

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

August 2018



CONTENTS

TDC James Pringle Autotest	P4
Three Castles Trial	P7
Committee Notes	P7
IVVCC Gordon Bennett Rally	P8
ADC Lee Lucas Trial	P10
TDC JJ's MVAT	P12
Wexford MC Endurance Trial	P14
NUCC Targa Rally	P16
Gowran Festival of Speed	P17
Birr & District MC MVAT	P18
TDC Julian Vard PCT	P20
116 CC Targa Tracks	P22
August Quiz questions	P24
June Quiz answers	P25
2018 Club Championship Tables	P26
Results	P29
Crossword	P30
Membership Form	P32



New photographer on the books this issue with some snaps from Glencullen PCT -
Trish Wojnar

COVER PHOTOS

Frank Lenehan at home
A reflective Piers MacFheorais

President's Peregrinations

As well as the events which you are involved with "on the ground", other matters require the attention of your committee.

For instance, we try to have a representative at the monthly CAC (Competition Advisory Committee) meeting in Dawson Street to ensure that our activities are not compromised by decisions to which we have no input. These may be date clashes, insurance issues (very pertinent at the moment) and suchlike.

Other topics like having a Child Protection Officer at our events and how to deal with GDPR have to be addressed.

I don't suppose the above will have you rushing to seek a nomination for next year's committee - it's a bit soon for that anyway!

Looking forward to seeing you at our next two carcentric activities - the Beginners orientated Autotest on 12th August and Declan's allcomers MVAT on 28th August. Incidentally, the latter will feature a class for Endurance Trial spec. cars if there are sufficient entries. It might reduce the incidence of "gathering dust" between "Enduros".

It may be mentioned elsewhere in this issue but I would like to point out that €10 of the seemingly increased entry fee for MVATs is a deposit for your magnetic numbers and is refunded when you return your numbers with your final Time Card of the day.

Larry



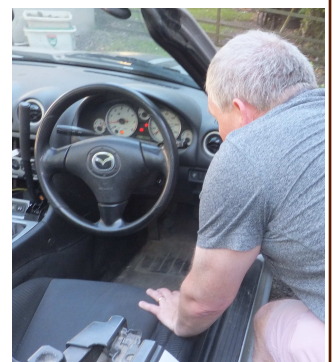
What preliminary provision is Stephen Briggs performing prior to the James Pringle Autotest?

See Page 26 for elucidation



What goodies does this sign suggest?

Find out on Page 12



Our thoughts are with Frank Lenehan and his extended family following the death of his sister, Sheila on 26th July. Sheila was a founding member of the Medical Missionaries of Mary, Drogheda mission to Brazil from where she was forced to return to Ireland four years ago with health problems.

Spectators enjoying a bird's eye view at the Tipperary Endurance Trial in May



Daniel Byrne & Philip O'Reilly on the NUCC Targa in July



Wednesday 6th June. Yet another scorcher to welcome the first day of the Junior and Leaving Cert exams and Past-President Frank's annual autotest festival in his lairage etc. facility at Woodside in



This monster in the back garden is covered by the "etc." above

Sandyford.

Quarter to five. Only fifteen minutes to the off. Tests all laid out and ready. Marshals in place and ready to go. Wait a minute!! Where are the competitors? I look in the upper yard, the lower yard, in front of the house, up the lane, down the lane ... well I'll be jiggered, only three competitors – and they're all committee members without whom the tests wouldn't exist.

Check in the office. Yes, the event is definitely still on. The King (*Eamonn - seen here processing the*



semi-synonymous Brian Kingston - Ed.) opines that it's running on our third time zone. What?? Well, there's GMT and CET and then there's TDC time. That's what we're obviously adhering to today.

Quarter past five. Only a few more competitors. Wait another minute – here's an immaculate white MX5 venturing into the lower yard. And driving around and around and



around and around....for a long time (well, two or three minutes) in a figure of eight. Closer examination reveals techno Piers. What's up Piers? Oh, I've just fitted a new diff and I have to drive it in figures of eight for thirty minutes and then change the oil. Wow!

Five twenty. Owen Murray (Murray Senior?) arrives in the lower yard. Hiya Owen. Ready to go?



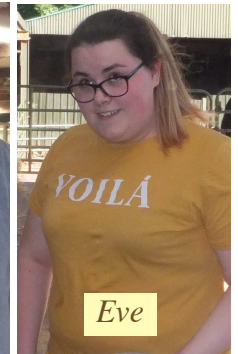
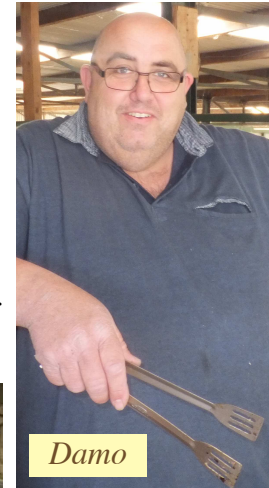
Owen looks around and asks: "where is everyone?" Well, we're here and ready. OK so. And he's off! The event has started!!

A couple of minutes later Piers arrives in the lower yard again - this time in a rather scabby looking red MX5. One of the marshals (a



past autotester par excellence) cocks an eyebrow, looks down his nose and sniffs. Standards are slipping – in my day you wouldn't have been allowed start an event in something as scruffy as that! Piers isn't deterred. He blasts off and records FTD (so far). Shame about all the pylons he destroyed in the process. I was only trying to look spectacular is his lame excuse!

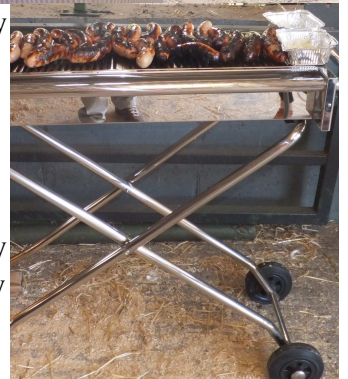
Six o'clock. At least another fifteen competitors. Murray Senior is just starting his ninth test – out of nine. His attempt is spoiled by a pylon but he isn't at all dismayed. Great tests – thanks lads! And off he goes to the barbie manfully womaned (plus a token man) by the



Philips family (Damien, Bonnie, Kate &



Eve). They were enjoying the cordon bleu cooking opportunity afforded by the club's latest purchase - a shiny portable barbecue.



Seven o'clock. Competitors still observed to be arriving. For a five o'clock start. What kept ye lads? Work. Work? Don't spit out four letter words at me you cheeky

buggers. Sign on quick and get going! The King is suddenly swamped by the last ten competitors adding up to an encouraging thirty in all. Twenty one experts & intermediates and eight novices & beginners. Wait a minute! That's only twenty nine? Ah! There's one super senior who's been slipped into the expert class. Time to introduce a geriatric class. The editor will be one of the first to sign on I'm sure. And look around the club at the number of grandfathers who are still involved....

Swiftly moving on. As usual, a number of experts defied their classification by allowing several intermediates – and even one novice! – to beat them. Eric Byrne was the class act of the Beginners with five best times followed by Aoife Ryan who was



Eric



Chris



Aisling

just ahead of Sandyford Tyres stalwart Chris Byrne. Aisling Madigan made the mistake of coming along with Eric - she was press-ganged into a roving waitress role as she delivered sustenance to the marshals.

Rod McGovern showed that



Rod with his son, Harry (L)

'roundy roundy' race track experience can be put to good use in going 'roundy roundy' around pylons and finished with eight out of nine best in class times a distance ahead of David Campion (pictured here on the

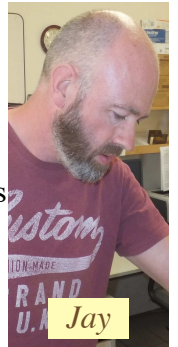


right discussing tactics with Ger Keane) in the Novice class. He was delighted to have won the impressive Jimmy Pringle Trophy. He was slightly disappointed that his arch-rival Michael Cullen wasn't there to be envious of his prize.

In the Intermediate class Niall Murray (Murray Minor?) displayed similar 'roundy roundy' expertise and cleaned up in spite of



getting rather lost on one of the tests but for which he would have finished second overall! Instead of a lowly third... Brother Eoin (Murray Junior?) followed in his footsteps by coming second in class with Jay Donegan chasing hard behind him.



Jay

The Experts. One good thing is that a Mini prevailed!! Well done



Eddie Peterson! Another is some more variety from the usual Starlesses courtesy of Mark Doran in



his Mk 1 Escort and Andrew O'Donohoe in a Beach Buggy –



what a noise!! Andrew bemoaned having changed from an autotest gearbox (with first opposite reverse) to a 'road' gearbox (with reverse in the next County...)

