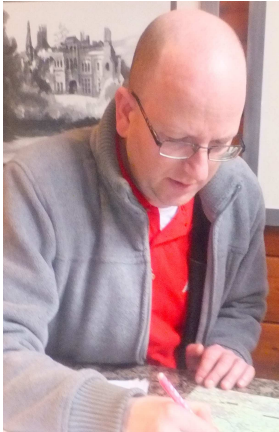
This mosey to Monte Carlo attracted fewer entries than usual. Dermot

Carnegie & Paul Bosdet, despite some unscheduled retail therapy excursions, came fourth. Peter & Pat Neville from Limerick were the only other Irish representatives.



What exactly is an Endurance Trial? That's the question I was asking Jack Quinn when he asked me if I would navigate for him in his feisty Peugeot 106 Rallye in ALMC's Spring Lanes event. 'It's kind of like a Multi-Venue Autotest and sure, it'll be a bit of craic' was the reply. So that was good enough for me. Subsequently, I was reading the event regulations which clearly stated 'THIS IS NOT A MULTI VENUE AUTOTEST'! So much for that then - I reckoned the only way to find out was to turn up on the day.

The day started at Luttrellstown Golf Club, where we had an unusually lazy start to the morning as, after scrutiny and sign-on, we had a couple of hours to study the navigating pack which gave me a chance to try to get my head around what exactly I was meant to be doing. All credit due to ALMC who had a very organised setup in the clubhouse and were very much on their game.



C-o-C Ray Scullion makes some last-minute adjustments

As a complete navigator novice, my first reaction at the multitude of maps, notes, booklets was utter bewilderment and hopelessness. Panic over, I

started leeching as much advice as possible from seasoned competitors Des Bruton and Ian McCulloch,

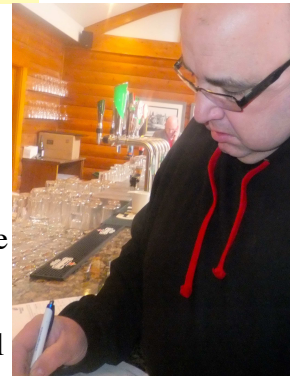


seen below telling Graham O'Donoghue where to go. The format was a number of timed 'selectives' (tests in MVAT language) that were to be driven as fast as we could to try and get as close as possible to the target or bogey time. There was no walking of the tests, so Jack would be driving blind, apart from my pace notes. God help him.

We also had to navigate our way on non-competitive road sections between 'tests', spread out across East County Kildare and arrive at the tests on time or face penalties. All I could think was that it was effectively the closest thing I had come to experiencing rallying from the inside. This made me excited but also nervous as things could go very wrong if I started floundering around amongst tripmeters and Tulip diagrams.

Once we were counted down and sent on our way at the start control, it was a short and easy road section to Luttrellstown Castle where the first of the tests awaited us. Jack and I had discussed how the notes were to be delivered and the level of detail, which was a bit like Mike Tyson saying everybody's got a plan until they get punched in the face.

3,2,1.... GO! Jack is off like a whippet and 10 seconds later I am completely lost. I'm calling corners that just aren't in front of us. Thankfully, Jack ignores me and pounds his way into the woods. It's only about half-way into the test that I realise these aren't pacenotes; they're just notes to bring to your attention some of the more dangerous and key corners. I get my head down and try to concentrate on the distances between notes and call them in time, while Jack clatters through the troughs and potholes until we reach the finish line. I barely have time to catch my breath and we're launching into Test 2. I have to wind the window up and down, grab playing cards, punch holes, all the while calmly and clearly calling the notes at the right time. We yield to another car on its second lap of the yards and take off in chase. Jack is going at it harder now - '150 square left caution on to gravel, 50 medium right into easy left' as the wee French Fancy 106 is flicked left and right with a tweak of handbrake to get the tail into play and then wide open on the throttle to let the diff pull us straight. I just about have the mental capacity to bookmark this as a pretty wild experience. Once over the finish line, Jack is laughing and I'm shook to bits. This navigating business is



Damien Phillips was one of a huge army of marshals

The MI Steward, Frank Fennell (R) and his chauffeur, Peter Lynch were safe and sound in FF's Volvo



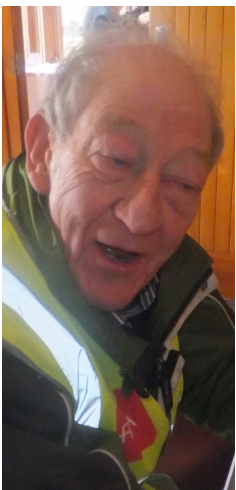


Glyn Gaffney & Alan Dolan Seán & David Fitzpatrick

seriously challenging! My respect for navigators is a lot higher now.

Then it was back onto the public road again. I only managed to send Jack the wrong way once and we arrived on time to all the tests. We passed a stranded Des Bruton in his Avenger, thankfully within walking distance of his house and Mick Kehoe/John Maher who stopped to try and repair their broken exhaust - they were somewhat deafened from the experience. Attrition was taking its toll and as the daylight turned to twilight, the Endurance part of 'Endurance Trial' made itself felt. Tired and somewhat frazzled from 8 hours in the passenger seat, we faced into the night-time tests, which was another new experience for me. The McHale driving school tests were a blizzard of headlights and hairpins and the final test in Luttrellstown was the icing on the cake.

