

TDC Turbine

An intermittent missive of random rants, reports & reviews

www.tdcireland.com



December 2018



The Editor with not too much time left before his release

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President's Peregrinations

As we approach the end of another year, I would like to reassure you that the team which makes TDC the successful club that it is, continues to function at a high level of efficiency. 2019 should see the standard being maintained, especially as the committee will remain intact. Please do support the club's endeavours by competing, organising, officiating - indeed, whatever way suits you. To borrow from Tesco - every little helps.

There will be one change next year. Ian McCulloch has decided to step down as editor of the TDC Turbine. He is to be congratulated on his input for the last ten years. If anyone would like to take on the role henceforth please let us know.

There is just one round left in the 2018 Club Championship, so head for Holfeld's on 27th December for the dénouement. The Howard Wilde Hewison event was the final counter in the Autotest Championship. Well done to Richard Meeke, a worthy successor to *veteran, John McAssey.

* John celebrated his 60th birthday in November. Another notable milestone in the same month was Paul Phelan's 70th birthday.

***I wish you all well for the forthcoming festive season
and for 2019***

Larry



*Turn to P26 to discover who was exhibiting
his motorsport penchant on his wedding day.*



Opposite is the front page that heralded a revival of the Turbine. Ten years and 60 issues later, the editor has decided to hang up his pen. Thank you to all who have contributed in whatever way (snippets, snaps, reports), during this time. I would like to mention, particularly, Peter Boyd whose photos gave the Turbine a lift and Joe Doran whose hard copies made it look better than it was. Finally, my wife, Val has been a huge support apart from her typing, censoring, proofreading, etc. input.

Editor



Frank Hussey and Susan Briggs joined the ranks of the literary luminaries who have lit up the pages of the Turbine.

There is also a debutant lensman, Peter Cassidy.



***The Club extends its condolences to Piers MacFheorais and his family on the death, in October,
of Piers's dad, Mairtin.***

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February 2009



Chairman's Chatterings

Welcome to 2009 and, what I hope will be, a resurgent TDC.

A number of new faces, and some old, seven extra bodies altogether, have been persuaded to join the committee. I trust that they will work with the stalwarts that remain to make TDC bigger and better than ever.

Already, Piers MacFheorais has put a huge amount of work into overhauling the website, now to be found at www.tdcireland.com (the old address will continue to work for the foreseeable future, as well as the new one). His new format is easy to navigate and affords you the opportunity to have an input and air your views. Also, you can download membership application forms, regs, entry forms, etc.

While not as radical, Ian McCulloch has put together this newsletter (the *Turbine* title has been used in the past - I hope this one will appear more regularly than its predecessor). It was felt that our mature members, in particular, would be more comfortable with the traditional paper format. Much of what the *Turbine* contains can be found on the website - indeed the complete publication is being posted there.

There are other initiatives: Owen Whelan is masterminding a text assault to supply you with significant information and Joanna Doran is being a very pro-active Membership Secretary.

Of the events the club is promoting this year I would single out the inaugural James Pringle International Trophy Autotest for your support - Jimmy deserves it!

One of the main aims is to build up club membership so try to persuade all your friends, and even enemies, to join up. I also hope that all of our members will remain in the club in the future. If any of you would like to contribute in any way to the club, whether by writing on the website or in the newsletter, if you fancy marshalling or organising events, please let me know. I would be delighted to hear from you.

Joe

Carrera Classic Rally

1st - 15th October

About 20 years ago Bart Rietbergen had the idea to run a 2 week rally from Europe to the Nile. James O'Mahony, partnered by Pat Neville, did the event in a Volvo PV544. Now 20 years later O'Mahony's adventurous side decided to ask yours truly (*Frank Hussey - Ed.*) to embark on a similar adventure but this time from France through Spain to Morocco and



finishing in Marrakech, on this occasion in a Volvo 122. What could be a better excuse to avoid the late Autumnal Irish weather than a couple of weeks' 'leisurely driving' through Southern Europe and North Africa!

The rally, originally scheduled to start in Paris, was shortened with a revised start in La Grande Motte near Montpellier in the Camargue area of Southern France. The Camargue is a large wetlands area inhabited, among others, by flamingos and is famous for its wild, white horses the 'crin blanc' or 'white manes'.

No advance map work was required and an easy to follow road book would be supplied at the start. There would be 3 or 4 regularities a day and 2 rest days during the 2 week rally. What could be simpler! The road book was indeed straightforward but the regularities required all of one's experience.

Day one didn't go too well when I missed a slot and went touring taking a maximum on the 2nd reg. Not a good start. At least we had a "joker" to allow us drop our worst regularity result. Hopefully, things could only get better we thought. And so they did for a few days through the French Pyrenees and Andorra and into the Spanish Pyrenees.

The overnight halts were in Andorra, Zaragoza, Cuenca, Toledo, Cordoba and Ronda. By Toledo, having driven for 25 km on broken dusty roads through the largest desert in Europe we were now inching up the leaderboard to a podium position when a new unmarked road on a regularity caused problems for all crews. The map provided required crews to go straight-on at a crossroads. Unfortunately, the intended route was a narrow left slot off the road we were on (the new main road was not on the map - shades of the old OS 1/2 inch series). We twigged it after a mile or so on the wrong road and we're now down 3 mins. A storming drive by O'Mahony saw us drop just over 3 mins altogether with many crews dropping up to 10 mins. Unfortunately for us, our returning against rally traffic tipped off the later starters that something was wrong. They were able to turn around and ended up dropping less time than us. So after the first week we finished up in 3rd place.

Because some crews were only doing the first week and others the second only the rally was split into 2 legs. The winners of each leg got 50 points with second and third getting 48 and 46 respectively and then 1 point less for each subsequent place. Irvine Laidlaw & Tony



Davies in a 911RS won leg 1 with Jayne and Paul Wignall in a Sunbeam Tiger next.



And so to Morocco. As well as the 2 rest days in Toledo and Fez we also had a full day to get from Rondo (about 100 km from Gibraltar) to Tangier - a 2 hour ferry crossing. This was in large part due to the likely delays at customs in Tangier. Indeed, what could have been a 5 minute routine check took nearly 2 hours and was like a Monty Python sketch. Departing Tangier we had a leisurely drive to our first overnight halt in Morocco – Tetouan. Leaving Tetouan the following morning was, in effect, the start of a new rally.

Morocco was being run as a separate leg. Unfortunately, a sleepy navigator put a dampener on the mood in the car. On the first reg of the day we again missed a small slot and went touring, resulting in another large score. Even with another “joker” we were unlikely to move up much from the 9th place we were now in. A day off in Fez helped improve the mood and the next day’s competition to Ifrane saw us move up a few places. Ifrane is a ski resort in the Atlas mountains built by the French in the 1930s and looks for all the world like an alpine resort. Very surreal! Leaving Ifrane we headed for Merzouga on the edge of the Sahara near the Algerian border. Due to a lack of suitable roads there were limited regularities both on the route south to Merzouga and the run back north to the next overnight in Ouarzazate. We did however fare much better on these 2 days being best each day. Unbeknownst to us, at the overnight halt in Ouarzazate, we had moved up to 2nd on this leg. This was due to a combination of a near clean sheet for us on the few regs and problems suffered by other crews. The last reg into Ouarzazate was run along 5 km of a very rough dry river bed with junctions every 50 m or so. Staying on map was the key and we dropped only 6 secs, 5 of which were due to a slight hesitation at one junction.

The last competitive day saw us tackle 2 high mountain regs of over 30 km each. The first was a benularity mainly at 50 kph. The second was all at 50 kph. A brilliant drive left us with a total of 10 seconds dropped for the 2 regs. Next on 20 s was the ultimate



winner of leg 2 David Liddell & Emrys Williams and after that penalties were in minutes rather than seconds.



Then the “Gods” smiled. We ran out of brakes 2 km after the last reg and had to nurse the car till we found a back street garage who happened to have a pipe flaring tool and James managed to reattach the broken brake pipe.

Arriving in Marrakech we still didn’t know the final results. These were kept secret until the prizegiving. We didn’t know we had won until we were asked to prepare a cúpla focail. A combination of 3rd on leg 1 and 2nd on leg 2 gave us 94 points. Next on 93 were David & Emrys who, even though they won leg 2 were only 6th on leg 1. 3rd place went to Pit and Silvie Linder in an



Alfa Romeo Zagato.

All in all a great event. Spectacular scenery and roads and a great result.

Next event for the 2 of us is the Winter Trial in January 2019. We finished 3rd this year so here’s hoping.

Frank



This year's Laharna Lanes was simply 'fablous', as they say in the deep South. I had asked C-o-C Jonathan Millar to play early Santa and let us have a pre-Christmas present of an event! After calling me an idiot, he fined me €10 (hold onto that, Jonathan, it will only get more valuable to you!) and he duly obliged with a terrific gift, the ultimate 'lanesy' Lanes event.

My pre-event over-anticipation made me fear over-self hype-ness, and even extended to practising notes-calling on my daily DART commute. (*How did your fellow passengers react to that?* - Ed.) Christmas came in October in the far North-East!

Test 1 was the familiar sheep-pens. 20 seconds in we feared it was all over after a gentle non-slowng down lock-up into an on-end concrete drainpipe of Maggie Thatcher status (it was not for moving & didn't!). There are various sorts of collisions:- I've no idea what happened; it happened; I lost it; heard the bang but it didn't!; and ours on the day :- the long slow slide you think won't end badly and does, which led to the pictured bonnet remodelling.



The route then involved two concentric road loops to get all 72 starters out and about on the road. To forestry!

Ballyboley (not the farm lane of yore (Tim's favourite selective location!)) gave us three tests in the woods. Chicanes were bags of hard-core stones intended for post-event surface repairs. Odd beasts, even though we were warned not to hit them as they wouldn't move. Some bags did disappear with no obvious culprit owning up to the pillage apart from, I heard, Mark Francis (apologies Mark if it wasn't you!). But the piles of stones remaining were resolutely solid, like hitting bricks or solid kerbs and flipping cars in the air. Unusual! though I do believe they were used as intended next day: thanks to all the officials concerned, as ever we couldn't do events without you!

Onwards to a quarry / block factory with a difference. It wasn't that difficult to get lost but we didn't (unlike car 1, Christopher Evans who went the wrong side of a divider that wasn't there, or similar! for a fail!). Otherwise, a brilliant test!

A pinch of imprecision in the road book then sent us, and quite a few other aliens, shopping, but a quick flick to the instructions for lap two saw normal service resumed. Called Curries, the next test was half of the long test known as Ballyboley Farm. Then it was away to the forests and back for Wilson's, the other half of Ballyboley. And it was still brilliant. Frank was super-impressed at how 'on it' I was in there: - more tests like this, please!

Another lap of excellent tests; no retail detours and then lunch. Hand of congratulations back at the Halfway House to a worried looking C-o-C, over the road book problem. My "Brilliant! best ever" told him his concern was needless.

Third lap through a reversed run sheep-pens test that flowed better in that direction but the re-arranged concrete drainpipe chicane was tighter: maybe it did move after all! More forestry, blockyard, Curries and a final forest. Very slippery at the outset, this last one stayed treacherous all day as the evening and mist drew in!