Final highlight of the event was a draw for the raffle of a Toyota something in aid of "Friends of Oisín" – tickets for which had been

touted (Is that rude? If it is, then “offered for sale”) by Frank L for quite some time beforehand. In fact, Frank never went anywhere without a book of tickets – good on you Frank! Which may explain why the big winner is from Crumlin. Not the Dublin one but the Antrim one. Frank visits this jurisdiction regularly in his quest for motoring entertainment. And where did the Toyota thing come from? The same Frank’s shed of spares...

Thanks to: Frank and son, Derek, for yet again clearing the premises and making the best of the space available for our needs; Eve and her team for nourishment and all the other sundry functionaries without whom no motoring event whatsoever could take place.

ARBY



RESULTS

- 1 Eddie Peterson (Mini) 375.5s,
- 2 Richard Meeke (Starlet) 384.0s,
- 3 Niall Murray (Starlet) 387.6s,
- 4 John Nolan (Starlet) 389.9s,
- 5 Mark Doran (Escort) 391.7s,
- 6 Piers MacFheorais (Mazda MX5) 392.9s.

NOVICES (*JAMES PRINGLE TROPHY*): 1 Rod McGovern

(Starlet) 438.4s,

2 Dave Campion (Starlet) 508.2s.

BEGINNERS:

1 Eric Byrne (Starlet) 455.5s,

2 Aoife Ryan (Starlet) 490.8s,

3 Christopher Byrne (Yaris) 503.9s.

INTERMEDIATES:

1 Niall Murray,

2 Eoin Murray (Starlet) 414.7s,

3 Jay Donegan (Starlet) 431.7s.



John Nolan



Christopher Evans (L) and John O'Reilly came along to check out if a 2019 MR2 invasion might be profitable.



Mark FitzSimon distracts Ian McCulloch - not difficult



Philip O'Reilly



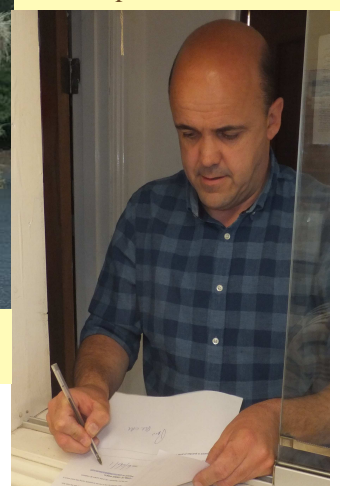
C-o-C Larry Mooney



Morgan Evans and Percy Pennefather enjoyed watching some speed complementing precision



Zoe Briggs performs under the watchful eye of Paddy Fay



Mick Kehoe is one of too few administratively ordered competitors - all he ever has to do is sign his entry form on arrival



Richard Meeke



Jack Quinn

Three Castles Trial

6th- 8th June



Sixty-six crews took the start of the fifteenth Three Castles

in a sunny Llandudno on Wednesday June 6th. The first day included a long regularity section on the Lley Peninsula. Among the scenic highlights were Caernarfon and Criccieth Castles, the high passes of Snowdonia and the Menai Straits.

After early tests at Penrhyn Park and Vaynol and the first regularity, Graham Walker and Sean Toohey (Elan Sprint) led narrowly from Dermot Carnegie and Paul Bosdet (Ford Escort). Coffee at the stunning Nant Gwyrtheyrn Welsh Language Centre followed, with crews enjoying the first of a series of great sea views.

Over three more tests and two regularities the two traded places, with Carnegie and Bosdet



establishing a slender lead by the end of the day. Paul had managed to complete all of his shopping before the event which allowed Dermot's precocious driving talent to manifest itself to good effect. Graham & Sean chased valiantly, but in vain. Just 18 seconds separated the two crews after three days and 500 miles.

Committee Notes

Resumé of proceedings at committee meetings Jun, Jul 2018

- Ian failed to come to grips with Piers's YouTube instructions - a one-to-one session is planned
- Another test redesign for JJ's MVAT went down well. More competitors would be appreciated.
- The perception that our MVATs are becoming too expensive to enter is probably unfounded. What appears to be a €10 increase is the magnetic number deposit. This is refunded when the numbers are returned post-event.
- Even the dinosaurs are becoming comfortable with the NOOKS.
- The carrying of basic spill kits was discussed - debate to be continued.
- Dismay was expressed at the recent death of Mondello owner, Martin Birrane. His contribution to Irish Motorsport was immense.
- While there are still some issues outstanding, the Irish Motorsport Support Fund is expected to net about €40,000. While this doesn't represent a return commensurate with the effort expended, it is still a worthwhile sum.
- Feelers re. event sites have been extended - responses awaited - ongoing
- Larry Mooney and Ger Keane are potential Child Protection Officers.
- Mark Walsh is working on GDPR "project"
- Organising personnel were "appointed" and arrangements discussed for next few events.
- Karting Night in September is planned. Decision whether to go to Kylemore or Santry yet to be made.
- Paul to pursue with MI possibility of one-day licences for single-venue MVATs.
- Discussion about "Ladies Award" resulted in a decision to retain it.
- Leo Hassett has been appointed to replace Alex Sinclair as MI CEO.
- Ascot Trophy remains at large.

IVVCC Gordon Bennett Rally

9th June



The Gordon Bennett Rally generally has some TDC input - quite a few members seem to have navigating tendencies which lead to invitations to sit in, for this event anyway, 1930s and earlier machinery. Others of our cabal seem to admire the appearance and engineering and to enjoy the several challenges of driving these old cars.

The winners this year were Gwynne Thomas & Susan Switzer in a Ford Model A. TDC can claim some



credit as Susan attended one of our Navigation classes in the DMYC.

There was an extensive O'Donohoe presence as can be seen in the photo below. From left: JJ Farrell, James, Stephen & Wendy O'Donohoe, Caroline & Luci Grimes, Andrew O'D and Christy Grimes



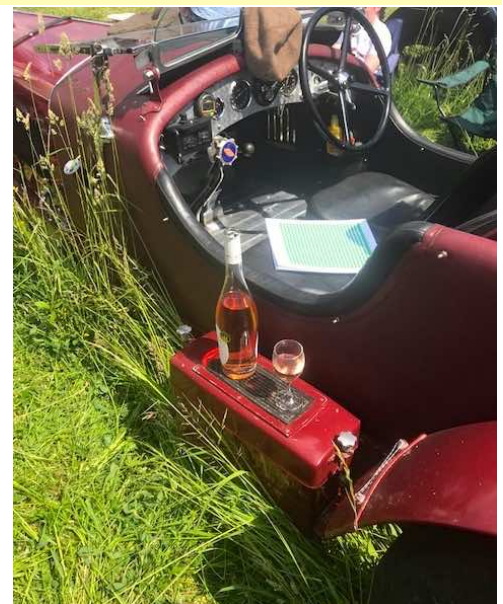
Tom Callanan & Frank Hussey



Will Gabbett & Richard Pain



Michael Cotter & Simon Echlin above, and below at the informal lunch halt in Graiguenamanagh



SNIPPETS

Larry Mooney came across a piece in the "Tony Lloyd section" of the April 2013 edition of Sidevalve News by that motoring encyclopedia, Colm O'Neill. What follows is an extract.

Hopkirk's 100E

While Paddy Hopkirk is most usually associated with the successes of the BMC team of Mini-Coopers which won the 1963 and 1964 Monte Carlo Rallies, his earlier racing career is often obscured by these later glories.

As the young Belfastman moved to Dublin to study engineering at Trinity College in 1951, he soon progressed from motorcycle ownership to his first car, an Austin 7 Chummy. He rebuilt the little car and by 1952 he was driving in local rallies. Many of these events involved navigation sections using Ordnance Survey maps and Romer cards to interpret the map references, interspersed with driving tests on closed-off sections of public roads. The driving tests often featured driving between chalked lines and bollards or posts. Drivers had to drive up and around and then reverse, all in the shortest time possible, in order to win. Hopkirk soon became very adept at these tests and he competed in as many as possible. That same year he dropped out of university as his heart was really in rallying. To finance his passion he took a job as a car salesman with Ballsbridge Motors in Dublin, the leading VW and Mercedes dealership.

Soon he was competing in VW Beetles, then a very popular saloon for rallying and driving tests, as they had the engine weight over the rear driving wheels and their independent suspension coped better on rough tracks than cars with a live rear axle could.