We had the pre-test chat about bringing it home, nothing to gain and all to lose, so a reduced pace was agreed. Yet, as soon as the clutch was dropped Jack was on a mission, absolutely caning it around the farm buildings. We were skidding in to a stop-box and the marshal shouted at me 'HOWYA KINGERS!!', I barely had time to recognise Tim Faulkner's cheeky grin and keep on top of the next note. Second lap around, the instructions were flying - square left, 100 to stop box, 'HOWYA TIMMY!!', into 50 medium right and keep right of barriers'. We headed out in to the woods with a second to catch a breath and 250 in to hard left, caution merging cars. 25 out and Jack is still hard on the throttle, JACK HARD LEFT!, as he chucked it in



Pat Fay was one of the more senior drivers in action



Ken Carmody, fresh from his victorious stint on the maps in the 100 Isles Navigation Trial at the end of last month with James Fitzgerald. This time he was with Brian Duggan (R)



Marks, Convey & Reilly



Evin Hughes

deliberately late, whipped the hand brake, rammed home 1st gear and dumped the clutch in a gratuitously indulgent slide for the onlookers, which in retrospect was pretty entertaining.

Well now I know what an Endurance Trial is all about! Fair play to Jack; he drove the wheels off the cool little Peugeot and got us home in one piece.

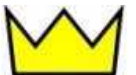
Congrats to Peter Barrable who took 1st place



Thank you to Con Brady for this and other pics

overall in a very tightly contested battle with his brother Robert, with just one second to spare.

Brian

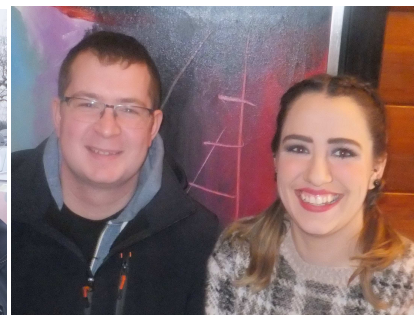


RESULTS

- 1 Peter Barrable/Gary McElhinney (Starlet) 5m 48s,
- 2 Robert Barrable/Ciaran Larkin (Starlet) 5m 49s,
- 3 Karl O'Donoghue/Evin Hughes (Starlet) 6m 05s,
- 4 Kevin O'Rourke/Dave Ray (Toyota Starlet) 6m 14s,
- 5 Kevin Fitzgerald/Kevin Fagan (Starlet) 6m 26s,
- 6 John Farrelly/Johnny Whelan (Toyota Starlet) 7m 17s.



Martin Nugent retired with car woes



Robert Howard & Claire Murtagh were eighth



Simon Echlin

TDC Turbine

One-litre class winner: Nicole Drought/Ruth Nugent (Nissan Micra) 11m 10s.

Navigation Cars:

1 Dermot McCafferty/Paddy McCrudden (Starlet) 7m 23s,

2 Mark Reilly/Mark Convey (Toyota Starlet) 8m 06s,

3 Joe Murray/Tommy Hayes (Toyota Starlet) 8m 17s.

Class winners: Dermot McCafferty/Paddy McCrudden, Mark Reilly/Mark Convey.

Retrospective and RWD Cars:

1 Niall Murray/Sam Dolan (Mazda MX5) 9m 07s,

2 Declan Burke/Padraig Forde (VW Beetle) 13m 03s.



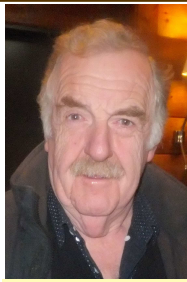
Niall Murray & Sam Dolan suffered coil failure but managed to get going again to win the RWD Class

This is easy to write, but where do you get a replacement coil for an MX5 on a Saturday afternoon in the middle of Co. Meath?

Easy - broadcast your predicament on Facebook where a friend from college with a penchant for MX5s who happens to live about three miles away, sees the post and arrives a few minutes later with the wherewithal.



Paul Sealy & Ger Keane



Noel Broderick & Joe Doran



Simon Evans & Maurice McMonagle



Colin & Owen Sheridan



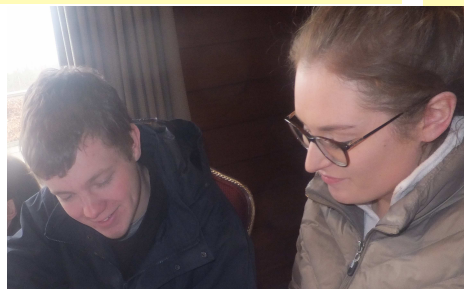
Des Bruton offers advice to Nicole Drought, who won the one-litre class. Des's Avenger packed up halfway through. He was close to home and able to cross



a couple of fields on foot to get a trailer to bring home his stricken steed.

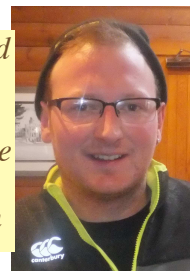


Unrelated twins, Enda Shiels & Ed Colton



Ciarán & Hannah Garrihy

Darragh and dad, Benny Smyth were exploring the Endurance Trial option



Philip Deane & Jean Lawlor



Jonny Whelan guided John Farrelly to sixth place



Craig O'Rourke & Diarmuid Murphy

MEC Freeman Cup Autotest

25th February

The 'phone rang. David Pain's name came up so I knew what was coming. Yes, the MEC Freeman Cup Hewison Autotest in Mondello. As has been done for the last couple of years, I rustled up some bodies to 'man' a test. Ron Corry had already been approached, but Syd Quille, David Ronaldson and Ciarán & Anto

The tests did seem to be a bit tighter than I had expected them to be. Some last minute adjustments were made! Fortunately, the four road car pilots, John McAssey,

came out on top for the ninth time this season. James Wilson was



Freeney stepped up. Ronnie Griffin was also on hand, though his enthusiasm for observing rigorously the finer points of the intended route did cause some chagrin.



Richard Meeke, Piers MacFheorais



& James Mansfield, were all



sufficiently competent to cope - albeit, just.