And the best saved for very last: another crack at Wilson's. Finish marshal enquired "how are ye?" to be met by Tim's "I'm in one of my favourite places doing something I love doing best" Magic! I could have sat there with a contented grinning for a long time.

Our early indiscretion didn't help our overall



placing but Dermot (Carnegie) had a good run to finish sixth.

The top three were pretty predictable. Robert Woodside (Jnr) doesn't do too many Targas these days - he obviously hasn't lost the knack.





Brother Peter was showing off his “new” MR2 - its “look” was certainly complementary to the personality of its driver. He was guided by Wolfgang Schnittger.

Damien Doran & dad, James were comfortably



inside the top ten until the last test when the Starlet just stopped halfway through and a “max” pushed them down the order.

Best ever Laharna – thanks to Santa Jonathan for the early Christmas largesse. Simply; the event was put together and overseen how it should be by someone who knows what they’re at. Entry, next October, very big please!

Ta to Adrian Hanna for pics

Tim



RESULTS

- 1 Robert Woodside (Jnr)/Bruce Drummond (MR2) 31:32
- 2 Steven Cromie / Keilin Webb (MX-5) 31:47



- 3 David Crothers/Barbara Kane (MX5) 31.48



- 4 David Burns / Connor Murphy (Fiesta) 32:20



- 5 Liam Shaw / JB Shaw (MX-5) 32:38

- 6 Dermot Carnegie / Mark FitzSimon (Escort) 32:43

Other Southern visitors were James Mansfield & Tim Canniffe, John O'Reilly & Nicky Sparks and Christopher Evans & Gillian Haydon



As has become the norm, this was the final challenge of the Coffee Perfection Endurance Championship. Peter Barrable went into this round with an unassailable lead and had only to start the event to



seal his crown. His navigator, Conor Mohan is not disconcerted by the seemingly ambiguous signage. Again, as has been the case in previous years, the event was based in Garahy's truck garage in Fortal near Birr. The Birr Club and the Garahys raise the bar every year and Eithne Garahy and her team of helpers served up a delicious breakfast to competitors and marshals alike. Sign-on and documentation were in the parts department. I managed to come away without some Scania oil filters but enjoyed plenty of banter with Ruaidhri Nash and John Whelan, pictured below offering



guidance to son, Robert. After a brief perusal of the excellent documentation it was time for briefing from C-o-C Ger Brophy and then hit the road. It had obviously been too brief a perusal as we wrong-slotted en route to the first selective and as a result queued up a few places down from our starting position.

This first selective, in Ger Parady's ranch, was a great mix of fast field track and slippery farm yard featuring the infamous underpass. Slithering to a halt in the stop-box brought a shrug and outstretched hands from the friendly marshal. Kevin took this to mean his interpretation of "stop" did not correlate with the marshal's but it turned out, due to a logistical hiccup, that the marshal had no cards to give out! Next was a 2.2 km mix of yard and field in Dermody's Boulevard followed by a 2 km spin around Frydays' pig farm. Anybody misbehaving here was in danger of being set upon by



Kevin & Dave had a more conventional card encounter with Kieran O'Brien - real Birr stalwart, 40++ years a member

Nichola Fryday, a flanker on the Irish Women's Rugby team. Then it was off to Williams' slots 'n slats and a blast around Brackens' Lane. Selective 6 was a half kilometre dash round a farmyard and through some



sheds. Stefan Walsh & Dave Ray are heading into the unknown above. Then it was back to Selective 1 to do them all again.

This morning loop was not without its problems for us. Kevin had been finding gear selection difficult and, during a wheel change, gear oil was spotted on the inside of a front wheel. Further examination revealed a missing level plug on the gearbox. A search of Colin Sheridan's spares found a steering pipe union, which with a bit of insulating tape, plugged the hole. Later in the day we topped up the gearbox with some of Colin's Peugeot spec engine oil using the coolant overflow pipe! Lunch was a rushed affair in Loughnane's Topaz in Birr. Clutch fluid was on the menu and a session of bleeding saw gear selection improved, leaving little time for a delicious sausage sambo before it was time to head out!

The afternoon loop consisted of two laps of four selectives. The first was the epic Kinsellas' Mountain, a brilliant mix of forestry and peat bog, 3.7 kms of fun. Then on to John Grant's 1.4 km lane and Magic Maher's, with Peespeed on snapping duties at the water splash. Of course, we obliged with an indiscretion here. Not so,



Graham O'Donoghue & William Kelly above. The lap ended with a 0.95 km run through Shaws' Farm.

Having completed these four the required twice, we headed back to Garahy's where Eithne and her team had a sit-down dinner ready for us and even a jelly and ice-cream dessert! Between competitors and marshals they fed over 100 hungry people, an amazing achievement!

Angus Sealy had the results done in no time and the prize giving was held in the workshop.

Martin Nugent & Paul Tierney took RWD



honours, Colin & Owen Sheridan won the non-endurance



spec class and also the championship. In the pic they

have just completed their card transaction with Christy Brummell who also works at the Selective Location (Double Jobbing?). Nicole Drought & Aaron McElroy



took the 1-litre endurance class win and championship.

Peter Barrable & Conor Mohan's third was enough to seal the championship, Robert Howard &



Claire Murtagh were second and Kevin O'Rourke & Yours Truly won overall. Kevin surprised me by delegating his oratorial obligations to me but an apprenticeship served listening to victory speeches from Eamonn Byrne and Dermot Carnegie had me well prepared! All-in-all a great day out. Many thanks to the Birr club officials, all the marshals and the Garahy family for their hospitality.

Dave



RESULTS

- 1 Kevin O'Rourke/Dave McAulay (Starlet) 5m 55s,
 - 2 Robert Howard/Claire Murtagh (Starlet) 6m 26s,
 - 3 Peter Barrable/Conor Mohan (Starlet) 7m 20s,
 - 4 Karl O'Donoghue/Evin Hughes (Starlet) 7m 29s,
 - 5 Ross Cullen/Shane Patton (Starlet) 8m 43s,
 - 6 Derek Butler/Ruaidhrí Nash (Starlet) 9m 17s.
- One-litre class winner:* Nicole Drought/Aaron McElroy(Nissan Micra) 11m 57s.

NAVIGATION CARS:

- 1 Colin Sheridan/Owen Sheridan (Starlet) 7m 39s,
 - 2 Robert Lewis/Brian Duggan (Starlet) 8m 23s,
 - 3 David Forde/Eoghan McCarthy (Starlet) 9m 19s.
- Class winners:* Martin Nugent/ Paul Tierney (Escort) 11m 57s, Trevor O'Callaghan/Patrick O'Leary (Impreza) 21m 49s



Philip McDonald & Declan Donohoe in the Tiny Motorsport Starlet were the latest beneficiaries of Eoin Longworth's munificence



Trevor O'Callaghan & Patrick O'Leary



Rob Lewis & Brian Duggan were sixth



Declan Burke & Eoin Longworth

Ray Heney looks a bit suspicious about having his picture taken



Donal Smith & Trevor O'Brien



Ross Cullen & Shane Patton finished well up the order

Pics courtesy of Peter Cassidy, Adrian Hanna & Peter Boyd

December Crossword

Across

- 1 The first half of the aero-engined racing car designed by Reid Railton in 1933 (6)
4 A variety of oil-based paint with dental connotations (6)
7 A tactile type of gauge (6)

Down

- 1 The sort of plate which acts as a hubcap (4)
2 Felix (2)
3 Slang term for Rolls-Royces (7)
5 Seasonal Broderick (4)
6 Richard/David and _____ (4)

October Solution

D	O	C	T	O	R
R		S			E
A					T
G	A	I	T	E	R
	P		A		E
B	E	R	T	H	A
	X		A		D

SNIPPET

Derek Tohill clinched the Parts for Cars Irish Rallycross Championship for the third year in a row by taking a clean sweep of victories at Mondello Park in his Ford Fiesta on Sunday, 21st October. Derek qualified for the day's main race by winning the Supercar Final, eleven seconds clear of former title holder Tommy Graham, and then went on to win the Super Final as well, for the fifth time in six events to put the championship out of reach of his rivals.



pic - Mark Ashby

QUIZ December Questions



1. Who is this?



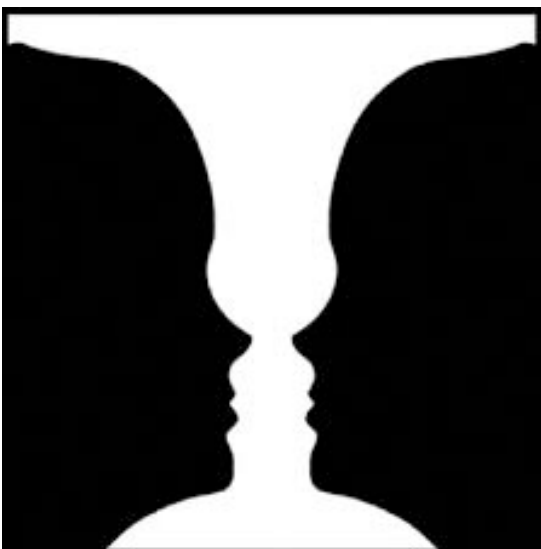
2. And this?

3. Suppose autotests were run on a knockout basis with tandem tests. How many encounters would be required to produce a winner if there were 64 entries?

4. Fill the gap
Triangle, Rectangle, _____, Hexagon

5. What are the next two terms in the sequence below?
1, 10, 11, 100, 101, ____, ____ ?

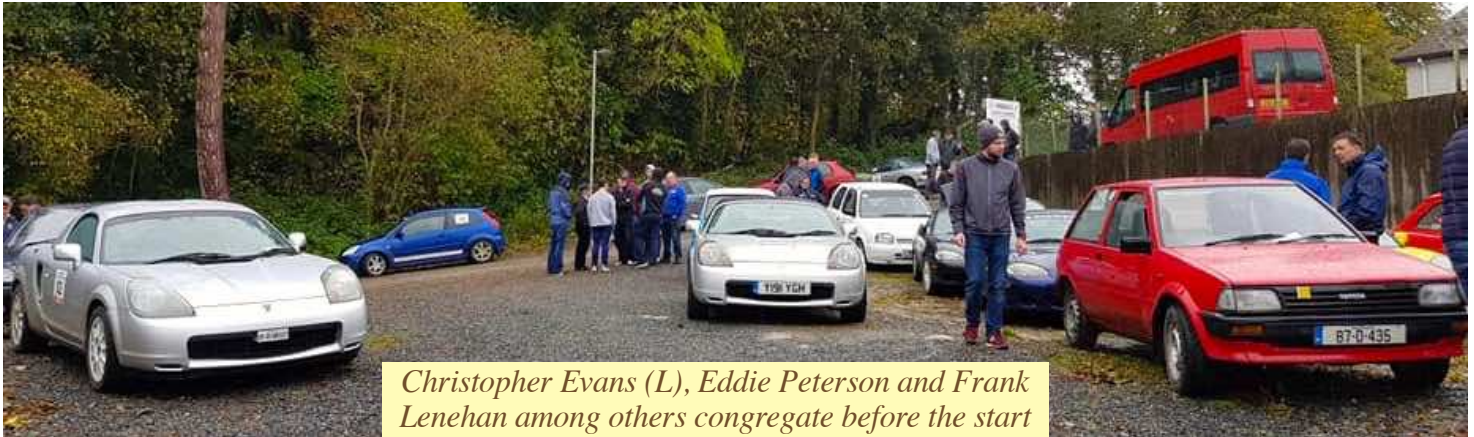
6. What are you looking at here?