In *The Paddy Hopkirk Story* by Bill Price with Paddy Hopkirk, published by Haynes, it says: "Towards the end of 1956 Paddy bought a Ford Anglia in Dublin 'Why did I buy an Anglia? I suppose it was because it was after my VW days and I needed something cheap to compete in - but also because it was good for driving tests. It had a three-speed gearbox, so first and reverse gears were opposite to each other. Hence, for parking in a "garage" and going out again you didn't have to stir around in a plate of porridge to find the right gear. After a few events I had the engine modified by Louis Carter, a wonder tuner and motorcycle racer in Dublin. He put an SU carburettor quite high up on the engine with quite a bit of ram effect from the manifold, and it went like hell."

This picture was taken on 13th April 1957 on a wet Saturday afternoon at Baldonnell military aerodrome near Dublin during the Irish Motor Racing Club (IMRC) Test Trials.

Larry Mooney recalls: "I will never forget seeing Paddy on a driving test at Baldonnell after he moved on to a Ford Anglia. On the test Paddy braked heavily, and with the nose of the car down and the rear wheels in the air, somehow the rear of the car was swung over the pylons, allowing the car to reverse immediately into the next box or 'garage'. It was quite amazing!"



Defibrillator in position and ready for action in the "office" in Woodside



**Sunday, 12th August
TDC Club Autotest
Earthmover Plant Rentals,
Rathcoole**

**Sunday, 26th August
Declan's Avoca River MVAT
Holfeld's, Arklow**

The Autotest Drivers Club ran their Lee Lucas Classic Trial in the Cookstown area. Once again Piers



(MacFheorais) kindly asked me along, a decision he may have regretted later as my many mistakes resulted in a lowly 12th place finish compared to last year's 7th.

The event was again headquartered in the beautiful Glenavon Hotel in Cookstown where scrutiny, sign-on and breakfast were all enjoyed. The club had the use of a large function room and there was great banter while studying the diagrams for the day's tests.

Last year's winner Eamonn Byrne had ditched navigator Mark FitzSimon in favour of daughter, Emma,



making her debut, who was in conversation with



grandad, Frank (Lenahan) and Tim (Faulkner) about the tests. Other Southern marauders were Philip O'Reilly & Seán McKay, Matt & Mark Walsh entering into the classic spirit with their immaculate MGBGT, James Mansfield & Tim Canniffe (pictured across during a scheduled excursion into a shed) and Aoife Ryan with



pic: Adrian Hanna



John Nolan doing the directing for a change, obviously not too skilfully as they finished quite a way down the leaderboard! Stephen Briggs had yet another daughter



with him - the lovely Kim who would guide him to 29th place. Ronnie Griffin was sitting with Ron Mullen,



prompting the old Two Ronnies quip! *(Both also lay claim to the appellation "Rocket" so there must have been plenty of fireworks in the car during the day. Certainly, RG is gesticulating with some enthusiasm in this pic - Ed.)*

After C-o-C Mark King briefed us, it was time to head out to the tests. The format this year was 6 tests done 3 times, with the entry being split so that half did the first 3 in the morning, swopping over at lunchtime.

Test 1 in Loughy College was basically last year's run in reverse, Test 2 was similar to last year and Test 3 was a joker, i.e. no walking allowed. In the briefing Mark said you couldn't go wrong in this, just follow the tape. Well just to prove him wrong I managed to lead Piers astray on at least 2 of the 3 attempts!

After our 3 laps it was back to the hotel for a brief lunch stop. Luckily, the expected rain had not arrived.

Out to the afternoon tests then. The first of these by the chicken sheds was the reverse of last year's and the second fairly similar to last year's featuring a free turn at the end of a lane. The third, another no-walking joker, was the great hillclimb from last year. Unfortunately, it was decided to run this just the once so the tally for the day ended up at 17 tests. *(I think the old mental arithmetic powers are waning Dave - my*

calculations suggest you did a total of 16 tests - Ed.) An ice-cream was a welcome treat on the way back to the hotel as it had now warmed up quite a bit.

Eamonn and Emma ended up third behind winner Robin Lyons and Damien Mooney, a very credible result for Emma's first time out and most importantly she seemed to enjoy herself! It would seem that she has benefited from a dose of genetic predisposition. Apart from those already mentioned, Philip & Seán finished a very respectable 8th, Piers & I 12th, Frank & Tim 17th, Matt & Mark 23rd, James & Tim 36th, and the two Ronnies 49th.

All in all a great day out, very well run by Mark and his team. Big thanks to Piers for asking me along and being polite about my ineptitude!

Dave



RESULTS

1 Robin Lyons / Alan Wright (Mini) 1081.2



2 Damien Mooney / Claire Donnelly (Saxo) 1105.4



3 Eamonn Byrne / Emma Byrne (Starlet) 1123.1

4 Mark Francis / Adam Hilditch (MX5) 1129.5

5 Norman Ferguson / John Nicholl (Mini) 1129.8

6 Eric Patterson / Raymond Donaldson (MX5) 1134.2

On the Tuesday prior to the event, while everyone else was worrying about work or, at least, their cars for Sunday, Philip O'Reilly, Brian Kingston and myself were enjoying an ice-cream on the way down to Arklow to start laying out the tests. It doesn't take long to take the tests up after an event but putting them down is a different story. We got two tests laid out that evening and we returned again on Thursday and Saturday and, with help from Frank Lenehan, Joe Doran and John McAssey set everything out.

Unfortunately for this event our editor, Ian had taken annual leave from his duties in TDC and we were all quickly reminded of how much he does. We will be monitoring all annual leave requests going forward!

Sunday was a spectacular day. Marshals were briefed by Tim Faulkner and we were all set to go. Damien, Bonnie and Kate Philips were on hand to feed everyone and as always it was top class. I had breakfast and lunch and everything was delicious.

The tests were great to drive, Unfortunately, I had drastically underestimated the level of grip which meant that my tyres wore out in jig time. I ended up changing 10 wheels throughout the day. It was so abrasive that in the latter stages I had to borrow tyres



Richard

other people considered "used" to complete the event. This didn't help my times. I spent too much time worrying about the tyres still being inflated rather than where I was going. Philip was kindly on hand for the majority of these wheel changes to act as pit crew as I displayed my usual inability to do anything slightly mechanical. I was also affected by the exceptional standard of marshals. While I assumed the occasional brushing of a pylon or running over the edge of the odd cone would go unnoticed, it didn't! Despite this, I thoroughly enjoyed the event.

Declan Lennon and Mandy had gone above and beyond the call of duty and had set up a small shop stand to provide competitors with refreshments. All proceeds went to the "Friends of Oisin" charity. Over €150 was raised on the day for this cause. Thanks to



Declan and Mandy for this and their continuing role as vital TDC members, as well, of course, as all the other marshals who turned up to stand out in the hot sun and clouds of dust.

The event was fantastic and everyone seemed to enjoy the variety of tests we had. Thanks to Ed Holfeld for providing us with such an amazing venue. The next one is in August and hopefully we'll get even more people down to enjoy this spectacular site.

Richard



RESULTS

1 Eamonn Byrne (Starlet) 1743s,



2 Christopher Evans (MR2) 1751s,



TDC Turbine

- 3 Mark Doran (Escort) 1765s,
- 4 Piers MacFheorais (MX5) 1777s,
- 5 Brian Kingston (Ignis) 1822s,
- 6 John Nolan (Starlet) 1823s,
- 7 Robert Whelan (Starlet) 1828s,
- 8 Philip O'Reilly (Starlet) 1831s,
- 9 Richard Meeke (MX5) 1852s,
- 10 John O'Reilly (MR2) 1853s.

Class winners: John McAssey (Starlet) 1869s, Simon Evans (Starlet) 1927s, Brian Kingston, Christopher Evans, Mark Doran, Zoe Briggs (Mazda MX5) 2012s.



Piers, Brian & Andrew Boland congregate fleetingly

Shane Patton & Ross Cullen are really concentrating on the task in hand



Joe Doran gave Piers's white MX5 a work-out - he loved it



Matthew Walsh



Cathal O'Carroll



Is the perfectly colour co-ordinated John O'Reilly going the right way?



The eponymous JJ Farrell gave one of the Meath Mk1s some exercise



Adam Geraghty



Zoe & Stephen Briggs

The Irish Endurance Trial championship has seen a few changes this year - two new rounds - Tipperary and Wexford and a new sponsor, *Coffee Perfection*, run by endurance competitor Seán McEnroe. It has also seen an influx of new competitors but luckily, the fun element, which is the big draw of these events, remains. Throughout the field clubmen and stars of stage rallying, night navs and even circuit racing do battle with each other, all the while with huge smiles on their faces.