It was great to have some Northern visitors in attendance and, even better that Ian White, here



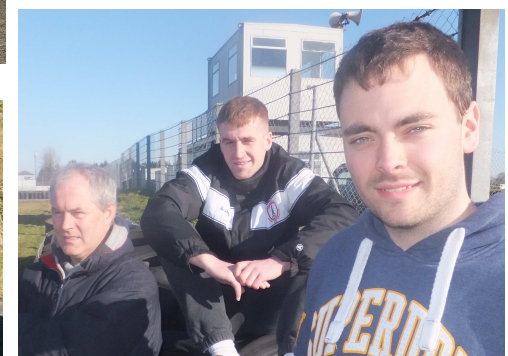
under the watchful eye of Ron Corry,



unfortunate, in that his left shoulder, damaged at work earlier in the week, stopped working half-way through and he had to retire. Damien Doran



and Matt/James Grimes also failed to finish - car maladies.



Matt, James, Niall

Niall Murray was double-driving Michael Cullen's Westfield. Michael gave the young lad some encouragement by letting Niall beat him on one test.

Liam Cashman was having his first run in his "new to him" Nova. The combination looked really sharp.

Editor



RESULTS

- 1 Ian White (Mini Special) 576.6s,
- 2 Steven Ferguson (Mini-Nova Special) 577.4s,

TDC Turbine



It was good to see John Boyd out and about again



Christopher can also play rugby. Despite only being in Transition Year he featured in the Clongowes Leinster Senior Cup campaign

- 3 Robin Lyons (Mini) 593.2s,
- 4 Guy Foster (Mini Special) 596.8s,
- 5 Eamonn Byrne (Mini) 602.0s,
- 6 Darren Quille (Westfield) 615.5s,
- 7 Paddy Power (Mini Moke) 629.8s,
- 8 Chris Grimes (Mini) 633.6s,
- 9 Liam Cashman (Nova) 635.0s,
- 10 Norman Ferguson (Mini) 661.5s,

- 11 Paul Phelan (Mini Special) 671.4s,
- 12 Damien Doran (Mini) 705.4s.

Class winners: Robin Lyons, Steven Ferguson, Darren Quille, Liam Cashman, John McAssey (Starlet) 754.2s. *Novice Award:* Christopher Grimes Jnr (Mini) 724.6s.



I suspect that Felix is confused. He thinks that this is some sort of "map trace" as sometimes encountered on navigation events. Did the perpetrator drive down to Mondello, I wonder?

TDC Clubman Autotest

11th March

Our Clubman/Beginners Autotests are civilised affairs in respect of getting up times and, indeed, getting home times. I left early enough to do a bit of shopping on the way down. This chore was enlivened by a 'phone call from Felix (Paul Phelan) to say that his battery was flat and that he would be delayed. Being the keeper of most of the paperwork this was inconvenient, but between C-o-C Mark Walsh, pictured here with "test consultants", Piers MacFheorais (L) and Stephen



Briggs, event secretary, Philip O'Reilly and myself we had sufficient wherewithal to proceed. The first car started at 11:05 am, just five minutes behind schedule.

The two tests seemed to be memorable and doable by the majority though I suspect it may have been a bit intimidating for the newcomers to have to follow the good number of experts who had entered. The other way of looking at this is, of course, that they see how it ought to be done.



Philip

Guy Foster, who was quickest on all but the first



test, Darren Quille and Liam Cashman were comfortably quicker than the rest of the field. There was a great battle between the "normal" Starlets of Richard Meeke and Niall Murray. Just half a second separated them.



Liam



Darren with his "minder", Ronan Kearns



Richard



Niall

Of the seven beginners there were three newcomers, Daragh Denning (L), Harry McGovern and



Sam Dolan. These guys did have some other motorsport experience so were not in any way overawed.

Given that it was International Women's Day on Thursday I'm not sure whether a 17% female turnout was good or bad. What was good was that the Premier Award for Best Beginner went to Aoife Ryan. She is pictured here with the Editor, who wonders if she is making a rude gesture. Her usual Starlet had been purloined from outside her "gaff" recently so she was at the wheel of John Nolan's 1500 example - more powerful but I suspect not quite so easy to throw around.



Niall Murray was best of the "Intermediates" and Ronan Kearns headed the Novices.

Probably the happiest man of the day was Michael Cullen who beat his sharer, Rod McGovern,



which mitigated the ignominy he had suffered at the latter's hands in the Dave Griffin MVAT at the end of January.



Larry Mooney made his first public appearance in his presidential capacity. Such was the speed with which results were produced that all of the

prizewinners were on hand to be presented with their awards by Larry.

As is customary for TDC events, the weather was clement, although the conditions underfoot were a bit mucky. Mondello was busy and there were some great sounds in the background - bikes on the circuit, drifters in the paddock and, rather more sotto voce, racing school pupils on the international loop.

This addition to the calendar was certainly a good decision. Mark and his team can pencil it in to their diaries henceforth - the punishment for doing a job well!

Editor



RESULTS

- 1 Guy Foster (Mini Special) 457.4s,
- 2 Darren Quille (Westfield) 463.6s,
- 3 Liam Cashman (Nova) 493.3s,
- 4 Richard Meeke (Starlet) 529.3s,



Dave Meeke



Brian Kingston John Nolan Ger Keane



Linda Dempsey



Tim Faulkner



Helen Caulfield



Mark gave
brother, Matt this jacket for
Christmas to complement his BGT

- 5 Niall Murray (Starlet) 529.8s,
- 6 Piers MacFheorais (MX5) 530.5s,
- 7 Michael Cullen (Westfield) 547.1s,
- 8 John Nolan (Starlet) 547.9s,
- 9 John McAssey (Starlet) 550.1s,
- 10 Brian Kingston (Ignis) 562.5s.