Answers on Page 34



7. Why is Ian McCulloch holding an umbrella on a sunny October Sunday in Mondello?



Christopher Evans (L), Eddie Peterson and Frank Lenahan among others congregate before the start

The invite came from James Mansfield to navigate on the Loughgall Targa.
My thoughts: A Targa! One of those blind ones?!
My Answer: Yes! Sounds good!

There was a late date change to the 13th Oct, the same weekend as the TDC Mondello Autotest on the 14th, but logistical arrangements in place, a respectable contingent went north including: Frank Lenahan & Tim Faulkner, Chris Evans & Kevin Fagan, Eddie Peterson & Philip O Reilly, John O Reilly & Nick Sparks, Dermot Carnegie & Mark FitzSimon and (*last, but not least - Ed.*) James & myself (*Susan Briggs*).

We coalesced at a service station for the breakfast pitstop and arrived at Loughgall pretty much together. A new event for me and the thought of the blind tests was daunting. Tim was at hand with some tips for us on the layout/changes from previous excursions - despite his advice not all (or changes to) the diagrams made sense to me - yet. James thankfully did a bit more absorbing than me. Scrutiny and sign-on went smoothly and seeded 24th, we were soon off.

Test 1 had us lining up behind Colin Hazelton &



David White on the beautiful avenue leading up to the main house in Loughgall Country Park. A fun S chicane

and then flat-out up the drive was a great start. The first yard pylon, not positioned as expected, signalled the beginning of a recurring theme of forewarnings of 'wrong way' circles and loops!

While Test 1 was satisfying, Test 2 was not so rewarding. The first section with 'wrong way' loop was grand, but I was thrown by the unexpected/not as diagram tyres and also the scales of spaces previously unseen. Whaaaat? Thankfully, James had this one nailed and forged ahead despite occasional 'silences' from the navigator. Looking down at the diagram to re-assess was no use as - when you looked up - you were now in a different yard!

Test 3: Relief for us both. 90° Ls and 90° Rs, straights, chicanes, 1 right way loop - lovely test.

Test 4: Nailed. Diagram and terrain made lovely sense.

Test 5: OOOps: what seemed like a loop on diagram was only a 'wiggle-wobble' and that 'wrong way' loop had an arrangement of entry tyres that would challenge Confucius. The next super big 'chicane'/wall had us heading into a farmyard we had no business to be in - a tribulation not to be repeated.

Test 6 was a good one for us if not others! What we saw matched what we were expecting and despite more 'wrong way' circle challenges it went well. It's not natural to go 360° anti-clockwise around a cone.

A stretch of the legs and then Lap 2...

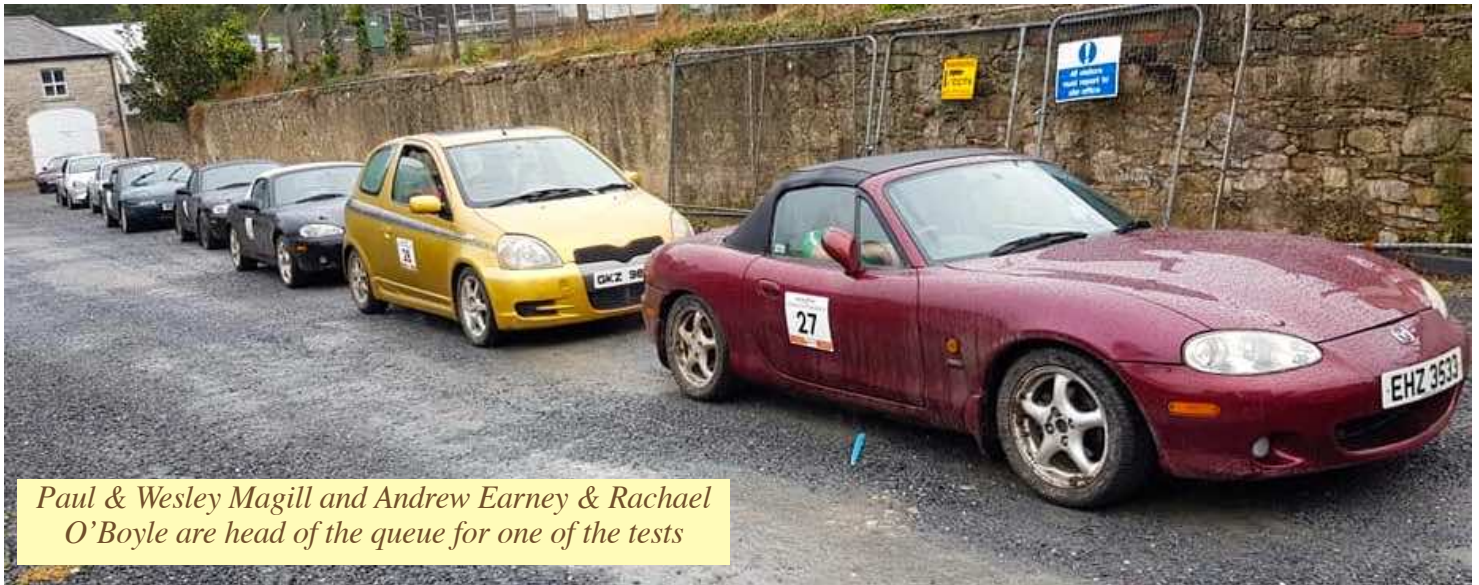
Test 1/7 went well again.

I had wanted to burn the Test 2/8 diagram, but James had my back for confidence (I know - wrong way w.r.t driver/navigator) and we were rewarded with a better time.

Test 3/9: Nailed it.

Test 4/10: Good, although an extra 90° L seemed to have appeared which gave me an anxious moment.

On Lap 3 we were flying. Driver on. Navigator on. Times better! Until a spark plug threw a wobbler on Test 17. Shame. That was a test out to get us. We just



Paul & Wesley Magill and Andrew Earney & Rachael O'Boyle are head of the queue for one of the tests

limped out. A quick bit of ad-lib rehabilitation got us through the last test.

First Targa Thoughts:

Truly beautiful venue in Loughgall – all the tests in one fabulous venue with the trees turning in the autumn rain – wow did it rain!

No miles of roadbook, so a lot less taxing for a novice navigator.

There was a Ladies toilet – Luxury.

The event was very well organised and super fun – thanks N Armagh Motor Club who really welcomed us. It was nice to meet fellow southerners, Gillian Coughlan & Colin Keegan at sign-on.

Brilliant result for Chris & Kevin, winning the event.

Eddie and Philip were a creditable fifth.

Great laughs in our car – with nice feedback from James on my contribution to the day – keeping him out of some ditches – possibly true – I think not so hot in the first farmyard blind navigations - but he never complained.

It was a great targa debut!

Susan



5 Eddie Peterson/Philip O'Reilly (MR2) 21:59
6 Damien Mooney/Tony Anderson (Saxo) 22:00

Peter Caldwell & Chris Henry ran in our vicinity during the day.



Christopher (L) & Kevin, having received their spoils from NAMC stalwart, Harry Burke

RESULTS

1 Christopher Evans/Kevin Fagan (MR2) 21:12
2 Eric Patterson/Raymond Donaldson (MX5) 21:34
3 Douglas Reid/Nathan Mann (MX5) 21:55
4 Martin Loughran/Jack Shepherd (MX5) 21:56

Thursday, 27th December
TDC Christmas MVAT
Avoca River Park, Arklow

Sunday, 27th January
TDC MVAT
Mondello Park, Naas

There was certainly a comprehensive cross-section of autotesting protagonists in attendance on what turned out, as is usually the case where TDC events are concerned even when they're in Mondello, a "pet" day.

Richard Meeke and Philip



O'Reilly had been hard at work. There were two tests which seemed to be doable by the full range of ability present. Philip had decided to make the most of his day out and disappeared for an hour to the Racing School. He was joined by his former work colleague, Mark, who, despite his lack of experience, had the temerity to be quicker than Philip in the single-seater Sheanes!

Linda Dempsey & Helen Caulfield with their consorts Mark and Matt Walsh looked after Test 1, while the more mature Ger O'Connor, Ron Corry and Martin Casey were in charge of Test 2. Martin was semi-incognito in that his trademark yellow taxi has gone to that rank in the sky for moribund motors. His latest conveyance is a more modest shade of blue.

What transpired to be a fracture in the charger input socket of the Club laptop necessitated borrowing a replacement - the 2007 version of Excel on my laptop is too old for Mark Doran's magic Results program. Piers MacFheorais came to the rescue with his perversely Apple logo'd Lenovo.

After four "goes" at each of the two tests there was a hiatus to

allow competitors to refuel (themselves) and to join up the two tests for the "grand prix". This was done twice. For no obvious reason the "time slips" arrived at a rate which allowed their contents to be keyed in expeditiously. Everybody knew where they stood before the GP so strategies as to whether to attack or defend were decided upon. (I think I am probably exaggerating somewhat here - I suspect that everybody just gives it as big a lash as they can - more fun that way!).

The results' team's efficiency was improved by the unexpected sandwich which his wife had surreptitiously slipped into his lunch box. The final standings were "up" while cars were still being loaded onto trailers.

A shrill blast of the "not Timmy Faulkner's" whistle brought some order to proceedings and the multitude mustered for Larry



Mooney to present the awards.

Darren Quille was top of the heap in his Westfield. He was using the event as a shakedown for the Ken Wharton Memorial Autotest the following weekend. He was quickest on every test which, in his own modest way, he put down entirely to the car. It is certainly a very

effective weapon but it does have to be driven.

It was pretty tight amongst the non-Darren experts. Christopher Evans won out from a three penalty

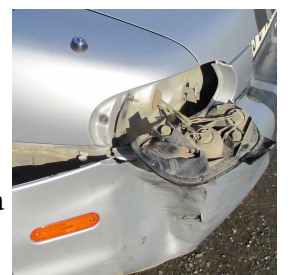


Ron Corry signals one of Piers's penalties

Piers MacFheorais. Another penalty, this time Richard Meeke's only one, on the last test saw him drop to fourth. Stephen Briggs (seen here



attending to a wayward steering wheel knob on sister, Susan's Starlet) was best of the Intermediates. He also had to effect some running repairs on his & Zoe's MX5 after the latter attacked a bale.





Zoe didn't seem to be too upset and it didn't prevent her scooping the Ladies Award. Dave Campion was top of the Novices. Ger Keane

Ger



had his best result to date with second in the Beginners class, behind Conor Clarke.

Editor



Adam Geraghty was again a beneficiary of Cullen/Denning/McGovern munificence. This time he got to sample the Westfield.