Wexford Motor Club ran their first endurance trial, the third round of this year's championship, under the stewardship of human dynamo and C-o-C Garry Bradley! This would be my first "endurance" this year, as usual sitting with the ever-patient Kevin O'Rourke. Base for the event was the Horse and Hound Hotel in



Ballinaboola near New Ross. The trailer park and scrutiny area was a large field beside the hotel and there scrutineers, Robert Whelan, poacher turned gamekeeper perhaps, and Ciaran Nutty of the TDC parish, checked the 52 competing cars carefully before allowing crews into the hotel to sign on and peruse the road book and selective diagrams.

The format was two laps of five selectives before lunch and two laps of a different five selectives after lunch. The afternoon route would bring us closer to New Ross and the Kennedy homestead and also close to roadworks for the N25 New Ross bypass which will feature Ireland's longest, almost a km, and highest, over 40m above the river, bridge.

Garry's briefing featured a Powerpoint presentation which was very helpful. He also warned us to watch for tar lifting on the roads due to the hot weather, a phenomenon that would lead to the postponement and then cancellation of the Sligo Rally the following week. He also told us code-boards would be on the back of signs marking their location. These would prove tricky enough to read for us, I can't

imagine how anyone with helmets could have read them!

Then it was off to the start, well after a search party was despatched to the gents to find me.....

The first two selectives were typical fare, a farmyard and a field lane but the third was very tough, in a dusty quarry - it was beautifully taped but the dust made seeing the tape difficult. Kevin didn't heed my suggestion of going slowly to minimize the dust.... Selectives 4 and 5 were lanes again, one leading to a shed that had to be circumnavigated twice and then it was time to do it all again.

Lunch was a brief 20 minute affair and then it was off to the next set of selectives. The first three of these were quite "autotesty" and featured a lot of cones. These could have benefited from letters or numbers to help distinguish them and were tight enough for an endurance event where the cars are loaded with spare wheels and the kit for changing them. As Kevin quipped its like doing an autotest with three passengers on board - I trust he wasn't casting aspersions about my bulk! The fourth was a great blast in a quarry featuring a narrow bridge. And the last a good field into a farmyard selective. The afternoon route also brought us through the picturesque villages of Wellingtonbridge and Foulksmills.

We finished at 7.30 and enjoyed a great meal in the company of Colin & Owen Sheridan and fastest



crew of the day (the Endurance regulations are such that



their Starlet is not eligible for overall honours) Craig O'Rourke (Kevin's nephew) & Darren Buttle. I'd highly

recommend the grub in the Horse And Hound if you're down that way.

The prizegiving was the usual riotous affair. Martin Nugent and Paul Tierney managed an amazing



10th in the Escort. There were 50 finishers from the 52 starters. As always, thanks to Kevin for inviting me along and apologies for all the faux-pas I made !

So, in conclusion a great first endurance by the friendly and enthusiastic lads and lassies in Wexford Motor Club. Hopefully, some of the newcomers will make it to Monaghan on 26th August and Birr on 7th October. I'd also recommend them to any of you who are lamenting Multi-venues not having road miles and/or those of you who are doing Targas and Lanes events in the north. Most of you have licences, IRDS is but a form to fill in and Starlets and Micras are cheap as chips due to daft insurances companies having 15-year rules! No excuses - just get out there and let's see 50 entries at least for the last two rounds!

As ever no write-up on an Endurance event would be complete without mention of the man who got them up and running here in Ireland, Frank O'Donoghue. Frank maintains the championship standings, issues a newsletter to competitors and acts as MI Steward at most events. Thanks Frank! He is also looking for support to lobby for a single tyre for the Endurance class to help keep costs down so if you have an opinion on this please email him at drfrankod27@gmail.com. (Surely he wasn't born in 1927? - Ed)

Dave



RESULTS

- 1 Karl O'Donoghue/Evin Hughes (Starlet) 7m 10s,
 - 2 Peter Barrable/Conor Mahon (Toyota Starlet) 7m 27s,
 - 3 Martin French/Colin Murray (Nissan Micra) 7m 30s,
 - 4 Derek Butler/Aaron O'Regan (Toyota Starlet) 7m 31s,
 - 5 Paddy Corcoran/Gary Egan (Toyota Starlet) 7m 36s,
 - 6 Kevin O'Rourke/Dave McAulay (Starlet) 7m 46s.
- One-litre class winner:* Brian Kirwan/Elaine Kirwan (Nissan Micra) 9m 21s.

Navigation Cars:

- 1 Craig O'Rourke/Darren Buttle (Starlet) 6m 59s,
- 2 Mark Reilly/Paul Reilly (Toyota Starlet) 9m 01s,
- 3 George Shinnors/Alan Shinnors (Starlet) 9m 09s.

Class winner: Sean McEnroe/Martin Quinn (Ford Fiesta) 18m 32s.

Retrospective and RWD Cars:

- 1 Martin Nugent/Paul Tierney (Ford Escort) 8m 55s.

Karl & Evin



Peter & Conor



Martin & Colin



Derek & Aaron



NUCC TOC Utilities Targa Rally

7th July

This event is one of the more northerly ones - maybe this is why the southern contingent was small, just three crews. I telephoned Mark FitzSimon to see how it had gone. He had travelled up the night before



with Dermot Carnegie to be fresh for the fray the following day.

There were three laps of five tests. Three of these were in the tried-and-tested Garvagh Forest, another in a steel yard and the fifth in what might have formerly been an airfield. This last one was very dusty and relatively short. This had the effect of having to drive through one's own dust on the return half of the test which added to the excitement.

Mark had blotted his copybook before the event when his alarm malfunctioned and he was late attempting to procure an entry. He was forgiven when a withdrawal saw them put on the list.

The event ran like clockwork and they were pleased with their seventh place despite a penalty when they grazed a pylon.

There was an exciting finish in that the Starlet of Robert & Johnny Whelan and the MX5 of David



Crothers & Barbara Kane ended up with identical totals. Usually, events like these tend to favour rear-wheel drive or front-wheel drive, but it seems on this occasion that the playing field was level. These two fine drivers (and their guides) shared the spoils.



The 106 of Daniel Byrne & Philip O'Reilly finished just behind Dermot & Mark.

Editor



RESULTS

1= David Crothers / Barbara Kane (MX5)	1336
1= Robert Whelan / John Whelan (Starlet)	1336
3 David Burns / Connor Murphy (Fiesta)	1341



4 Liam Shaw / John Shaw (MX5)	1367
5 Trevor Ferguson / Steven Ferguson (MX5)	1374
6 Mark Francis / Aaron Annett (MX5)	1375
7 Dermot Carnegie / Mark FitzSimon (Escort)	1380
8 Daniel Byrne / Phillip O'Reilly (Peugeot 106)	1394



I felt I had to include this pic of Andy & Angus Johnson for two reasons. Firstly, I did a double-take at the apparently Concours condition of the car - Andy tends to concentrate on mechanical rather than cosmetic exigencies. Secondly, I was jealous as I think this is how my Midget ought to look.



Photo: Trevor Foster

The Annual Gowran Festival of Speed featured the usual autotest demonstration. Inevitably, there were a few TDC members involved, some of whom are featured here, including Darren Quille above.

James
Mansfield



Piers
MacFheorais



Guy
Foster



Mark
Doran



John
McAssey



Like many times before, I found myself heading up the M8, trailer with my trusty white Starlet



on board behind, for the renowned Birr Multi Venue Autotest, taking place once again in Borris in Ossory, Co Laois. This year, the event was slightly earlier than usual, mainly due to date changes to facilitate other clubs. There were 26 starters – we would have preferred a better turnout. We also saw a more compact route than previously, with only two venues being used for the 21 fabulous tests on offer.

The morning loop saw us in Donaghmore Workhouse & Agricultural Museum [not my home place in Cork as Eoin (Longworth) informed me] with sign-on from 8.30am. Here we were presented with three tests to be done three times, which we quickly trotted out to have a look at, to try to find the areas that we could gain advantage and save those seconds vital for a competitive time. The tests, seen before in various forms in past years, were well-received by all of the competitors.

Test 1 was in a concrete yard with a slightly sandy covering that made sliding the car easy (too easy at times, leading to overshoots). The test had three separate gates to reverse into, looping a cone in the centre each time before the finish. There was a bigger yard for Test 2, where the aim was to throw the car over a gate, dash down to the end of the yard in a zig-zag motion and reverse through another gate, then come back towards the end, loop a pylon and finish. Test 3, easily the longest test of the morning, saw us

heading to the back of the yard, onto a loose surface to wiggle-wobble down the yard, loop a few cones at the bottom, and then dash back up again, trying to see through the dust trail on the return journey!

After we had completed these nine tests, we were served a fine lunch of tea and sandwiches made by the Donaghmore Museum Committee, with all monies going towards the Museum upkeep.