BEGINNERS:

- 1 Aoife Ryan (Starlet) 707.3s,
- 2 Daragh Denning (Starlet) 712.7s,
- 3 Sam Dolan (Starlet) 732.0s.

NOVICES:

- 1 Ronan Kearns (Westfield) 588.0s,
- 2 Rod McGovern (Westfield) 592.9s,
- 3 Dave Campion (Starlet) 636.8s.

INTERMEDIATES:

- 1 Niall Murray,
- 2 Michael Cullen,
- 3 David Meeke (Starlet) 619.2s.

Ladies Award: Zoe Briggs (MX5)
664.8s



James Mansfield



Gerard O'Connor & Brian Flanagan



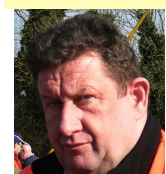
Zoe



Colin Sheridan & Dave Campion



Dave & Gill Griffin



Martin Casey Eric O'Sullivan



John
McAssey

APPRECIATION

Ernest McMillen

Like many of your more mature readers I was saddened to hear of the recent passing of Ernest McMillen from Comber aged 88.

I first encountered Ernest in a Circuit of Ireland Service Area about 20 years ago where he stood out as the only competitor wearing a shirt and bow tie under his Nomex suit. As we set about changing wheels on our Golf, Ernest was taking a flask and sandwiches from a picnic basket in the boot of his Gp N Suzuki. There was no doubting that he was the epitome of a gentleman driver but he had a CV that proved that he was more than just making up the numbers. Ernest competed on the Circuit of Ireland more times than any other driver and although he never won it, he had been placed second finishing a single second behind the winner.

Ernest began his career in the early '50s in racing sports cars, competing in events like the Tourist Trophy races at Dundrod which was then on a par with Le Mans and where he lined up alongside Alberto Ascari, Juan Manuel Fangio, Mike Hawthorne and Stirling Moss. One of his proudest possessions was a painting of his Austin Healey leading the Mercedes of Moss into the Dundrod hairpin in 1955. For his honeymoon he took his wife Alma to Italy... where he had an entry in the Coppa d' Oro delle Dolomiti race.



Rallying was his real passion and he partnered Ronnie Adams to 6th place in Monte Carlo in 1954. The following year they finished 8th in a works Jaguar and, along with Cecil Vard, helped Jaguar take the team award. Ernest was part of the BMC Mini team when Hopkirk won in 1964, co-driving for BBC commentator Raymond Baxter. Like Hopkirk, they left from sub-zero Minsk in the old Soviet Union and Baxter related in his book how McMillen bought a huge tub of caviar which they transported all the way to Monte Carlo where, Paddy had assured them, they could sell it for twice the price. In the end they ate it themselves washed down with champagne to celebrate Paddy's victory.

In 1967 he persuaded the Belfast Telegraph to sponsor a car in the London to Sydney Marathon. He teamed up with fellow Ulster racing driver John L'Amie in a Lotus Cortina and they were joined by riding mechanic Ian Drysdale who had prepared the car for the epic journey. From London, all through Europe and Asia, across the Australian outback, they made it to Sydney in 29th place, a great achievement for a privateer team.

Ernest McMillen was an insurance broker by profession but also farmed and ran the Strangford Hotel in Newtownards. As well as motorsport he was also involved in single

horsepower competition and was awarded an MBE for his work with the Pony Club in Northern Ireland.



Brendan McCoy

Sunday, 8th April - Avoca River MVAT - Arklow

Sunday, 29th April - TDC Production Trial - Killeel

QUIZ February Answers

2 Whose car is sporting this satanic symbol in Mondello in January?

Brian Kingston's Ignis - it certainly seemed to give him some extra oomph



1 Who are these motoring legends braving the elements at the UAC NTBDR?

Beatty Crawford & Alan (Plum) Tyndall

3 Whose car features this impressive aerial which, I'm sure, has no symbolic overtones?

Mark Walsh's Escort



There were two questions relating to the Dave Griffin Memorial MVAT

4 There were 86 starters. In theory how many different "top three" arrangements were possible?

$86 \times 85 \times 84 = 614\,040$

5 Mark Doran reckoned that the total competitive distance was 28 km. Eamonn Byrne won with a total time of 1990 seconds. What was his average speed in mph, correct to 1 decimal place?

Distance 28 km = 17.4 mi

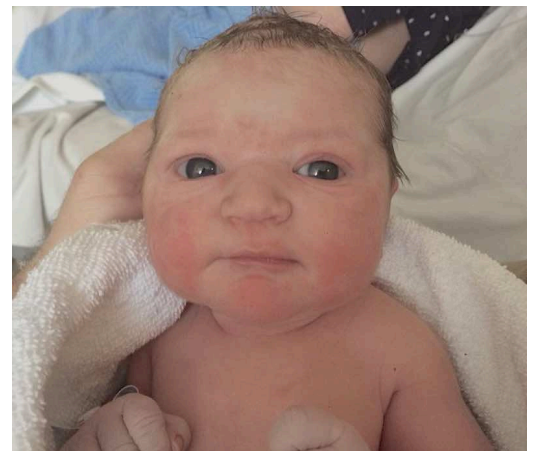
Time 1990 secs = $1990 \div 60 \div 60$ hrs = 0.553 hrs

Average Speed $17.4 \div 0.553$ mph = 31.5 mph correct to one decimal place.

SNIPPET



Matthew, son of Rachel Anderson & Mark Doran arrived at the beginning of February. He weighed in at 6 lbs 5 ozs (old money).



Max, son of Jessika Jordan & Alan Auerbach arrived at the beginning of March. He weighed in at 3.9 kg.