RESULTS

- 1 Darren Quille (Westfield) 487.2s,
- 2 Christopher Evans (MX5) 521.2s,
- 3 Piers MacFheorais (MX5) 525.6s,
- 4 Richard Meeke (Starlet) 528.2s,
- 5 John Nolan (Starlet) 530.4s,
- 6 Michael Cullen (Westfield) 545.2s.

BEGINNERS:

- 1 Conor Clarke (Starlet) 629.1s,
- 2 Gerard Keane (Starlet) 693.7s,
- 3 Aoife Ryan (Starlet) 695.6s.

NOVICES:

- 1 Dave Campion (Starlet) 649.3s,
- 2 Cathal O'Carroll (MX5) 661.4s,
- 3 Adam Geraghty (Westfield) 661.9s.

INTERMEDIATES:

- 1 Stephen Briggs (MX5) 593.4s,
- 2 David Meeke (Starlet) 615.7s,
- 3 Zoe Briggs (Mazda MX5) 651.7s.



Dave McAulay



Susan Briggs

Declan Furlong



TDC Turbine



Conal O'Neill



Aoife Ryan



Cathal O'Carroll



Peter Campbell



John McAssey



Michael Cullen



John Nolan



Derek Beglan



James Mansfield

SNIPPET



Larry Mooney was at a function recently and was excited to see that Leslie Fitzpatrick and Simon Legge were there as well. Thus was reunited the crew of an Austin A40 (Farina) which took part in the 1959 Circuit of Ireland. "Three-up" was not unusual at that time - Simon navigated, Larry drove in the tests and Leslie did most of the rest of the driving.



Robin,
Mark,
Ashley,
Steven



Pic Trevor Foster

The clock rolled back for 2018 when the “Ken Wharton” returned to Chateau Impney in Droitwich, Worcestershire, tighter than Arrowmill setting of recent years.

The Republic of Ireland team again finished second, 33 seconds behind Northern Ireland, who won for the seventh year in a row. Third placed England were a further 50 seconds in arrears.

Current Irish Hewison champion, Ian White was



Pic Trevor Foster

best individual driver, 4.3 seconds in front of England’s Richard Pinkney, with NI team leader Steven Ferguson in third place.



The eponymous Ken Wharton

Northern Ireland began nervously and incurred quite a few penalties early on. They recovered and ultimately prevailed despite class-winning performances from Ian White and Davy Thompson. Darren Quille broke a driveshaft on the final test which didn’t help the RoI’s cause.

RESULTS

- 1 Northern Ireland (Steven Ferguson, Robin Lyons, Ashley Lamont, Mark King) 1997.4s,
- 2 Republic of Ireland (Ian White, Chris Grimes, Darren Quille, David Thompson) 2030.4s,
- 3 England (Malcolm Livingston, Dave Fox, Richard Pinkney, Mark Thornton) 2080.8s,
- 4 Scotland (Paul Fobister, Charlie Lower, Willie Keaning, Warren Gillespie) 2243.4s,
- 5 Wales (Dave Evans, Charlie Lower, Ian Chapman, Dafydd Roberts) 2273.7s.

Individuals:

- 1 Ian White (Mini Special) 487.3s,
- 2 Richard Pinkney (Caterham) 491.6s,
- 3 Steven Ferguson (Mini-Nova Special) 493.6s,
- 4 Robin Lyons (Mini) 494.1s,
- 5 Malcolm Livingston (Lindsay Special) 495.1s,
- 6 Ashley Lamont (Westfield) 499.1s,
- 7 David Thompson (Nova) 499.3s,
- 8 Mark King (Nova) 510.6s,
- 9 Dave Fox (Mini-Nova) 519.8s,
- 10 Chris Grimes (Mini) 520.6s,
- 11 Willie Keaning (Striker) 521.2s,
- 12 Darren Quille (Westfield) 523.2s.

Class winners: Robin Lyons, David Thompson, Richard Pinkney, Ian White.

Reserves:

- 1 Paul Mooney (Mini-Nova Special) 487.2s,
- 2 Guy Foster (Mini Special) 493.9s,
- 3 Alastair Moffatt (Mini Special) 496.1s,
- 4 Peter Grimes (Mini-Nova Special) 505.6s,
- 5 Jamie McMillan (Nova) 515.3s,
- 6 Chris Chapman (Striker) 524.6s.

Class winners: Charlie Lower (Mini) 568.1s, Jamie McMillan, Chris Chapman, Paul Mooney.

TDC Turbine



Pic Trevor Foster

*Left (from top to bottom)
Davy Thompson
Darren Quille
Chris Grimes*

*Below (from top to bottom) Reserves
Guy Foster
Peter Grimes*



Pic Trevor Foster



Pic Trevor Foster



Pic Trevor Foster



Pic Trevor Foster

Committee Notes

Resumé of proceedings at committee meetings Oct, Nov 2018

- Organising personnel were “appointed” and arrangements discussed for forthcoming events.
- Decision by MI imminent regarding the possibility of one-day licences for single venue MVATs and passengers for Autosolos / “normal” Autotests.
- Ger Keane addressed committee on Child Welfare responsibilities.
- Ian will act as Designated Officer.
- Volunteers for Welfare Officer in addition to Ger being sought.
- TDC to seek registration to enable Garda vetting for committee.
- Philip was congratulated for on-line entry form set-up
- Philip still putting together GDPR policy.
- First Aid Kit has been acquired by Kevin to complement defibrillator at events.
- YouTube movie uploads project remains “live”!
- Letter from Ken Wharton team thanking TDC for its support.
- Mark Walsh to go ahead with purchase of TDC beanie hats.
- Joe to investigate TDC car stickers for positioning on inside of windows.
- AGM provisionally set for Friday 1st/8th February. Richard to approach DMYC.
- Mondello unable to accommodate “Howie Wilde” on 11th November. Offered 18th in lieu.
- On-line membership form for 2019?



There were only two representatives from the Republic for this event amongst the 93 starters - Ted Gaffney, who had Brian Goff along for the spin in his 850 Mini, and Dermot Carnegie was the other one. He had Paul Bosdet guiding him in his Volvo PV544.

Both had good runs - Dermot (R) & Paul



particularly so. Bossie kept his shopping trips to a minimum and they were 4th overall.

Ted (R) & Brian didn't do so badly either. They were 3rd in class and 22nd overall.



The route took competitors from Harrogate to Bristol, via a three and a half day circuitous route. Ted set up a WhatsApp group, which I was invited to join. This kept his fan club well informed. What follows is a selection of his observations just to give you a flavour of his experience.

"broke down driving into Scrutiny due to a faulty distributor! - it was soon sorted"

"in the queue for a long day to Sutton Coldfield, eta 20:45"

"on the tests will try not to get confused between left and right while going backwards"

"a few problems during the day - two test fails and a stop on Harewood Hillclimb to fix carburettor issue (float chamber needle sticking). A wiper blade will also need to be replaced before we start tomorrow"

"the back bumper got a little "bump" this evening in



Celtic Manor in Wales - driver error!"

"made it to the finish and we were delighted with our 3rd in class. Dermot was even more delighted".

P.S. The winners were Paul Wignall & Mark Appleton in an Alfa Romeo Giulietta Sprint.



A 6:00 am start saw Frank (Lenehan) and Tim (Faulkner) arrive in good time for the C-more Flying Club supported Targa, based in the club's airfield. While the preliminaries seemed not to be as slick as on some other events - there were still a good number queuing for breakfast when Briefing began - the event itself started promptly and was terrific in every respect. Some competitors who prefer not to abuse their cars did have some misgivings about a few sections which threatened their pride and joy's integrity. It can be very difficult to put together decent length tests without including the occasional dubious bit.

There were two laps of six tests followed by a grand finale, Test 13. This was a mile long spin alongside the perimeter hedges of several fields. The immediate thought at the finish was "Can we do it again, please?"

Anyway, back to the beginning. Test 1 was centred on the runways with lots of wiggle-wagging. It was designed differently to last year when there were numerous excursions onto the grass which can't have been welcomed by the Flying Club's ground staff.

Test 2 was a nice concrete lane.

Test 3 was a quarry which featured what must be one of the biggest rock crushers in the country. It wasn't quite as per diagram but that didn't matter too much as it was taped and arrowed comprehensively - until the second lap. The more enthusiastic competitors had succeeded in dislodging/removing some of these directional aids rendering the recommended route less recognisable.

The adjacent Rally School was the venue for Test 4. This is in a quarry at the top of a hill. The test was below you on the approach so, in theory, the layout could be seen. In practice low cloud/mist resulted in visibility issues. Most discommoded were the marshals for whom the conditions were particularly unpleasant. Tim was doing his Kevin Fagan impression on this one with a stream of "Don't lift"s. Unusually, Frank ignored him. It's an exhortation he rarely needs. I suspect it was his "new" car which required some getting used to. Frank's daughter, Joanna, had "suggested" that he acquire Eamonn's (Byrne) black Starlet as the end of Eamonn's Yaris gestation period is imminent.

Test 5 was in the capable hands of the marshal ensemble which styles itself "The Enniskillens". Do they have fusilier aspirations and, if so, should they be provided

with muskets to keep the competitors in order? This was great - big and open, though a bit of a jump just before the finish saw the ground cut up to the extent that the finish was brought forward for the second lap.

Test 6 was essentially a "right-way" and "wrong-way" circumnavigation of an 80 ft high mound of sand, albeit a bit trickier than the foregoing might suggest.

The road mileage was just 37. Another "plus" was that the "Airfield" and "Enniskillens" tests could be "walked". Also the "Rally School" and the second "lane" had been used in similar fashion previously.

Frank & Tim, who were No. 3, arrived at lunch not long after the last car had left to begin its first lap. They were finished sufficiently early to be in Monasterboice for sustenance at 4:00 p.m. which meant that Tim was home in good time for "the match".

Of the southerners, Robert & John Whelan were best in sixth, having recovered from a poor first test. Eddie Peterson & Philip O'Reilly were just behind them in the MR2. They had been put into Class 1 which led some to wonder if that meant Eddie had to do the event in reverse. Frank & Tim were twelfth which, given the "strangeness" of the car, was semi-respectable.

James Mansfield, who had Dion Coyle alongside, was cognisant of his needing the car for the Howard Wilde Autotest the following day so he was driving within himself. Ciaran & Hannah Garahy also made the trip, as did Peter Campbell & Niall Finn in the former's Seicento which was also destined for the "Howard Wilde". Philip and Frank were also involved in the latter.

Jack Brien had sister Tiffany down to guide him but, as is often the case, she found something more attractive with which to occupy herself. So Matthew Mason volunteered for the "white knuckle" experience. This would not be foreign to him, though he would normally be the deliverer of same.

At the head of the field Eric Patterson & Raymond Donaldson led at half-way, but fell back to third by the end. The Fiesta of the ever-improving David Burns & Connor Murphy was leading by a second going into the last test but a super effort by Dougie Reid and his first-time navigator, Craig Manley found the two seconds required for the narrowest of victories.