After lunch, Tests 10-21 saw us head to Campion Concrete, just four miles from Donaghmore. Here we were treated to four tests done three times. Competitors found a similar format to the May event, with slight variations to keep them on their toes.

The first test started on sandy concrete, but then veered left onto loose gravel, before heading back down to the concrete yard again with a few pylons to loop and a small bit of reversing. The next one saw us slightly further down the yard. Again there was sandy concrete, where the varying level of sand kept things interesting throughout the day as we looped an array of pylons laid out around the yard and reversed into sand bunkers. This iteration saw a removal of the J-turns seen earlier in the year, instead opting for a couple of extra gates to reverse through. Next it was onto two tests at the bottom of the yard which consisted almost entirely of loose gravel. The first consisted of a quick dash down the yard with a reverse and throw manoeuvre to help control the speed in the middle. When down at the end of the yard, competitors had to navigate through and around their own dust trail to find two pylons to loop, before the final sprint back up the yard to the finish. The final test also involved a dash down the yard, before reversing into a gate, around a pylon and gunning it to the finish.

After a brilliant, enjoyable, action-packed day's fun it was then back to Sheeran's Bar, Coolrain for a welcome dinner, prizegiving and banter.

Richard Meeke (Starlet) emerged the



overall winner, with Piers



MacFheorais runner-up in the Mazda MX5, and David Meeke (Richard's



dad) third overall in their trusty Starlet.

Class 1 only saw just 2 competitors, with the older Starlets becoming more and more scarce, with Patrick O'Leary (Cork) coming 1st and Kevin Maher (Moneygall) 2nd in class.

Because of the massive entry in class 2, 5 prizes were on offer here. John McAssey eked out a narrow lead of just 4 seconds from 2nd in class, John Nolan. Frank Lenehan came 3rd, with Philip O'Reilly 4th, and Robert Lewis (Dunkerrin) in the Nun Mobile rounding off the classes awards in 5th.



John McAssey is monitored by Ron Corry from the "comfort" of his Land-Rover



Stephen

Class 3 saw Stephen Briggs 1st, just ahead of James Mansfield, seen here "nudging" a pylon.



Ladies award went to Aoife Ryan, Beginners Award to Conor Clarke



Conor & Aoife

and Best Junior, on his first Autotest, Ben Kellett from Bailieboro. Best Club member went to Coolrain Publican Lar Hogan who nabbed 1st, just ahead of Davie Forde (Nenagh) 2nd and Kieran Garahy (Birr) 3rd. Other local drivers included Keith Shaw (Clareen), Eoin Longworth (Ballinahown) in his Tiny Motorsport projectile, Lee

Deane (Shinrone), Robert Gloster (Dromineer) & Darren Delaney (Camross).

As ever Brian Duggan came home smiling and got the car washed en route home using the Rain!!! Colin Sheridan and son, Owen had a brilliant drive all day. Stephen Kellett, Ben's dad, thoroughly enjoyed himself despite their Starlet suffering from clutch failure. They were able to continue thanks to the generosity of Eoin and Kieran Garahy who let them borrow their projectiles. A gesture not too often seen in Motorsport. But please spare a thought for Mrs Kellett, aka Yvonne, who ended up navigating with Eoin. They had a ball with Yvonne now determined to purchase a Starlet to join in the "behind

the wheel" fun next time.

Big thanks to C-o-C, Sean Keown and his deputy, Bill Ryan, the marshals, and everyone else that put in a lot of work and effort to set up and run the event. Also, a big thanks goes out to Sean Henahan for his fine work on keeping speedy results all day, MI Steward Tim Faulkner and BADMC Steward Oliver Stanley. Roll on Birr Motor Club's next event, the Endurance Trial on 7th October based in Garahy's Garage, Birr.



Patrick

RESULTS

- 1 Richard Meeke (Starlet) 1045.3s,
- 2 Piers MacFheorais (MX5) 1080.9s,
- 3 David Meeke (Starlet) 1108.7s,
- 4 John McAssey (Starlet) 1113.5s,
- 5 John Nolan (Starlet) 1120.7s,
- 6 Frank Lenehan (Starlet) 1127.1s,
- 7 Philip O'Reilly (Starlet) 1128.2s,
- 8 Rob Lewis (Starlet) 1128.3s,
- 9 Stephen Briggs (MX5) 1159.2s,
- 10 James Mansfield (Mazda MX5) 1174.9s.

Class winners: Patrick O'Leary (Starlet) 1240.9s, David Meeke, Piers MacFheorais, Rob Lewis, Aoife Ryan (Starlet) 1342.2s, Conor Clarke (Starlet) 1255.7s, Ben Kellett (Starlet) 1535.7s.



It was a dusty day for Colin & Owen Sheridan

TDC Turbine

Philip O'Reilly



Frank Lenehan



TDC Julian Vard Production Car Trial

25th July

I rang my customarily reliable controversialist, Tim Faulkner, for some dirt to dish about this event - only to be disappointed. His opinion was that the proceedings were unremarkable insofar as everything went to plan. Tim actually took on an unplanned point-duty role to keep the traffic under control. Section designers Stephen Briggs, seen here



pointing the way for son, Sam and Dave Meeke, on left below, achieved the dream outcome - a single clean sheet. Richard Meeke was the zero achiever and duly went home with the



Julian Vard Trophy. Two wins in four days - impressive. The Phillips



catering crew, Eve (L) & Kate pictured above, dispensed 50 burgers and 100 sausages. The site had undergone some reprofiling since our last visit which altered the nature of some of the tests. These were also located in a more compact fashion than previously. All the volunteers who offered assistance arrived promptly and fulfilled their functions flawlessly.

A potential hiccup was that some competitors arrived unannounced. However, the machine was unfazed and the 41 drivers had a ball. The tests were such that even those less adept were able to make worthwhile progress.

Ciarán Nutty claimed he was being victimised with a dusty deployment, though he did allow that the Glencullen dust was a cut above the Holfeld's variety. There were lots of spectators too. The road closure

on the way up to Johnny Fox's obviously didn't affect anybody.

Non-motorised attractions were also on offer. A ball was dropped down a pipe and a person with a baseball

bat was required to hit the ball as it



exited - difficult apparently. A 6-inch nail had to be driven into a block of wood with as few hammer blows as possible. I am informed that macho

TDC Turbine

men Burschi Wojnar and Owen Murray (supervised below by Judy



Lambert) tied on this one.

Editor



RESULTS

1 Richard Meeke (Starlet) 0 marks,
2 David Meeke (Starlet) 2m,
3 John McAssey (Starlet) 4m,
4 Conor Clarke (Starlet) 4m,
5 Owen Murray (Starlet) 4m,
6 Morgan Evans (Seicento) 10m,
7 Eoghan Kavanagh (Starlet) 12m,
8 Philip Hughes (Seicento) 13m,
9 Sean Fitzpatrick (Starlet) 14m,
10 Percy Pennefather (Seicento) 15m.
Class winners: David Meeke, Conor Clarke, Brian Flanagan (MX5) 44m, Susan Briggs (Starlet) 18m.



Alex Round & Auntie Susan Briggs



Eoghan Kavanagh & Emer McNamee



Brian Flanagan & Ciaran Murphy



Michael Dwyer & Rod McGovern



Harry McGovern & Daragh Denning



Alex Denning



Adam Walsh & Daniel Shevlin



Larry Mooney & Mick Merrigan

The gate looks a bit narrow for John McAssey



Eoin O'Curry & Paul Phelan manage



Conor Clarke



Geoff Long and Paddy Fay look on as Seán Fitzpatrick shows son, David how it's done

TDC Turbine

Should John Nolan have a navigator for this labyrinth?



*Trish Wojnar
& Frank
Lenahan*



*Derek
Beglan &
Declan
Furlong*



*Percy
Pennefather
looks down
on Aoife
Ryan*



*Eoin Longworth
and Patrick
O'Leary wait for
their turn*

116 CC Targa Tracks

29th July



NORTH WALES
HONDA
Llandudno

**116 Targa
Tracks**

A group of Targa boys led by Eamonn Byrne headed to the UK in 2017 for the "One and Only" rally in Norfolk. They really enjoyed it and so resolved to go across the water again this year. Given the name of last

year's event, it wasn't an option so they chose the 116 Car Club's Targa Tracks in North Wales. This proved to be a good decision as it turned out to be an excellent event with an impressive amount of competitive mileage (The winner's time of 73 minutes gives you an idea of how much).