Incidentally, Alan's dad, Peter is up and about and making a good recovery from his January heart procedure.



Michael Cotter And Peter Lynch hove into view at Killakee Car Park

The movable feast that is Easter saw last year's April Fool metamorphosise into a March Hare for 2018. It didn't suffer.

Larry Mooney and Philip O'Reilly organised an, at least, equally enjoyable spin through the byways of South Dublin and East Wicklow. Almost €1300 was raised which will help the good work being done by Merchants Quay Ireland and the Salvation Army.

We were well looked after by the Stepside Golf Centre and Driving Range for our mid-morning needs. Brodericks biccies also provided solicitude in this regard. We finished up in Charlesland Golf Club / South Beach Pavilion where the majority enjoyed some lunch.

More importantly, Larry had assembled (scrounged) an impressive array of prizes. Given that

there are absolutely no competitive features attached to this outing, the prizes are effectively conferred upon those who have caught Larry's eye at some stage during the proceedings. For instance, Michael Cullen was presented with a lead for the dog which accompanied himself and Victor. Anastasia collected the prize.

It goes without saying, of course, that, as it was a TDC event, the weather was pleasant and a good time was had by all.



Editor



Linda Glass & Jack Walton



Michael Chester with Michael Jnr, (L) & Ian



David & Liz Ronaldson (Mini), Leo & Jack Nulty (Merc) and Tim Swail (Riley) near the top of what, in days of yore, was the Cruagh "Hill". Joe Doran did well here on two wheels in that bygone era.



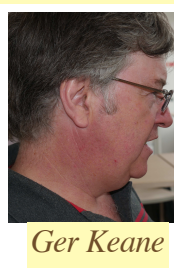
Deirdre Doyle & William Kelly



Don Kissane



Jimmy Mulvey



Ger Keane



Ross, Liz & Elena Kehoe



Stephen Boden & John Farrar



Philip Armstrong & Lentje Folens

Mark FitzSimon, Maurice & Mattie McMonagle



TDC Turbine



Andrew &
Jessica
O'Donohoe



Michael, Bruno & Victor Cullen



Paddy Lombard's prize is apt



The thing
Arthur Davis
likes best
about his prize
is the colour



Don & Andrew Larkin

Peter Campbell revealed
his hurling tendencies in
the driving test



Martin
Casey



Martin
Cronin



Judy
Lambert

Owen Murray
to the rescue
with his
reward for
(golf) driving
ineptitude



Geraldine Keane



Jim Nolan



The dramatis personæ, Larry and Philip, confirm that
nepotism is alive and well in TDC

QUIZ April Questions

Answers to valianmcculloch@gmail.com

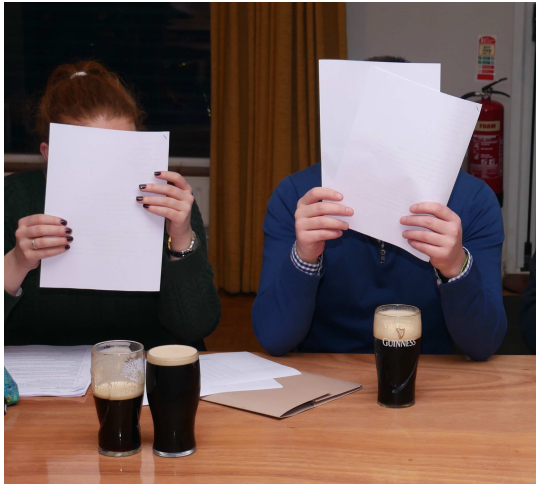
Who were putting their best feet forward at the AGM etc.?