The Editor in conversation with Tim



RESULTS

1 Douglas Reid / Craig Manley (MX-5)	980
2 David Burns / Connor Murphy (Fiesta)	981
3 Eric Patterson / Raymond Donaldson (MX-5)	991
4 Angus Johnson / Mark Francis (MX-5)	1001
5 Trevor Ferguson / Steven Ferguson (MX-5)	1005
6 Robert Whelan / John Whelan (Starlet)	1005
7 Eddie Peterson / Philip O'Reilly (MR2)	1008



The Top Three, courtesy of Derek Smyth



TDC Howard Wilde Memorial Autotest

18th November

It was another sunny Sunday for TDC. If one was metaphysically inclined, there might be a temptation to suggest that the Club has been a positive influence in some other "world" and is being rewarded with statistically improbable clement weather for its events, in the last couple of years, at least. Of course, if one knew anything about statistics one would realise that such a conjecture is nonsense - it is just in the "lap of the gods!"

The double whammy of date change and late confirmation did not deter an encouraging 34 competitors from turning up. Just as encouraging was that nearly all of these availed of the online-entry facility. Only two of those on the original entry list had to fill up forms at sign-on along with the six who turned up on the day. This makes the whole process much more streamlined. It also allows marshal check sheets and the results application to be populated in advance.

Highlight of the briefing was the blowing out of a candle by the ageing John McAssey to acknowledge his 60th birthday earlier in the week.

What was disappointing in this regard was the ignorance of those present of another significant milestone - the 70th birthday of the legendary Paul Phelan/Felix



on the day after the event. We will definitely be ready with a cake for his 80th.

With our willing band of marshals in position it was time for the "off". There seemed not to be the prevarication normally associated with a Hewison Round (maybe the big turnout of "normal" drivers helped) and there was a steady flow

of competitors through the tests. There were two men in a hurry - domestic considerations - David



Jenkins, our only (very welcome) visitor from the north and Declan



Furlong. They completed their three laps in jig time before departing for domiciliary duties.

There was a short lunch break which seemed not to prolong proceedings unduly and with times having been logged promptly as they were delivered, results were posted before everybody had loaded their cars.



Zoe Briggs won the Ladies Award

The battle for the Howard Wilde Trophy was a tight one between Ian White and Davy



Thompson, until the former broke a shaft.

Davy was presented with the trophy by former winner (a long time



ago) TDC luminary, Frank Lenehan. It was good to see Davy, who is a fabulous driver, get his name added to the list of prestigious names on the plinth. His Nova is normally at somewhat of a disadvantage to the more nimble Specials.



Guy Foster didn't let the sun get in his eyes and was second ahead of Daniel Byrne's Mini saloon having one of its/their occasional forays and Ian



Daniel

White's woes saw him drop to



fourth. Tom Devaney was best of the Westfields.

Christopher Evans, cheered on by dad, Clive and son, Will, pipped Piers MacFheorais by just 0.2s to claim the



road-going class. James Grimes won the Beginners' class. Niall Murray was the only retirement. His MX5 suffered coil collywobbles sufficiently catastrophic to compel him to retire at the end of the first lap. Did he suffer similarly on the ALMC Endurance Trial in February?



James

Mondello really is a terrific venue - lots of space, comfortable office, as compact as you wish to make it, immaculate loos and not a bit of litter in sight.

As ever, the preparation for this event seems to happen as if by

magic. Eamonn & Piers draw the tests; Eamonn, Richard & Dave Meeke, Phillip O'Reilly and Frank Lenehan put the tests on the ground at the crack of dawn, Philip and Felix do paperwork and marshals offer their services and get on with the job with the minimum of fuss.

Editor 

RESULTS

- 1 David Thompson (Nova) 525.3s,
- 2 Guy Foster (Mini Special) 544.4s,
- 3 Daniel Byrne (Mini) 545.2s,
- 4 Ian White (Mini Special) 551.5s,
- 5 Chris Grimes (Mini) 561.3s,
- 6 Liam Cashman (Nova) 588.6s,
- 7 Tom Devaney (Westfield) 595.2s,
- 8 Paul Phelan (Mini Special) 641.7s,
- 9 Mark Guerin (Westfield) 642.1s,
- 10 Michael Cullen (Westfield) 650.1s.

Class winners: Daniel Byrne, Guy Foster, Tom Devaney, David Thompson, Christopher Evans, James Grimes, John O'Reilly, Zoe Briggs.



Mark Doran brightened up proceedings in his Escort



Christopher Evans was not the only one with familial support. Mark Guerin had dad, Paddy in attendance.



*There's a connection here.
Rob Bolton is in his recently recommissioned (courtesy of Gerry Campbell's TI Autos) Alfa GTV6. The Seicento is being driven by Peter Campbell (son of Gerry) who is an important cog in the TI Autos set-up. Peter's car is sporting an attractive layer of Gortin grime from its outing the previous day.*

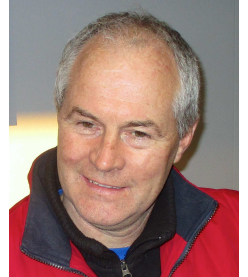
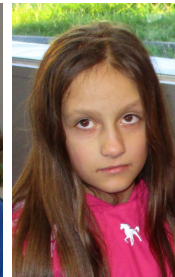
Geoff Long keeps a beady eye on John Nolan



The Cashman boys - Liam (top) and Michael



Does Trevor Foster think that MI Steward is an undercover role?



A selection from the Grimes' entourage - Morgan, Yuria Nitlasku & Matt

Thursday, 27th December
TDC Christmas MVAT
Avoca River Park, Arklow

Sunday, 27th January
TDC MVAT
Mondello Park, Naas

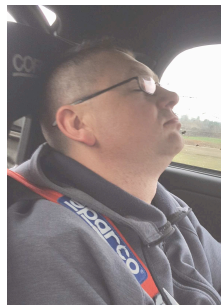
James Mansfield managed to wash his car after its northern excursion



RENEW YOUR CLUB MEMBERSHIP ONLINE

Use the link on the Club website or Facebook page to make this chore painless
(The facility is not available quite yet but you won't have to wait too long for it to manifest itself)

I was intrigued when I was having a pre-event snoop at the entry list and spotted Christopher Evans down in a Lotus Elise. This was followed by disappointment when Adrian Hanna's post-event pics featured Christopher in his MR2. I presume that the Elise lived up to its LOTUS acronym - Lots Of Trouble, Usually Serious and had to be left at home. I



was also surprised that Christopher and Kevin (Fagan) had finished further down the order than might have been expected. I'm not casting aspersions but Kevin's work Christmas Party was on Friday night so he was maybe not quite as sharp as he usually is. I do recall, in a previous report, an image of him snoozing in the tow car. I wonder if he was catching forty (or more?) winks during the event itself. (Christopher's snap would suggest so.) Certainly, a mishap on the second test did result in a "fail". I'm not sure about any other indiscretions. It should be said, in mitigation, that running at No. 1 is somewhat of a disadvantage - then again, they should be used to it! They actually got lost on their way to the event and tried to blame Nicky Sparks, sitting with John O'Reilly, who they claimed to be following. To be fair, there was a diversion from the obvious route to be negotiated. This had been flagged by Norman Ferguson. How does Norman hear about these impasses?

After last year's snow woes the action this time was further south. HQ was the Ardboe Hall, a community centre, near Cookstown. Dermot (Carnegie) and Mark (FitzSimon) forewent their usual Glenavon



Hotel stopover and opted for the early departure from Dublin. Having been scrutinised sensibly they headed for sign-on. Dermot was asked if any amendments needed to be made to his entry form. He wondered were

there any navigators looking for a seat as he would be only too delighted to make a change if someone competent was available. The most memorable element of the preliminaries was the "briefing" - Timmy (Faulkner) didn't ask a question!

The majority of the tests was mucky whatever the underlying surface was - concrete or "lane" - and featured lots of puddles. For the most part they "sort-of flowed"! The diagrams reflected reality more authentically than is often the case, though there were still plenty of opportunities to go astray. Test 2, the nemesis for Christopher and Kevin, featured a mound which had to be negotiated in a not particularly obvious fashion. Mark did manage it despite Dermot's encouraging "I hope you know where you're going" as they were about to start the test. As usual there was no "walking" but it was possible to see some of the layout from afar. You could also watch the cars ahead to give you some idea. Christopher & Kevin didn't, of course, have that opportunity. Mark had a couple of moments. The first was at a test finish when the marshal suggested he had done a wiggle-woggle left/right instead of right/left. It was their second "go" at it and he was sure that they had done it as prescribed. He eventually managed to convince the marshal likewise. The other hiccup was finding the exit from a yard after circling a pylon. The diagram was a bit misleading. Fortunately, there was a timing anomaly. Even with their slight deviation, they finished the test 8 seconds earlier than they had started it! A "notional" time didn't put them at a disadvantage.

The best test involved grassy mounds which had to be negotiated right-way and wrong-way. They would happily have done this one all day.

Dermot & Mark were seeded 11, so they were happy with twelfth place. Even happier were Frank (Lenehan) & Timmy who were tenth. Frank is really



enjoying the "new" Starlet. Peter Faulkner and Wolfgang Schnittger didn't quite live up to their 7 seeding though there was a 7 in their finishing position. I noted in the results that his MR2 is described as an



MR2 Gazoo. Is this a model with extra soundproofing that absorbs Peter's stentorian observations?

Best of the southerners, in a fine seventh place



were John & Nicky.



Gillian Coughlan & Colin Keegan made the trip, as did Cathal O'Carroll & Maurice McMonagle.



Damien Mooney & Tony Anderson emerged at the top of the pile. This wasn't too much of a surprise. Neither was the rest of the "top three" - Matthew Mason & Ben McKee and Liam & Conor Shaw.

The Editor in conversation with Mark



RESULTS

1 Damien Mooney / Tony Anderson (Saxo)	16:13
2 Matthew Mason / Ben McKee (Micra)	16:29
3 Liam Shaw / Conor Shaw (MX-5)	16:35
4 Trevor Ferguson / Steven Ferguson (MX-5)	16:38
5 David Crothers / Barbara Kane (MX-5)	16:44
6 Douglas Reid / David Patterson (MX-5)	16:53

Adrian Hanna is again responsible for pics

MANTA MAKEOVER

Joe's Manta is a family heirloom at this stage. As such, it is only fitting that it be given a new lease of life. The project started out tamely enough - replace the tired engine and perhaps the crow's nest of cables that is the Manta's nervous system. Also surgically remove the tin worms that have made the Manta their home over the last few decades.