There were ten tests in the morning at five venues. These were doubled up to make five "super tests" (Tim

Faulkner would have approved) after lunch. Test lengths varied from 0.3 to 5 miles. The venues included a sheep farm, a wind farm, a kart track and Kinnel Park, a Rally GB haunt. Surfaces didn't include much tarmac. There were forestry fire roads, muddy shale and grass. It also rained for much of the event which meant that it was very slippery. There seemed also to be a roller-coaster nature to the terrain. Chicanes and passage controls manned by Alan Park clones kept the average speeds down on what were inherently quick tests.

Test instructions consisted of a diagram which, surprise! surprise!, was "NOT TO SCALE" and a text box with a complementary narrative. The lack of distances kept everyone on edge as did regular splits and merges.

The between-test navigation was by map. This didn't suit John Whelan who prefers "tulips". He and



Robert had some "issues" in this department early on but recovered well to finish ninth. This recovery involved overtaking other competitors on some of the longer tests which added to their excitement, not to mention a few extra scars on the Starlet.

There was a high attrition rate - one third of the 100 strong field failed to finish. One of those to succumb



was Daniel Byrne & Philip O'Reilly. The fence post

didn't suffer too badly but the 106 suffered a broken steering arm and bent driveshaft. They limped out of the test and a friendly farmer did some welding, but they felt it circumspect to retire. They spotted Anthony Preston's Saxo back at the trailer park but resisted the temptation to cannibalise it.

John O'Reilly & Nick Sparks were sixth at lunch



behind Dermot Carnegie & Paul Bosdet and Eamonn



Byrne & Anthony. Their afternoon was spoiled



somewhat when something broke on the approach to a square left. It took them 20 minutes to extricate themselves from the scenery. They were helped by a "surprise" addition to the Irish contingent. Northern semi-experts Fergus Mallon & Paul Connolly in an



untricked MX5 had driven down to Dublin from the NI Crumlin and camped in the rain, unlike the softies from the Republic who chose the hotel option. They didn't actually get great value for the hotel stay as their seeding

necessitated presenting themselves for scrutiny at 6:00 am. Given that the start wasn't until 10:00 am, Nick got some "shut-eye" in a DIY ratchet strap hammock in John's trailer.

Anyway, back to the action. John & Nick's hiatus saw them end up fifteenth while Eamonn & Anthony improved to third and Dermot & Bozzie (not much opportunity to go shopping on this event) claimed top spot. At his briefing, C-o-C Baz Green remarked that nobody seeded in the top ten had ever won the event. Dermot was delighted to shatter this shibboleth. He had not been one of the 2017 Norfolk gang but was persuaded to join them this time. Another incentive was that the team which runs the "Three Castles" which Dermot won earlier this year is also involved in this event. A good decision. His highlight of the day was a "flat" straight which was not quite what it seemed. It included a not-so-obvious protruberance which the instructions suggested be driven around. Dermot chose to drive over it. As well as saving time he added to his air miles!

"Well worth the trip" was the consensus.

Editor (in collusion with Nick Sparks and Philip O'Reilly)



1. Who is the "out of context" TDC stalwart?

QUIZ August Questions

Answers to valianmcculloch@gmail.com

2. Richard Meeke has bought a Starlet for €1771.87. He wants to sell it for a profit of 12%. However, he is very busy so he asks Philip O'Reilly to sell it for him. Philip will only take on the task if he gets a commission of 5.5%, in addition to Richard's profit. What was the asking price for the car (to the nearest euro)?



4. What is being facilitated here?

3. Who is this man who has been put where he rightfully belongs - behind bars? I'm not sure why? Maybe it's because he's from Cork.



QUIZ June Answers

1 Whose car was sporting these discreet stickers on the Springfling Targa?

Dermot Carnegie's Escort



2 This image was in the February Quiz. This time I'd like to know what organisation is symbolised by the "logo" on the right.



3 Name this pair - they are related.

Father, Dave Meeke (L) and son, Richard



4 Identify the four fuzzy silhouettes. Are they on top of or over the hill?

From left: Jack & Peter Quinn, Ronan McNamee & Mick Kehoe

The "square and compasses" symbol representing freemasonry



5 The guy on the right is Paul Mooney - not the Northern autotester. Who is the other fella? Both are 29 years older now.

Colin Sheridan



6 Who has been inverted?

Liam Cashman



SNIPPET



The Colt of Pat McDonagh / Seán Hassett tests a presumably inadvertent aerodynamic modification on the Tipperary Endurance Trial in May.

ELUCIDATION



Stephen is removing the ABS fuse to facilitate tail-wagging.

SNIPPET

On 28th July, Cookstown MC ran a MVAT with sponsorship from David Ferguson Cars - a slightly different format to the usual Targa offering. Just 25 crews were tempted, suggesting that the Targa set-up is preferred. The only travellers from our jurisdiction were James Mansfield / Susan Briggs - they were eighth. Norman Ferguson / Brendan Mooney won.

Competitors didn't go hungry.



DANGER'S DERRING-DO DIARY

The mystery misfire remains but there is a determination that it be cured for the opening round of the 18/19 Hewison Championship in September.

TDC Club Championship 2018

		Rd 1 MVAT 28-Jan	Rd 2 Club AT 11-Mar	Rd 3 MVAT 4-Apr	Rd 4 Birr AT 22-Apr	Rd 5 PCT 29-Apr	Rd 6 Club AT 6-Jun	Rd 7 MVAT 24-Jun	Full Total	Best 9
Beginners										
1	Aoife Ryan	13	20	16	12	20	19		100	100
2	Gerard Keane	0	17	9	11	17	17		71	71
3	Conor Clarke	18		20	17				55	55
4	Eric Byrne	17		18			20		55	55
5	David Fitzpatrick	11		14				20	45	45
6	Luke O'Neill	5		15	20				40	40
7	Shane Patton	7		12				18	37	37
8	Daragh Denning		19				16		35	35
9	Lukasz Choma	14			19				33	33
10	Harry McGovern		16				15		31	31
11	Finbar O'Neill	3		13	13				29	29
12	Ross Cullen	8		17					25	25
13	Susan Briggs	1		7				17	25	25
14	Sean Fitzpatrick	0		6				16	22	22
15	Christopher Grimes	20							20	20
16	John Farrelly	19							19	19
17	Liam Denning			19					19	19
18	Paul Sealy					19			19	19
19	Derek Beglan							19	19	19
20	Sam Dolan		18						18	18
21	Darren Delaney				18				18	18
22	Emer McNamee					18			18	18
23	Chris Byrne						18		18	18
24	John Stevenson	16							16	16
25	Brian Duggan	9			7				16	16
26	Lar Hogan				16				16	16
27	Val Farrar					16			16	16
28	Darren Griffin	15							15	15
29	Gillian Griffin		15						15	15
30	Robert Ingram				15				15	15
31	Conal O'Neill	12			2				14	14
32	Kevin Dempsey				14				14	14
33	Simon Love	0		11					11	11
34	John Carty	10							10	10
35	Sean Conway			10					10	10
36	Kevin Maher				10				10	10
37	Conor Quinlan				9				9	9
38	Donal Smith			8					8	8
39	Robert Gloster				8				8	8
40	Keith Farrell	6							6	6
41	Niall Donoghue				6				6	6
42	Neil Foyle				5				5	5
43	Stephen Cummins	4							4	4
44	Robert Nevin				4				4	4
45	Declan Burke				3				3	3
46	Nick Muhall	2							2	2
47	Enda Grenham				1				1	1
48	Guy MacWilliam	0							0	0
49	Keith Shaw	0							0	0
50	Ciaran Bergin				0				0	0
Novices										
1	David Campion	0	18	17	18	16	19	13	101	101
2	Rod McGovern	12	19				20		51	51
3	Andrew Boland	14		16				16	46	46
4	Simon Evans	9		20				17	46	46
5	Robert Whelan	20						20	40	40
6	John O'Reilly	19						19	38	38
7	Declan Furlong	5		19				14	38	38
8	Mark Walsh	13		18					31	31
9	Matthew Walsh	10						18	28	28
10	Mark Shanahan	1			19				20	20
11	Ronan Kearns		20						20	20
12	Kieran Garahy				20				20	20
13	Morgan Evans					20			20	20
14	Philip Hughes					19			19	19
15	Mark Francis	18							18	18
16	Percy Pennefather					18			18	18
17	Angus Johnson	17							17	17
18	Frank Dwyer				17				17	17
19	John Farrar					17			17	17
20	Simon Brien	16							16	16
21	Declan Donohoe				16				16	16
22	Jack Brien	15							15	15
23	Cathal O'Carroll	3						12	15	15
24	Adam Geraghty	0						15	15	15
25	Dearbhaille Garahy				15				15	15
26	Peter Quinn					15			15	15
27	Ronan McNamee					14			14	14
28	Andy Johnson	11							11	11
29	David Forde	8							8	8
30	James Colville	7							7	7
31	Robert Howard	6							6	6
32	Dave Griffin	4							4	4
33	Peter Snodden	2							2	2
34	Maurice Monagle	0						0	0	0
35	Shane Burns	0							0	0
36	TJ O'Brien	0							0	0