5 Whose Mini is confused about its cubic capacity?



6 Who was driving this "chase car" at the MEC Hewison round?



3 Who were secretly synchronising at the AGM etc.?
They were so "together", you'd be tempted to think they were married.

4 Whose car sports these "stickers"?

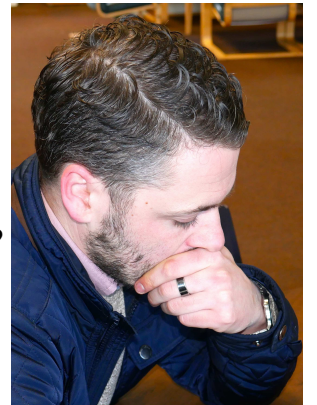


7 Who is the fettler?



8 Make and Model?

9 Who is doing the impression of Socrates?



**Sunday, 8th April -
Avoca River MVAT Arklow**

**Sunday, 29th April -
TDC Production Trial Kiltel**

TDC Club Championship 2018

		Rd 1 <i>MVAT</i> 28-Jan	Rd 2 <i>Club AT</i> 11-Mar	Full Total	Best 9			Rd 1 <i>MVAT</i> 28-Jan	Rd 2 <i>Club AT</i> 11-Mar	Full Total	Best 9
	Beginners						Intermediates				
1	Aoife Ryan	13	20	33	33	1	Niall Murray	19	20	39	39
2	Christopher Grimes	20		20	20	2	Stephen Briggs	16	17	33	33
3	John Farrelly	19		19	19	3	Michael Cullen	14	19	33	33
4	Daragh Denning		19	19	19	4	David Meeke	13	18	31	31
5	Conor Clarke	18		18	18	5	Colin Sheridan	12	15	27	27
6	Sam Dolan		18	18	18	6	Zoe Briggs	7	16	23	23
7	Eric Byrne	17		17	17	7	Eoin Murray	20		20	20
8	Gerard Keane	0	17	17	17	8	Johnny Whelan	18		18	18
9	John Stevenson	16		16	16	9	Owen Murray	17		17	17
10	Harry McGovern		16	16	16	10	Mick Kehoe	15		15	15
11	Darren Griffin	15		15	15	11	Brian Flanagan		14	14	14
12	Gillian Griffin		15	15	15	12	Kevin Fitzgerald	11		11	11
13	Lukasz Choma	14		14	14	13	Mark Nugent	10		10	10
14	Conal O'Neill	12		12	12	14	Jack Quinn	9		9	9
15	David Fitzpatrick	11		11	11	15	Jay Donegan	8		8	8
16	John Carty	10		10	10	16	Ted Gaffney	6		6	6
17	Brian Duggan	9		9	9	17	Karen Gaffney	5		5	5
18	Ross Cullen	8		8	8	18	Noel Broderick	4		4	4
19	Shane Patton	7		7	7	19	Eoin Longworth	3		3	3
20	Keith Farrell	6		6	6		Experts				
21	Luke O'Neill	5		5	5	1	Liam Cashman	18	18	36	36
22	Stephen Cummins	4		4	4	2	Darren Quille	17	19	36	36
23	Finbar O'Neill	3		3	3	3	Piers MacFheorais	16	16	32	32
24	Nick Muhall	2		2	2	4	Richard Meeke	13	17	30	30
25	Susan Briggs	1		1	1	5	Brian Kingston	15	13	28	28
	Novices					6	John Nolan	11	15	26	26
1	Rod McGovern	12	19	31	31	7	John McAssey	9	14	23	23
2	Robert Whelan	20		20	20	8	Philip O'Reilly	10	12	22	22
3	Ronan Kearns		20	20	20	9	Eamonn Byrne	20		20	20
4	John O'Reilly	19		19	19	10	Guy Foster		20	20	20
5	Mark Francis	18		18	18	11	Christopher Evans	19		19	19
6	David Champion	0	18	18	18	12	James Mansfield	5	11	16	16
7	Angus Johnson	17		17	17	13	Eddie Peterson	14		14	14
8	Simon Brien	16		16	16	14	Frank Lenehan	12		12	12
9	Jack Brien	15		15	15	15	JJ Farrell	8		8	8
10	Andrew Boland	14		14	14	16	Trevor Hamilton	7		7	7
11	Mark Walsh	13		13	13	17	Joe Doran	6		6	6
12	Andy Johnson	11		11	11	18	Kevin O'Rourke	4		4	4
13	Matthew Walsh	10		10	10						
14	Simon Evans	9		9	9						
15	David Forde	8		8	8						
16	James Colville	7		7	7						
17	Robert Howard	6		6	6						
18	Declan Furlong	5		5	5						
19	Dave Griffin	4		4	4						
20	Cathal O'Carroll	3		3	3						
21	Peter Snodden	2		2	2						
22	Mark Shanahan	1		1	1						

*See Website for Autotest
Standings.*

*Queries (unlikely given Stephen
Briggs's proficiency) to sb@iol.ie*

RESULTS

MOTOR ENTHUSIASTS' CLUB JENKINS CUP SPORTING TRIAL AT GURTEEN, INCH, CO WEXFORD: 3rd February

1 Fergil Gregory (Erskine-Yamaha) 2 marks,
6 Morgan Evans (Mog-Honda) 6m,
7 Percy Pennefather (Erskine-Suzuki) 7m,
8 Richard Meeke (BD-Opel) 8m.

LAOIS RALLYSPORT CLUB AUTOTEST AT ROSENALLIS, CO LAOIS (ROUND 11 OF HEWISON TROPHY CHAMPIONSHIP): 4th February

1 Ian White (Mini Special) 579.6s,
2 Guy Foster (Mini Special) 615.5s,
3 Darren Quille (Westfield) 620.0s,
4 Chris Grimes (Mini) 627.6s,
5 Paul Phelan (Mini Special) 692.5s,
6 Cian Power (Mini Special) 723.9s,
7 Christopher Grimes Jnr (Mini) 724.6s,
8 John McAssey (Starlet) 757.4s,
9 John Nolan (Starlet) 769.6s,
10 Piers MacFheorais (Mazda MX5) 775.6s,
11 James Mansfield (Mazda MX5) 923.2s,
12 Aoife Ryan (Starlet) 956.8s.
Class winners: Chris Grimes, Guy Foster, Darren Quille, John McAssey.
Semi-expert award: Cian Power. *Novice Award:* Aoife Ryan.

LEINSTER MOTOR CLUB LINCOLN & NOLAN CUP SPORTING TRIAL AT NEWTOWN BOSWELL, ASHFORD, CO WICKLOW: 17th February

1 Fergil Gregory (Erskine-Yamaha) 2 marks,
2 Joe McCann (JMcVW) 2m,
3 Richard Meeke (BD-Opel) 4m,
4 Enda Byrne (VW) 4m,
5 Kevin Sheane (Sheane VW) 5m,
6 Percy Pennefather (Erskine-Suzuki) 5m,
7 David Meeke (BD-Opel) 5m,
8 Paul Needham (Erskine-Honda) 5m,
9 Gordon Watkins (Watkins-Yamaha) 6m,
10 Siobhan McCann (JMcVW) 6m,
11 Alan Watkins (Watkins-Yamaha) 6m,
12 Morgan Evans (Mog-Honda) 6m.