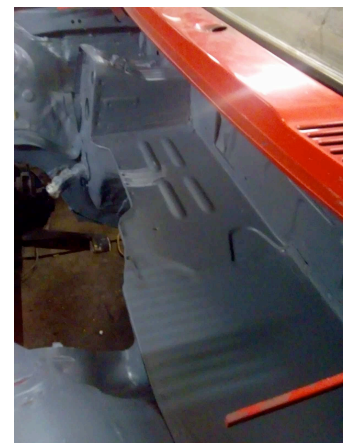
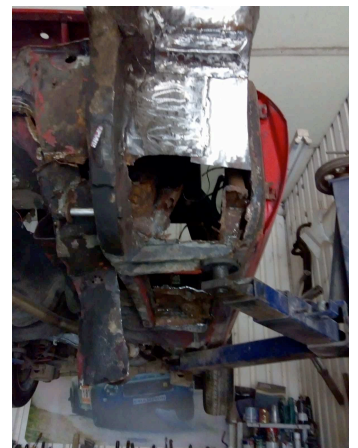
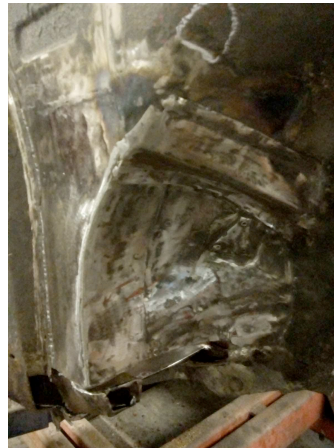
However, once the engine, gearbox and carpets were removed, it was clear the shell was not up to the task of going over a speed bump, let alone handle the extra horseys we had planned.

New floor pans, gearbox tunnel and chassis legs are the main bulk of the work being carried out. On top of that, there are numerous other welding tasks, along with new engine, gearbox and other major organs. When complete, there will be no excuse.

Mark



A random selection of pics accompanied this piece - I leave it to your good selves to interpret them. The only descriptions I can apply are "before" and "after". - Ed.



SNIPPETS



Is this an example of hogging the limelight or just inept photography? Ian White and dad, Bill relaxing after the Howie Wilde Autotest.

Judy Lambert and Owen Murray tied the knot in All Saints' Church, Carysfort Avenue, Blackrock, on a lovely, sunny 19th



October. Their honeymoon is/was unsurprisingly an action-packed affair which would tire you out just reading about it on Facebook!

QUIZ October Answers

PIC - Johnny Bambury



1 Who is Peter Lynch pointing the finger at?
(Not Jordan Dempsey - the other guy)
Tommy Byrne, at Mondello's 50th Anniversary meeting



2 Who is the elderly "gentleman" replenishing the line?
The Editor (clutching his lunch bag just in case somebody might be tempted to make off with it)



3 Who is this "behind the scenes" lynchpin?
Angus Sealy, the brains behind "Rally Results"

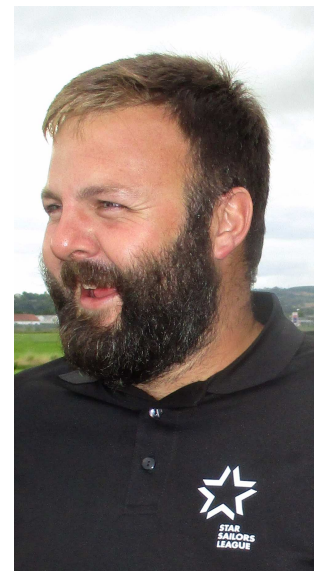


4 Who are these guys and what are they up to?
Stephen Briggs (L) & Piers MacFheorais effecting a repair to the braking system on Piers's trailer after the Cavan MVAT

6 Who is this suffering a sartorial struggle?
Stephen Briggs again. This time he is at Holfelds removing his wet weather gear which, happily, proved not to be needed



5 Who is wearing this distressed plimsoll? (This is so difficult that I might give a prize if anyone gets it.)
It belongs to Stephen Milne who was competing in the TSSC MVAT. He is more of a sailor than a driver - hence my description of his footwear as plimsolls. As I'm sure you all know Samuel Plimsoll (10 February 1824 – 3 June 1898) was an English politician and social reformer, now best remembered for having devised the Plimsoll line (a line on a ship's hull indicating the maximum safe draft, and therefore the minimum freeboard for the vessel in various operating conditions).



TDC Club Championship 2018

2018 Autotest Championship Final Standings

Overall Premier Award

Richard Meeke

Beginners

1st Aoife Ryan
2nd Gerard Keane
3rd Conor Clarke

Intermediates

1st David Meeke
2nd Stephen Briggs
3rd Zoe Briggs

Novices

1st Rod McGovern
2nd Dave Champion
3rd Cathal O'Carroll

Experts

1st Piers MacFheorais
2nd John Nolan
3rd John McAssey

		Rd 1 MVAT 28-Jan	Rd 2 Club AT 11-Mar	Rd 3 MVAT 8-Apr	Rd 4 Birr AT 22-Apr	Rd 5 PCT 29-Apr	Rd 6 Club AT 6-Jun	Rd 7 MVAT 24-Jun	Rd 8 PCT 25-Jul	Rd 9 Club AT 12-Aug	Rd 10 MVAT 28-Aug	Rd 11 Club AT 14-Oct	Rd 12 Hew AT 18-Nov	Full Total	Best 9
	Intermediates														
1	David Meeke	13	18	16	19	20	16		20	20	18	18	18	196	167
2	Stephen Briggs	16	17	13		13	14	19			17	19	19	147	147
3	Owen Murray	17		15	20	18	17		19	19				125	125
4	Colin Sheridan	12	15	14	18	14		20	18					111	111
5	Zoe Briggs	7	16	9			11	17			16	17	17	110	110
6	Mick Kehoe	15		18		19	15		15		19			101	101
7	Niall Murray	19	20	19			20				20		0	98	98
8	Michael Cullen	14	19	17								20	20	90	90
9	Jack Quinn	9		12		16	10	16	10		12			85	85
10	Anthony Freeney			11					17	18	15			61	61
11	Eoin Murray	20		20			19							59	59
12	Jay Donegan	8		10			18	18						54	54
13	Paddy Lombard						12		14		13			39	39
14	Karl Grehan			8	17		13							38	38
15	Myles O'Reilly					17			16					33	33
16	Patrick O'Leary				16				13					29	29
17	Eoin Longworth	3			14				11					28	28
18	Brian Flanagan		14						12					26	26
19	Johnny Whelan	18												18	18
20	Martin Nugent				15									15	15
21	Ian McCulloch					15								15	15
22	Craig MacWilliam	0									14			14	14
23	Kevin Fitzgerald	11												11	11
24	Mark Nugent	10												10	10
25	Ted Gaffney	6												6	6
26	Karen Gaffney	5												5	5
27	Noel Broderick	4												4	4
	Experts														
1	Richard Meeke	13	17	19	19	19	19	13	20	20	19	17	7	202	169
2	Piers MacFheorais	16	16	16	17	16	16	17		19	18	18	9	178	153
3	John McAssey	9	14	10	18	20	14	12	19	17		15	8	156	139
4	John Nolan	11	15	13	15	15	18	15	16		15	16	6	155	138
5	Philip O'Reilly	10	12	14		17	15	14	17		17	14	4	134	130
6	Brian Kingston	15	13	12	14		13	16		18				101	101
7	Liam Cashman	18	18	18	20								15	89	89
8	Christopher Evans	19						19			20	19	10	87	87
9	Frank Lenehan	12		11		18	12		18		16			87	87
10	James Mansfield	5	11	8	13			9			14	13	3	76	76
11	Eamonn Byrne	20		20				20						60	60
12	Darren Quille	17	19									20		56	56
13	Mark Doran			15			17	18					5	55	55
14	Eddie Peterson	14		17			20							51	51
15	Guy Foster		20										19	39	39
16	Joe Doran	6		9			11	10						36	36
17	David Thompson												20	20	20
18	JJ Farrell	8						11						19	19
19	Dave McAulay			7								12		19	19
20	Daniel Byrne												18	18	18
21	Ian White				16								17	17	17
22	Stefan Walsh													16	16
23	Chris Grimes												16	16	16
24	Tom Devaney												14	14	14
25	Paul Phelan												13	13	13
26	Michael Cashman												12	12	12
27	David Jenkins												11	11	11
28	Andrew O'Donohoe						10							10	10
29	Trevor Hamilton	7												7	7
30	Kevin O'Rourke	4												4	4

TDC Turbine

OVERALL		Rd 1 MVAT 28-Jan	Rd 2 Club AT 11-Mar	Rd 3 MVAT 8-Apr	Rd 4 Birr AT 22-Apr	Rd 5 PCT 29-Apr	Rd 6 Club AT 6-Jun	Rd 7 MVAT 24-Jun	Rd 8 PCT 25-Jul	Rd 9 Club AT 12-Aug	Rd 10 MVAT 28-Aug	Rd 11 Club AT 14-Oct	Rd 12 Hew AT 18-Nov	Full Total	Best 9
1	Richard Meeke	11	17	17	19	17	19	12	20	20	18	17	5	192	164
2	Piers MacFheorais	14	15	14	17	9	15	17	17	17	17	18	7	160	144
3	John McAssey	0	12	6	18	18	13	10	18	15		14	6	130	124
4	John Nolan	8	13	11	15	7	17	15	0		12	16	4	118	114
5	David Meeke	0	7	5	12	15	6		19	14	11	10	0	99	99
6	Brian Kingston	13	11	10	13		12	16		16				91	91
7	Niall Murray	17	16	18			18				20		0	89	89
8	Philip O'Reilly	0	10	12		11	14	13	0		14	13	1	88	88
9	Liam Cashman	16	18	16	20								15	85	85
10	Christopher Evans	19						19			19	19	8	84	84
11	Owen Murray	0		4	14	12	8		16	12				66	66
12	Eamonn Byrne	20		20				20						60	60
13	Frank Lenehan	9		7		13	9		4		13			55	55
14	Darren Quille	15	19									20		54	54
15	Mark Doran			13			16	18					2	49	49
16	Eoin Murray	18		19			11							48	48
17	Michael Cullen	0	14	8								15	11	48	48
18	Eddie Peterson	12		15			20							47	47
19	Rod McGovern	0	8				7		9	19			3	46	46
20	Conor Clarke	0		1	8				17		9	9		44	44
21	Mick Kehoe	0		9		14	5		0		15			43	43
22	Guy Foster		20										19	39	39
23	Morgan Evans					20			15					35	35
24	John O'Reilly	7						11			16		0	34	34
25	Stephen Briggs	0	5	0		0	3	6			8	11	0	33	33
26	Philip Hughes					19			13					32	32
27	James Mansfield	0	6	0	4			1			7	12	0	30	30
28	David Campion	0	4	0	0	6	0	0	8		5	7	0	30	30
29	Colin Sheridan	0	2	2	7	0		7	10					28	28
30	Percy Pennefather					16			11					27	27
31	Robert Whelan	10						14					0	24	24
32	Cathal O'Carroll	0						0		13	4	5		22	22
33	Simon Evans	0		3				8			10			21	21
34	David Thompson												20	20	20
35	John Farrelly	0							0	18				18	18
36	Daniel Byrne												18	18	18
37	Ian White												17	17	17
38	Stefan Walsh				16									16	16
39	Chris Grimes												16	16	16
40	Anthony Freaney			0					3	10	2			15	15
41	Susan Briggs	0		0				0	6	8	0	0		14	14
42	Eoghan Kavanagh								14					14	14
43	Tom Devaney												14	14	14
44	Jay Donegan	0		0			10	3						13	13
45	Declan Furlong	0		0				0	7		6	0	0	13	13
46	Paul Phelan												13	13	13
47	Zoe Briggs	0	3	0			0	0			3	6	0	12	12
48	Gerard Keane	0	0	0	0	0	0	0		9	0	3	0	12	12
49	Sean Fitzpatrick	0		0				0	12					12	12
50	Mark Guerin												12	12	12
51	Aoife Ryan	0	1	0	0	8	0		0		0	2	0	11	11
52	Luke O'Neill	0		0	11									11	11
53	Thomas Hughes									11				11	11
54	Lukasz Choma	0			10									10	10
55	JJ Farrell	0						10						10	10
56	John Farrar					10								10	10
57	Michael Cashman												10	10	10
58	Matthew Walsh	0						9						9	9
59	Ronan Kearns		9											9	9
60	Darren Delaney				9									9	9
61	David Jenkins												9	9	9
62	Joe Doran	0		0			4	4						8	8
63	Dave McAulay			0										8	8
64	Adam Geraghty	0						2			1	4		7	7
65	Myles O'Reilly					5			2					7	7
66	Alex Round									7				7	7
67	Mark Francis	6												6	6
68	Andrew Boland	1		0				5						6	6
69	Karl Grehan			0	6		0							6	6
70	Johnny Whelan	5												5	5
71	Kieran Garahy				5									5	5
72	Michael Dwyer								5					5	5
73	Angus Johnson	4												4	4
74	Jack Quinn	0		0		4	0	0	0		0			4	4
75	Simon Brien	3												3	3
76	Lar Hogan				3									3	3
77	Ian McCulloch					3								3	3
78	Jack Brien	2												2	2
79	Mark Shanahan	0			2									2	2
80	Paul Sealy					2								2	2
81	Andrew O'Donohoe						2							2	2
82	Eric Byrne	0		0			1							1	1
83	Robert Ingram				1									1	1
84	Peter Quinn					1								1	1
85	Tim Swail								1					1	1
86	Peter Campbell											1	0	1	1