TDC Turbine

		Rd 1 <i>MVAT</i> 28-Jan	Rd 2 <i>Club AT</i> 11-Mar	Rd 3 <i>MVAT</i> 4-Apr	Rd 4 <i>Birr AT</i> 22-Apr	Rd 5 <i>PCT</i> 29-Apr	Rd 6 <i>Club AT</i> 6-Jun	Rd 7 <i>MVAT</i> 24-Jun	Full Total	Best 9
	Intermediates									
1	David Meeke	13	18	16	19	20	16		102	102
2	Colin Sheridan	12	15	14	18	14		20	93	93
3	Stephen Briggs	16	17	13		13	14	19	92	92
4	Owen Murray	17		15	20	18	17		87	87
5	Niall Murray	19	20	19			20		78	78
6	Mick Kehoe	15		18		19	15		67	67
7	Jack Quinn	9		12		16	10	16	63	63
8	Zoe Briggs	7	16	9			11	17	60	60
9	Eoin Murray	20		20			19		59	59
10	Jay Donegan	8		10			18	18	54	54
11	Michael Cullen	14	19	17					50	50
12	Karl Grehan			8	17		13		38	38
13	Johnny Whelan	18							18	18
14	Eoin Longworth	3			14				17	17
15	Myles O'Reilly					17			17	17
16	Patrick O'Leary				16				16	16
17	Martin Nugent				15				15	15
18	Ian McCulloch					15			15	15
19	Brian Flanagan		14						14	14
20	Paddy Lombard						12		12	12
21	Kevin Fitzgerald	11							11	11
22	Anthony Freeney			11					11	11
23	Mark Nugent	10							10	10
24	Ted Gaffney	6							6	6
25	Karen Gaffney	5							5	5
26	Noel Broderick	4							4	4
27	Craig MacWilliam	0							0	0
	Experts									
1	Richard Meeke	13	17	19	19	19	19	13	119	119
2	Piers MacFheorais	16	16	16	17	16	16	17	114	114
3	John Nolan	11	15	13	15	15	18	15	102	102
4	John McAssey	9	14	10	18	20	14	12	97	97
5	Brian Kingston	15	13	12	14		13	16	83	83
6	Philip O'Reilly	10	12	14		17	15	14	82	82
7	Liam Cashman	18	18	18	20				74	74
8	Eamonn Byrne	20		20				20	60	60
9	Frank Lenehan	12		11		18	12		53	53
10	Eddie Peterson	14		17			20		51	51
11	Mark Doran			15			17	18	50	50
12	James Mansfield	5	11	8	13			9	46	46
13	Christopher Evans	19						19	38	38
14	Darren Quille	17	19						36	36
15	Joe Doran	6		9			11	10	36	36
16	Guy Foster		20						20	20
17	JJ Farrell	8						11	19	19
18	Stefan Walsh				16				16	16
19	Andrew O'Donohoe						10		10	10
20	Trevor Hamilton	7							7	7
21	Dave McAulay			7					7	7
22	Kevin O'Rourke	4							4	4

See Website for Autotest Standings and latest Overall Standings

Queries to Stephen Briggs at sb@iol.ie

TDC Turbine

OVERALL		Rd 1 <i>MVAT</i> 28-Jan	Rd 2 <i>Club AT</i> 11-Mar	Rd 3 <i>MVAT</i> 4-Apr	Rd 4 <i>Birr AT</i> 22-Apr	Rd 5 <i>PCT</i> 29-Apr	Rd 6 <i>Club AT</i> 6-Jun	Rd 7 <i>MVAT</i> 24-Jun	Full Total	Best 9
1	Richard Meeke	11	17	17	19	17	19	12	112	112
2	Piers MacFheorais	14	15	14	17	9	15	17	101	101
3	John Nolan	8	13	11	15	7	17	15	86	86
4	John McAssey	0	12	6	18	18	13	10	77	77
5	Brian Kingston	13	11	10	13		12	16	75	75
6	Liam Cashman	16	18	16	20				70	70
7	Niall Murray	17	16	18			18		69	69
8	Eamonn Byrne	20		20				20	60	60
9	Philip O'Reilly	0	10	12		11	14	13	60	60
10	Eoin Murray	18		19			11		48	48
11	Eddie Peterson	12		15			20		47	47
12	Mark Doran			13			16	18	47	47
13	David Meeke	0	7	5	12	15	6		45	45
14	Christopher Evans	19						19	38	38
15	Frank Lenehan	9		7		13	9		38	38
16	Owen Murray	0		4	14	12	8		38	38
17	Darren Quille	15	19						34	34
18	Mick Kehoe	0		9		14	5		28	28
19	Robert Whelan	10						14	24	24
20	Michael Cullen	0	14	8					22	22
21	Guy Foster		20						20	20
22	Morgan Evans					20			20	20
23	Philip Hughes					19			19	19
24	John O'Reilly	7						11	18	18
25	Colin Sheridan	0	2	2	7	0		7	18	18
26	Stefan Walsh				16				16	16
27	Percy Pennefather					16			16	16
28	Rod McGovern	0	8				7		15	15
29	Stephen Briggs	0	5	0		0	3	6	14	14
30	Jay Donegan	0		0			10	3	13	13
31	James Mansfield	0	6	0	4			1	11	11
32	Simon Evans	0		3				8	11	11
33	Luke O'Neill	0		0	11				11	11
34	David Campion	0	4	0	0	6	0	0	10	10
35	Lukasz Choma	0			10				10	10
36	JJ Farrell	0						10	10	10
37	John Farrar					10			10	10
38	Aoife Ryan	0	1	0	0	8	0		9	9
39	Conor Clarke	0		1	8				9	9
40	Matthew Walsh	0						9	9	9
41	Ronan Kearns		9						9	9
42	Darren Delaney				9				9	9
43	Joe Doran	0		0			4	4	8	8
44	Mark Francis	6							6	6
45	Andrew Boland	1		0				5	6	6
46	Karl Grehan			0	6		0		6	6
47	Johnny Whelan	5							5	5
48	Kieran Garahy				5				5	5
49	Myles O'Reilly					5			5	5
50	Angus Johnson	4							4	4
51	Jack Quinn	0		0		4	0	0	4	4
52	Simon Brien	3							3	3
53	Zoe Briggs	0	3	0			0	0	3	3
54	Lar Hogan				3				3	3
55	Ian McCulloch					3			3	3
56	Jack Brien	2							2	2
57	Mark Shanahan	0			2				2	2
58	Adam Geraghty	0						2	2	2
59	Paul Sealy					2			2	2
60	Andrew O'Donohoe						2		2	2
61	Eric Byrne	0		0			1		1	1
62	Robert Ingram				1				1	1
63	Peter Quinn					1			1	1

RESULTS

MOTOR ENTHUSIASTS' CLUB RACE

MEETING AT MONDELLO PARK: 9th/10th June YOKOHAMA OPEN ENDURANCE RACE (49 laps):

1 Eoin Murray/Niall Murray (Seat Supercopa) 50m 11.26s, 67.34 mph,

2 Rod McGovern (Seat Supercopa) 50m 26.52s.

TRAILER COMPANY FIESTA ST RACE 1 (14 laps):

1 Michael Cullen 15m 54.57s, 60.69 mph.

TRAILER COMPANY FIESTA ST RACE 2 (13 laps):

1 Graham McDonnell 15m 25.78s, 58.11 mph,

2 Barry McHenry 15m 27.24s,

3 John Denning 15m 29.02s,

4 Michael Cullen.

Fastest lap: Denning 1m 08.023s, 60.84 mph.

HISTORIC RACE 1 (14 laps):

1 Jackie Cochrane (Tiger) 15m 34.80s, 61.98 mph,

2 Steve Griffin (MG Midget) 15m 38.49s,

3 Michael Doyle (Lotus Elan) 15m 53.10s,

HISTORIC RACE 2 (12 laps):

1 Jackie Cochrane (Tiger) 13m 32.38s, 61.13 mph,

2 Steve Griffin (MG Midget) 13m 37.45s,

3 Michael Doyle (Lotus Elan) 13m 40.56s,

PIRELLI SUPERCAR RACE 1 (12 laps):

1 Cameron Fenton 15m 26.68s, 53.59 mph,

2 John Cardoo 15m 30.59s,

3 Alan Watkins 15m 34.49s.

Fastest lap: Fenton 1m 01.358s, 67.45 mph.