MONDELLO PARK SPORTS CLUB RACE MEETING AT MONDELLO PARK: FIESTA 6 HOUR ENDURANCE RACE: 18th February

1 Murray Motorsport T32 (John Denning/Michael Cullen/Barry English/Hugh Grennan) 261 laps,

<i>OVERALL</i>		Rd 1 <i>MVAT</i> 28-Jan	Rd 2 <i>Club AT</i> 11-Mar	Full Total	Best 9
1	Liam Cashman	16	18	34	34
2	Darren Quille	15	19	34	34
3	Niall Murray	17	16	33	33
4	Piers MacFheorais	14	15	29	29
5	Richard Meeke	11	17	28	28
6	Brian Kingston	13	11	24	24
7	John Nolan	8	13	21	21
8	Eamonn Byrne	20		20	20
9	Guy Foster		20	20	20
10	Christopher Evans	19		19	19
11	Eoin Murray	18		18	18
12	Michael Cullen	0	14	14	14
13	Eddie Peterson	12		12	12
14	John McAssey	0	12	12	12
15	Robert Whelan	10		10	10
16	Philip O'Reilly	0	10	10	10
17	Frank Lenehan	9		9	9
18	Ronan Kearns		9	9	9
19	Rod McGovern	0	8	8	8
20	John O'Reilly	7		7	7
21	David Meeke	0	7	7	7
22	Mark Francis	6		6	6
23	James Mansfield	0	6	6	6
24	Johnny Whelan	5		5	5
25	Stephen Briggs	0	5	5	5
26	Angus Johnson	4		4	4
27	David Campion	0	4	4	4
28	Simon Brien	3		3	3
29	Zoe Briggs	0	3	3	3
30	Jack Brien	2		2	2
31	Colin Sheridan	0	2	2	2
32	Andrew Boland	1		1	1
33	Aoife Ryan	0	1	1	1

2 Mr Gearbox Mr Clutch (Alan Dawson/Keith Dawson/William Kellett/Sean Woods) 261 laps,
3 SPCF (Mark Meenahan/Alan Auerbach/Shane Murphy/Stephen Ross) 258 laps,
4 TWR Racing (John Whelan/Robert Whelan/Jonathan Taylor) 258 laps,
5 Von Ryan's Express (Brendan Ryan/Jimmy Doyle/Alex Wilsdon Jnr/Michael Connolly) 255 laps,
6 It Better Be Quick (Vincent O'Rourke/Simon Quinn/Ciaran Murphy) 254 laps,
7 Murray Motorsport T30 (Niall Murray/Ivan Gayler/Donal Murphy) 248 laps,
Fastest lap: Niall Murray 1m 15.241s (55.00 mph).

MIDLAND M C NAVIGATION TRIAL AT DRUMSHANBO, CO LEITRIM (ROUND 3 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP, ROUND 2 OF SQUEALING PIG BAR & RESTAURANT BORDER

CHAMPIONSHIP AND FINAL ROUND OF MUNSTER CHAMPIONSHIP): 24th/25th February

- 1 Alan Shinnors/George Shinnors (Impreza) 63 marks,
- 2 Martin Tynan/Fintan Clerkin (Subaru Impreza) 63m,
- 3 Derek Mackarel/Muireann Hayes (Impreza) 109m,
- 4 Aaron Duffy/Laurence Keenan (Impreza) 112m,
- 5 Kevin McCormack/Oisin Sherlock (Impreza) 124m,
- 6 Arthur Kierans/Conor Maguire (Impreza) 130m,
- 7 Trevor O'Callaghan/Patrick O'Leary (Impreza) 149m

SNIPPET

You will have noticed that Felix is uncharacteristically hatless in the photo. Unlike Dermot Carnegie, who is reputed to have retrieved an errant hat **during** a test, Felix waited 'til he was finished before fetching his.



CO MONAGHAN M C NAVIGATION TRIAL AT NEWBLISS, CO MONAGHAN (ROUND 6 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 3 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 24th/25th March

- 1 Mickey Tynan/Ciaran Tynan Impreza) 10 marks,
- 2 Martin Tynan/Fintan Clerkin (Subaru Impreza) 14m,
- 3 Peter Deery/David McCrudden (Impreza) 17m,
- 4 Mark Deery/Patrick O'Leary (Subaru Impreza) 21m,
- 5 Pakie Duffy/Evin Hughes (Subaru Impreza) 24m,
- 6 Mac Kierans/Conor Boylan (Subaru Impreza) 28m,
- 7 Arthur Kierans/Conor Maguire (Impreza) 28m,
- 8 Keith McConnon/Micheal McCluskey (Impreza) 47m,
- 9 James McCabe/Shane Farrell (Subaru Impreza) 66m,
- 10 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 78m.

LEINSTER MOTOR CLUB HEALY CUP SPORTING TRIAL AT KILTEEL, CO KILDARE: 24th March

- 1 Siobhan McCann (JMcVW) 19 marks,
- 2 Fergil Gregory (Erskine-Yamaha) 22m,
- 3 Alan Watkins (Sheane VW) 27m,
- 4 Enda Byrne (VW) 30m,
- 5 John Mahon (VW) 33m,
- 6 Richard Meeke (BD-Opel) 35m,
- 7 Dennis Burke (VW) 36m,
- 8 Pat Fox (Wilson-Suzuki) 36m,
- 9 Morgan Evans (Mog-Honda) 37m,
- 10 David Meeke (BD-Opel) 42m,
- 11 Nicola Watkins (Sheane VW) 42m,
- 12 John Bolton (Grasshopper VW) 44m.

DANGER'S DERRING-DO DIARY

See Page 18!