See Website
for Autotest
Details and
latest
Overall
Standings

Queries to
Stephen
Briggs at
sb@iol.ie



This is a sign I
came across in
Ballyvaughan.

Curious amount
to choose for the
fine.

TDC Turbine

		Rd 1 MVAT 28-Jan	Rd 2 Club AT 11-Mar	Rd 3 MVAT 8-Apr	Rd 4 Birr AT 22-Apr	Rd 5 PCT 29-Apr	Rd 6 Club AT 6-Jun	Rd 7 MVAT 24-Jun	Rd 8 PCT 25-Jul	Rd 9 Club AT 12-Aug	Rd 10 MVAT 28-Aug	Rd 11 Club AT 14-Oct	Rd 12 Hew AT 18-Nov	Rd 13 Autosolo 27-Dec	Full Total	Best 9
Beginners																
1	Aoife Ryan	13	20	16	12	20	19		13		18	18	18	18	167	155
2	Gerard Keane	0	17	9	11	17	17			18	17	19	17		142	142
3	Conor Clarke	18		20	17				20		20	20		13	115	115
4	Susan Briggs	1		7				17	17	17	14	14		19	87	87
5	Derek Beglan							19	9		15	15			58	58
6	Eric Byrne	17		18			20								55	55
7	John Farrelly	19							14	20					53	53
8	David Fitzpatrick	11		14				20	7						52	52
9	Conal O'Neill	12			2						19	16			49	49
10	Daragh Denning		19				16		6						41	41
11	Harry McGovern		16				15		10					12	41	41
12	Luke O'Neill	5		15	20										40	40
13	Sean Fitzpatrick	0		6				16	18						40	40
14	Shane Patton	7		12				18							37	37
15	Peter Campbell											17	19		36	36
16	Lukasz Choma	14			19										33	33
17	Finbar O'Neill	3		13	13										29	29
18	Emer McNamee					18			11						29	29
19	Ross Cullen	8		17											25	25
20	Donal Smith		8								16			20	24	24
21	Christopher Grimes	20													20	20
22	James Grimes												20		20	20
23	Liam Denning			19											19	19
24	Paul Sealy					19									19	19
25	Eoghan Kavanagh								19						19	19
26	Thomas Hughes									19					19	19
27	Sam Dolan		18												18	18
28	Darren Delaney				18										18	18
29	Chris Byrne						18								18	18
30	John Stevenson	16													16	16
31	Brian Duggan	9			7										16	16
32	Lar Hogan				16										16	16
33	Val Farrar					16									16	16
34	Michael Dwyer								16						16	16
35	Alex Round									16					16	16
36	Darren Griffin	15													15	15
37	Gillian Griffin		15												15	15
38	Robert Ingram				15										15	15
39	Tim Swail								15						15	15
40	Kevin Dempsey				14										14	14
41	Alex Denning								12						12	12
42	Simon Love	0		11											11	11
43	John Carty	10													10	10
44	Sean Conway			10											10	10
45	Kevin Maher				10										10	10
46	Conor Quinlan				9										9	9
47	Robert Gloster				8										8	8
48	Adam Walsh								8						8	8
49	Keith Farrell	6													6	6
50	Niall Donoghue				6										6	6
51	Neil Foyle				5										5	5
52	Ciaran Murphy								5						5	5
53	Stephen Cummins	4								19	16	19	15		4	4
54	Robert Nevin				4										4	4
55	Sam Briggs								4						4	4
56	Declan Burke				3										3	3
57	Daniel Shevlin								3						3	3
58	Nick Muhall	2													2	2
59	Enda Grenham				1										1	1
60	Guy MacWilliam	0									0				0	0
61	Keith Shaw	0													0	0
62	Ciaran Bergin				0										0	0
Novices																
1	David Champion	0	18	17	18	16	19	13	16		17	20	16	20	170	157
2	Rod McGovern	12	19				20		17	20			19		107	107
3	Declan Furlong	5		19				14	15		18	17	14		102	102
4	Cathal O'Carroll	3						12			16	19	15		84	84
5	John O'Reilly	19						19			20		18	19	76	76
6	Simon Evans	9		20				17			19				65	65
7	Adam Geraghty	0						15				18		18	48	48
8	Andrew Boland	14		16				16			15				46	46
9	Robert Whelan	20						20						15	40	40
10	Morgan Evans					20			20						40	40
11	Philip Hughes					19			19						38	38
12	Percy Pennefather					18			18						36	36
13	Mark Walsh	13		18											31	31
14	Matthew Walsh	10						18							28	28
15	Mark Shanahan	1			19										20	20
16	Ronan Kearns		20												20	20
17	Kieran Garahy				20										20	20
18	Mark Guerin												20		20	20
19	Mark Francis	18													18	18
20	Angus Johnson	17													17	17
21	Frank Dwyer				17										17	17
22	John Farrar					17									17	17
23	Matt Grimes												17		17	17
24	Simon Brien	16													16	16
25	Declan Donohoe				16										16	16
26	Jack Brien	15													15	15
27	Dearbhaille Garahy				15										15	15
28	Peter Quinn					15									15	15
29	Maurice McMonagle	0						0			14				14	14
30	Ronan McNamee					14									14	14
31	Trish Wojnar								14						14	14
32	Andy Johnson	11													11	11
33	David Forde	8													8	8
34	James Colville	7													7	7
35	Robert Howard	6													6	6
36	Dave Griffin	4													4	4
37	Peter Snodden	2													2	2
38	Shane Burns	0													0	0
39	TJ O'Brien	0													0	0

December Crossword Solution

N	A	P	I	E	R
A		P			O
V					L
E	N	A	M	E	L
	O		I		E
F	E	E	L	E	R
	L		D		S



The exchange rate used here is the figure currently quoted. This generates Ir£1000 as the sum before we adopted the €.

Good that they were so fastidious in their conversion to the nearest cent.

RESULTS

MONDELLO PARK SPORTS CLUB RALLYCROSS AT PALLAS KARTING, TYNAGH, CO GALWAY (ROUND 5 OF PARTS FOR CARS NATIONAL CHAMPIONSHIP): 7th October

SUPER FINAL:

- 1 Patricia Denning (Lancer Evo 9) 5m 18.03s,
- 2 Pearse Browne (BMW Compact) 5m 18.99s,
- 3 Peter McGarry (Vauxhall VX220) 5m 19.69s,
- 4 Lloyd Spendlove (Lotus Exige),
- 5 Derek Lenehan (Citroen Saxo),
- 6 Chris Grimes (Vauxhall Nova).

MODIFIED FINAL:

- 1 Peter McGarry (Vauxhall VX220) 5m 20.29s,
- 2 Lloyd Spendlove (Lotus Exige) 5m 21.88s,
- 3 Pearse Browne (BMW Compact) 5m 22.81s,
- 4 John Ward (Vauxhall VX220),
- 5 Chris Grimes (Vauxhall Nova).

PRODUCTION FINAL:

- 1 Ciaran Murphy (Peugeot 106) 5m 39.64s,
- 2 Derek Lenehan (Citroen Saxo) 5m 40.12s.

RALLY CARS FINAL:

- 1 Patricia Denning (Lancer Evo 9) 5m 26.56s,
- 2 P J Doyle (Peugeot 205) 5m 57.42s,
- 3 Coly Loughlin (Honda Integra) 5m 57.63s,
- 4 Joe Downey (Peugeot 106).

JUNIOR FINAL:

- 1 Jack Byrne (Ford Fiesta) 5m 58.25s,
- 4 Luca Grimes (Ford Fiesta).

LEINSTER MOTOR CLUB GVB CUP SPORTING TRIAL AT TONLEEGEE, BRITTAS BAY, CO WICKLOW: 6th October

- 1 Craig MacWilliam (Erskine-Yamaha) 0 marks,
- 2 Enda Byrne (VW) 0m,
- 3 Kevin Sheane (Sheane VW) 2m,
- 4 Siobhan McCann (JMcVW) 3m,
- 5 Percy Pennefather (Erskine-Suzuki) 3m,
- 6 Gordon Watkins (Watkins-Yamaha) 4m,
- 7 John Bolton (Grasshopper VW) 5m,
- 8 Robin Taylor (VW) 6m,
- 9 David Meeke (BD-Opel) 6m,
- 10 Philip Hughes (Hughes-Honda) 7m.

Grade winners: Enda Byrne, Gordon Watkins, Robin Taylor, Guy MacWilliam (Erskine-Yamaha) 9m.

CORK M C STARTREK NAVIGATION TRIAL AT SHANBALLYMORE, CO CORK (ROUND 1 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 1 OF MUNSTER CHAMPIONSHIP): 13th/14th October

- 1 James Fitzgerald/Ken Carmody (Impreza) 32 marks,
- 2 Peter Deery/David McCrudden (Impreza) 41m,
- 3 Mac Kierans/Conor Boylan (Subaru Impreza) 43m,
- 4 Alan Shinnors/George Shinnors (Subaru Impreza) 51m,

- 5 Dermot Whelton/Mark McCarthy (Impreza) 52m,
 - 6 Derek Mackarel/Muireann Hayes (Impreza) 53m,
 - 7 Trevor O'Callaghan/Patrick O'Leary (Impreza) 77m,
 - 8 Andrew Whelton/Cyril Maguire (Impreza) 84m,
 - 9 Owen Murphy/Daire Hayes (Subaru Impreza) 89m,
 - 10 Donal Healy/Denis O'Donovan (Starlet) 145m.
- Semi-experts:* 1 Peter Deery/David McCrudden, 2 Andrew Whelton/Cyril Maguire, 3 Matt Hume/Enda Hume (Subaru Impreza) 513m.