PIRELLI SUPERCAR RACE 2 (15 laps):

1 Cameron Fenton 15m 35.94s, 66.32 mph,

2 John Cardoo 15m 46.45s,

3 Alan Watkins 16m 00.35s.

Fastest lap: Fenton 1m 01.763s, 67.00 mph.

STRYKER RACE 1 (15 laps):

1 Greg Kelly 16m 01.06s, 64.59 mph,

2 Andrew D'Alton 16m 04.98s,

3 Paul Yeomans 16m 05.61s,

4 Bill Griffin,

5 David Reynolds,

6 Robert Griffin.

STRYKER RACE 2 (13 laps):

1 Greg Kelly 15m 28.14s, 57.96 mph,

2 Bill Griffin 15m 30.66s.

CORK M C AUTOTEST AT CORRIN MARTS, FERMOY, CO CORK (ROUND 4 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 30th June

1 Ian White (Mini Special) 412.9s,

2 Martin Walsh (Starlet Special) 437.6s,

3 Liam Croston (Starlet) 446.9s,

4 Connie Lynch (Starlet Special) 452.8s,

5 Mike Mulcahy (Mini Special) 457.6s,

6 Michael Cashman (Corsa) 465.7s.

Class winners: Robert Beamish (Mini) 532.4s, Mike Mulcahy, Martin Walsh, James Mansfield (Mazda MX5) 543.3s, Stefan Walsh (Starlet) 498.1s, Liam Croston.

CO KILDARE M C RACE MEETING AT MONDELLO PARK, CO KILDARE: 7th/8th July

TRAILER COMPANY FIESTA ST RACE 1 (14 laps):

1 Dave Maguire 15m 47.86s, 61.12 mph,

2 Brendan Fitzgerald 15m 51.48s,

3 Darragh McMullen 15m 51.93s,

4 Paul Swords,

5 Michael Cullen.

TRAILER COMPANY FIESTA ST RACE 2 (6 laps):

1 Michael Cullen 6m 43.22s, 61.58 mph.

Fastest lap: Cullen 1m 06.541s, 62.19 mph.

TRAILER COMPANY FIESTA ST RACE 3 (9 laps):

1 Brendan Fitzgerald 10m 17.40s, 60.33 mph,

2 Dave Maguire 10m 17.66s,

3 Michael Cullen 10m 17.90s.

GINETTA JUNIOR IRELAND RACE 1 (14 laps):

1 Se Martin Jnr 15m 59.41s, 60.39 mph,

2 Matthew Nicholl 16m 05.22s,

3 Christopher Grimes 16m 11.02s.

GINETTA JUNIOR IRELAND RACE 2 (13 laps):

1 Se Martin Jnr 15m 00.93s, 59.71 mph,

2 Matthew Nicholl 15m 06.51s,

3 Christopher Grimes 15m 07.15s.

YOKOHAMA OPEN ENDURANCE RACE (50 laps):

1 Shane Murphy (Supercopa) 50m 59.78s, 67.63 mph,

2 Barry English (Seat Supercopa) 51m 19.70s,

3 Eoin Murray/Niall Murray (Supercopa) 51m 41.26s,

4 Rod McGovern (Seat Supercopa).

Fastest lap: Eoin Murray 58.776s, 70.41 mph.

STRYKER RACE 2 (10 laps):

1 Andrew D'Alton 10m 38.07s, 64.86 mph,

2 Des Bruton 10m 40.24s.

KILLARNEY & DISTRICT M C AUTOTEST AT MILLSTREET, CO CORK (ROUND 5 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 15th July

1 Ian White (Mini Special) 487.4s,

2 Liam Cashman (Nova) 490.5s,

3 Martin Walsh (Starlet Special) 500.0s,

4 Mike Mulcahy (Mini Special) 522.2s,
5 Connie Lynch (Starlet Special) 533.9s,
6 Michael Cashman (Corsa) 558.5s.

Class winners: Robert Beamish (Mini) 617.0s, Mike Mulcahy, Martin Walsh, Don Giles (Westfield) 581.0s, Michael Lynch (Starlet) 582.5s, Liam Cashman, Billy Neville (Locost) 615.3s.

MONDELLO PARK SPORTS

CLUB RALLYCROSS AT MONDELLO PARK, CO KILDARE (ROUND 4 OF PARTS FOR CARS NATIONAL CHAMPIONSHIP): 22nd July

SUPER FINAL:

1 Derek Tohill (Ford Fiesta) 3m 55.72s,
2 Gavin Smith (Mitsubishi Mirage) 4m 10.25s,
3 Declan Kelly (Ford Fiesta) 4m 21.09s,
4 Pearse Browne (BMW Compact),
5 Willie Coyne (Opel Corsa),
6 Lloyd Spendlove (Lotus Exige).

SUPERCAR FINAL:

1 Derek Tohill (Ford Fiesta) 3m 57.03s.

MODIFIED FINAL:

1 Peter McGarry (Vauxhall VX220) 4m 10.66s,
2 Willie Coyne (Opel Corsa) 4m 17.13s,
3 Pearse Browne (BMW Compact) 4m 17.90s,
4 Lloyd Spendlove (Lotus Exige),
5 Philip Kelly (Peugeot 205),
6 Chris Grimes (Vauxhall Nova).

PRODUCTION FINAL:

1 Ciaran Murphy (Peugeot 106) 4m 35.73s,
2 Derek Lenehan (Citroen Saxo) 4m 36.22s,

RALLY CARS FINAL:

1 Patricia Denning (Mitsubishi Lancer Evo) 4m 22.34s.

JUNIOR FINAL:

1 Jack Byrne (Ford Fiesta) 4m 51.90s,
2 Christopher Grimes (Ford Fiesta) 4m 53.48s,
3 Danny Nolan (Ford Fiesta) 5m 01.47s,
4 Eoin Kinsella (Ford Fiesta),
5 Luca Grimes (Ford Fiesta).

500 MRCI KIRKISTOWN RACE MEETING

(ROUNDS OF MOTORSPORT IRELAND

NATIONAL CHAMPIONSHIPS): 28th July

GINETTA JUNIOR IRELAND RACE 1 (10 laps):

1 Se Martin Jnr 13m 23.03s, 67.78 mph,
2 Matthew Nicholl 13m 32.36s,
3 Robbie Parks Jnr 13m 34.91s,
4 Christopher Grimes.

GINETTA JUNIOR IRELAND RACE 2 (11 laps):

1 Se Martin Jnr 14m 44.28s, 67.71 mph,
2 Matthew Nicholl 14m 55.81s,
3 Christopher Grimes 15m 06.32s,
4 Robbie Parks Jnr.

STRYKER RACE 1 (12 laps):

1 Andrew D'Alton 14m 47.31s, 73.61 mph,
2 Greg Kelly 14m 53.05s
3 Stephen Ross 14m 55.87s,
4 Des Bruton.

August Crossword

1		2			3
4	5		6		
7					

Across

1 "Partner" to dynamic friction and current electricity (6)
4 First name of long-serving (now deposed) F1 supremo (6)
7 He has run Fords in the WRC for many years (surname) (6)

Down

1 Swedish car/aeroplane manufacturer founded in Trollhätten (4)
2 Motoring organisation set up in Britain in 1905 (2)
3 A peppery Porsche (7)
5 The Hughes who sits with Karl O'Donoghue (4)
6 1920s-1950s British sports car: Frazer _____ (4)

June Solution

H	I	J	A	C	K
U		O			R
N					Y
T	U	N	E	U	P
	B		R		T
M	E	X	I	C	O
	R		C		N

TDC Club Autotest



Earthmover
Plant Rentals,
Rathcoole

Sunday 12th August

TDC Declan's Avoca River MVAT

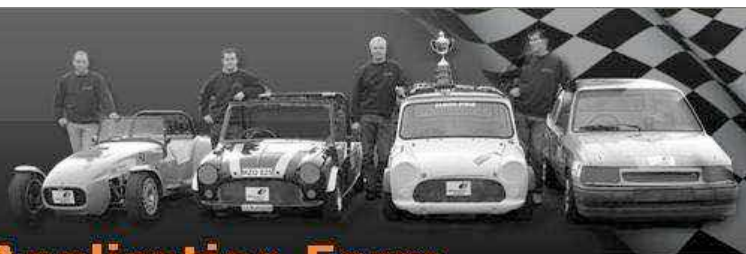


Holfeld's,
Arklow

Sunday 26th August



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