April Crossword

1		2			3
4	5		6		
7					

Across

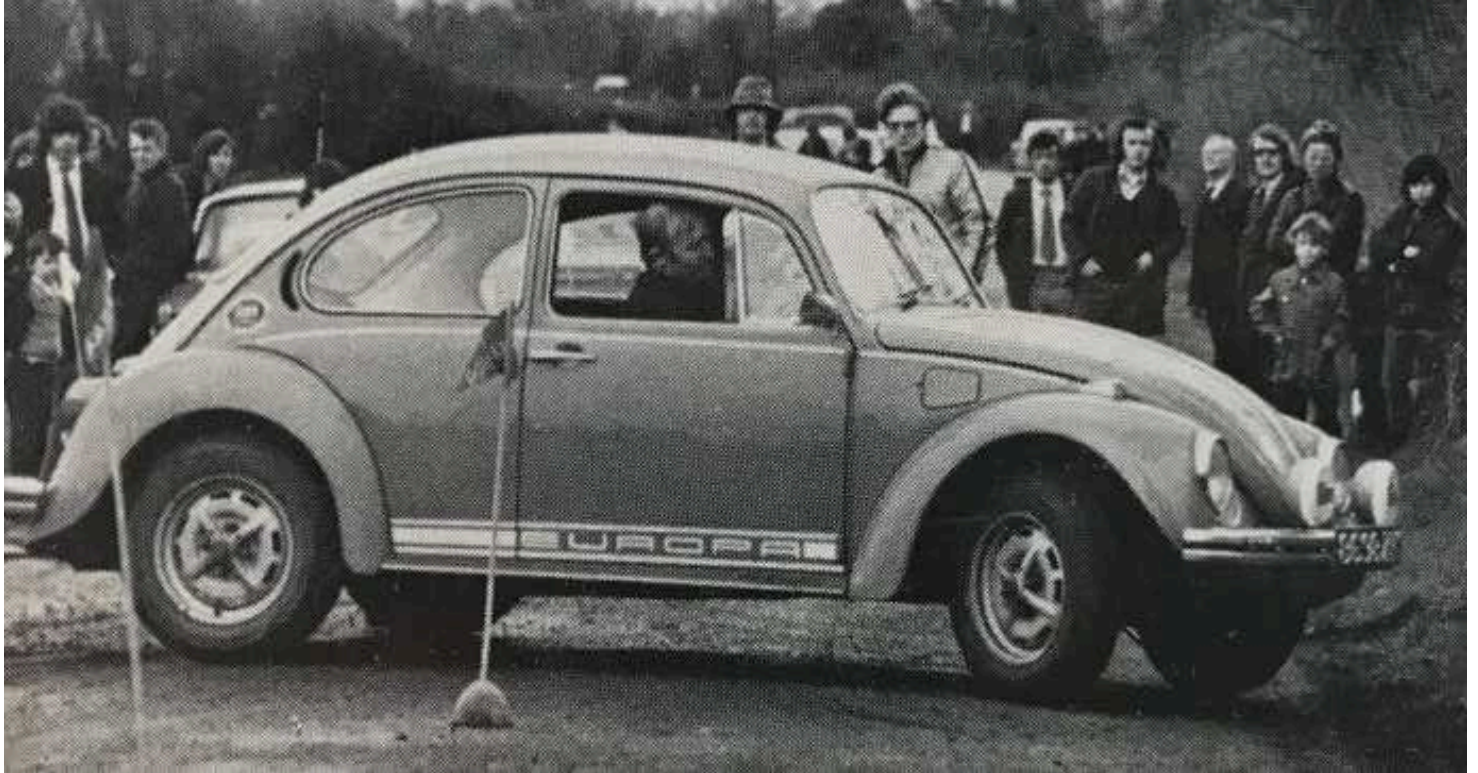
- 1 New upholstery in a car restoration is included in one of these (6)
- 4 C (6)
- 7 A purplish Datsun model (6)

Down

- 1 March Car Show in RDS organiser (4)
- 2 1000 GB (2)
- 3 Used in a really old car to generate electricity (5)
- 5 You'll find the sulphuric variety in a car battery (4)
- 6 Companion for a nut (4)

February Solution

L	I	n	I	N	G
O		m			A
O					I
M	A	L	L	E	T
	V		I		E
B	U	F	F	E	R
	S		T		S



The President in his heyday

Larry Mooney at a TDC Test Trial, March 1973 in his 1300S Power Pack Beetle

Posted by Trevor Brady on Facebook

Committee Notes

Resumé of proceedings at committee meetings Feb, Mar 2018

- “About Us” series on Website / Facebook page finished. Old films / videos suggested to keep visitors interested.
- The AGM, Club Championship Prizегiving and Table Quiz in the DYMC went well. There was a good attendance, including most of the prizewinners. Nibbles better than 2017. Larry Mooney is the new President.
- Dave Griffin MVAT was a resounding success. Even though it may have seemed to some that the double-driver sticker system was being abused, the tests all finished at pretty much the same time. The trophy has been traced to Will Corry’s attic and will be repatriated soon. Maybe the double-driver orange stickers could be used in the canteen as well.
- Very neat auxiliary power packs for the NOOKS have been acquired. They have twice as many coulombs as the internal battery - no need anymore for anxious glances at the battery gauge.
- Plans in place for March Hare Fun Run - proceeds to Merchant’s Quay & Salvation Army.
- The Holfeld’s event in April will be a MVAT. No progress on one-day licences for same. Usual suspects to do what they usually do.
- IRDS premium has been doubled by insurers which potentially will increase entry fees for MVATs using more than one venue and Endurance Trials by €20/€25.
- Mondello extravaganza, fundraiser for Irish Motorsport, scheduled for 12th/13th May clashes with our PCT in Killeel. A move to 29th April is to be investigated.
- Outdoor karting “social” mooted for September.
- Feelers re. event sites have been extended - responses awaited.
- Volunteer being sought to train and act as Child Protection Officer.
- Permission to use mobile numbers / email addresses to canvas potential competitors be sought on entry forms. This is a ramification of the imminent GDPR.

TDC Avoca River MVAT



Sunday, 8th April

TDC Production Car Trial



Sunday 29th April

Kilteel



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