MEC NOONAN CUP SPORTING TRIAL AT ALTIDORE HILL, CO WICKLOW: 20th October

- 1 Paul Needham (Erskine-Honda) 0 marks,
- 2 Ian Sweeney (Sweeney-Suzuki) 1m,
- 3 Jonathan Ralph (Kilkenny-Honda) 1m,
- 4 Morgan Evans (Mog-Honda) 4m,
- 5 Philip Hughes (Hughes-Honda) 5m,
- 6 Enda Byrne (VW) 6m,
- 7 Percy Pennefather (Erskine-Suzuki) 7m,
- 8 Siobhan McCann (JMcVW) 7m,
- 9 John Alvey (Sheane VW) 9m,
- 10 Richard Pain (Kilkenny VW) 9m,
- 11 Bill Needham (Erskine-Honda) 9m,
- 12 Gordon Graves (Erskine-Suzuki) 9m.

MONDELLO PARK SPORTS CLUB RALLYCROSS AT MONDELLO PARK, CO KILDARE (ROUND 6 OF PARTS FOR CARS NATIONAL CHAMPIONSHIP): 21st October

SUPER FINAL:

- 1 Derek Tohill (Ford Fiesta) 3m 54.77s,
- 2 Tommy Graham (Ford Fiesta) 4m 05.29s.

SUPERCAR FINAL:

- 1 Derek Tohill (Ford Fiesta) 3m 32.31s,
- 2 Tommy Graham (Ford Fiesta) 3m 43.91s.

MODIFIED FINAL:

- 1 John Ward (Vauxhall VX220) 3m 47.64s,
- 6 Pearse Browne (BMW Compact).

PRODUCTION FINAL:

- 1 Graeme Colfer (Peugeot 106) 4m 16.57s.

RALLY CARS FINAL:

- 1 Patricia Denning (Mitsubishi Lancer Evo 9) 3m 57.03s,
- 2 Jack Deegan (Peugeot 205) 4m 07.41s,
- 3 Michael Nolan (Peugeot 106) 4m 11.16s,
- 4 P J Doyle (Peugeot 205),
- 5 Joe Downey (Peugeot 106),
- 6 John Denning (Peugeot 205).

JUNIOR FINAL:

- 1 Conor Kehoe (Ford Fiesta) 4m 13.27s,
- 2 Jack Byrne (Ford Fiesta) 4m 14.38s,
- 3 Michael Ryan (Ford Fiesta) 4m 17.53s,
- 4 Christopher Grimes (Ford Fiesta),
- 5 Danny Nolan (Ford Fiesta),
- 6 Luca Grimes (Ford Fiesta).

CO MONAGHAN M C DRUMLIN NAVIGATION TRIAL AT LATTON, CO MONAGHAN (ROUND 2 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 1 OF SQUEALING PIG BAR & RESTAURANT

BORDER CHAMPIONSHIP): 10th/11th November

- 1 Mickey Tynan/Ciaran Tynan (Impreza) 16 marks,
- 2 Caolan Treanor/Ryan Treanor (Subaru Impreza) 28m,
- 3 Derek Mackarel/Muireann Hayes (Impreza) 29m,
- 4 Mac Kierans/Conor Boylan (Subaru Impreza) 30m,
- 5 Shane Dalton/Seamus McTigue (Impreza) 32m,
- 6 Alan Shinnors/George Shinnors (Impreza) 34m,
- 7 Pakie Duffy/Evin Hughes (Subaru Impreza) 52m,
- 8 Mark Sheridan/Oisin Sherlock (Subaru Impreza) 56m,
- 9 Peter Deery/David McCrudden (Impreza) 59m,
- 10 Mark Deery/Patrick O'Leary (Subaru Impreza) 63m.

MONDELLO PARK SPORTS CLUB RALLYCROSS AT MONDELLO PARK, CO KILDARE (FINAL ROUND OF PARTS FOR CARS NATIONAL CHAMPIONSHIP): 25th November

MODIFIED FINAL:

- 1 John Ward (Vauxhall VX220) 3m 57.47s,
- 2 Lloyd Spendlove (Lotus Exige) 4m 01.29s,
- 6 Pearse Browne (BMW Compact).

PRODUCTION FINAL:

- 1 Derek Lenehan (Citroen Saxo) 4m 09.48s,
- 2 Aaron Dalton (Peugeot 106) 4m 10.74s,

FORD FIESTA ZETEC FINAL:

- 1 Michael Leonard Jnr 4m 13.97s,
- 2 Rob Barrable 4m 14.32s.

JUNIOR FINAL:

- 1 Jack Byrne (Ford Fiesta) 4m 25.06s,
- 2 Michael Ryan (Ford Fiesta) 4m 27.28s,
- 3 Seanie Bellew (Ford Fiesta) 4m 29.66s,
- 4 Luca Grimes (Ford Fiesta).

APPRECIATIONS

Ken Fildes

1944 - 2018

KEN FILDES, SUPERSTAR BEHIND THE WHEEL AND IN FRONT OF THE CAMERAS

Ken Fildes was a supremely talented racing driver, whose titanic racing battles with arch rivals – most notably Ulsterman Brian Nelson – drew huge crowds to the fledgling Mondello Park in the late sixties and early 1970s.

He won the RIAC Sexton trophy in 1974 and was National Hillclimb champion in 1980 and 1981. In later years he perfected the art of precision driving for global commercials and films and was a stunt double for some of the best known movie stars on the planet.

His genial disposition belied a steely determination to win on the race track, while his charming way was popular on the film sets where dramatic motor scenes were being shot.



Ken was born in Belfast but the family moved to Nutgrove Park in Clonskeagh in 1947 when his father Jackie started work at the motor assembler Booth, Poole & Co, who sold Wolseley and MG cars. Ken attended The High School, Rathgar and went on the study motor engineering in Bolton St CoT. He spent some time in the 1960s learning his trade with Frank (now Sir Frank) Williams on building racing engines and loved his time with the great F1 constructor. Car racing was in the blood as Jackie Fildes was a leading competitor when the Dunboyne Races (1958 -1968) were in their heyday, even if racing the boss's sons, Alec and Arnie Poole made life complicated for the Wolsey Hornet drivers.

In the mid- 1960s Glasnevin garage owner Luke Duffy drove some of the new generation, single seaters, and when he acquired the latest Holywood Co Down built Formula 2 car – a Crossle 19F, he asked Ken to give it a shakedown run. Ken, by then a qualified motor engineer, showed instant speed and mechanical sympathy which prompted Luke to leave the driving to the quicker man and assume the role of sponsor. Motor racing was a popular spectator sport at the time – with up to 100,000 people attending the season highlight at the Phoenix Park each September. Competition was intense – with Brian Nelson from Hillsboro being a close rival while John Watson, Brian Cullen, Dave Furlong and Tommy Reid were always in the hunt. Ken was the dominant southern driver of the era 1968 – 1974, generally equipped with a Luke Duffy Crossle. Ken competed against future world champion Jochen Rindt and future Grand Prix winner Ronnie

Peterson in a one off Swedish F2 race in early 1970. In 1971 he won the Phoenix Park Grand Prix – and then went on to win the coveted Leinster Trophy in 1972. He set the outright lap record of 101 mph for the motor racing circuit in Aintree – which still stands today.

He won the Sexton Trophy in 1974 – the pinnacle award of Irish motorsport. Formula 2 (just one rung behind F1) was much too expensive for Irish privateers so Formula Atlantic was introduced in an effort to curtail costs. Commercial sponsorship began to arrive and as Luke Duffy reduced his involvement, Ken switched his attention to Hill climbing – a fearsome discipline of sprinting up a hill road from a standing start to a maximum terminal speed. Ken generally prepared the cars himself and he was a mechanical genius whose cars were always beautifully presented. He was the National Hillclimb champion in 1980 and 1981. Ken was genial, modest, affable and helpful to many young drivers and the motorsport fraternity treasured his company on and off the track. He inspired and helped the superb young hotshoes of 1975 at Mondello Park – Eddie



Jordan, Derek Daly, David Kennedy, Bernard Devaney, Michael Roe and others.

He ran a successful Citroen dealership beside the homestead in Clonee and was an early identifier of the beauty of boating on the Shannon, having a yacht in Glasson from the early 1980s. His superb crafting abilities were directed toward woodwork in recent years and he honed magnificent wood carvings with the same delicate skill that he had build the finest racing engines in the 1960s.

In the 1980s he became one of the film industries most used precision drivers and did stunts all over Europe and further afield in lieu of Pierce Brosnan, Brendan Gleeson, Buzz Adrian and others.

Family was key to Ken and, his wife Valerie and children Jonathan, Sonya and Karen were immersed in his car racing exploits and later, he in theirs. He had skirmishes with cancer in the last 20 years but recently his life was greatly enriched by the arrival of his grandchildren, Ben Jeff, Jack, Craig Isabel, Roslyn, Rachel and Hannah.

Martin McCarthy

P.S. Brendan McCoy who sourced this Sunday Independent/Irish Times piece from Martin made a couple of worthy comments in the email to which the above was attached.

If I remember rightly Damien Magee, who also raced for Luke Duffy, got a couple of F1 drives with Frank Williams in the early 70's. My father reckoned Ken would have gone further if he hadn't been too tall to fit into the car.

The car ad I associate Ken with was the Peugeot 405 - 'Take your breath away' one where he drove along in front of napalm-like explosions in a sugar cane plantation, in the Philippines I think.

Bryan Brophy



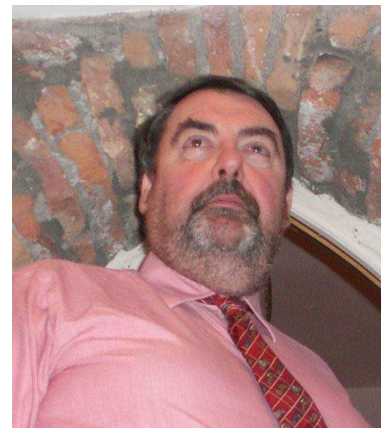
It is with great sadness that Galway Motor Club learned of the passing of one of our long time members Bryan Brophy.

A great man with a great presence and even greater voice he was Hon Treasurer of GMC for 21 years, Competitor and Official for many more. He was a previous Chairman of the MI Rallies

committee and competed in Historic rallies in Ireland, UK and around Europe including Monte Carlo in his MG, Rally Imp and Alpine Renault. Bryan would have been well known in all aspects of motorsport in particular for his position as Formula 1 Steward for many years.

Our thoughts are with his wife Brigid (former GMC President) his children Joanna, Emma and Robert and his extended family.

TDC members who competed in Retros will remember him. He was not the sort of person you would forget!



SNIPPET

A J. McAssey featured in a Science Week lecture I attended in November. Our John wasn't able to confirm or deny whether or not he was a relation. He was a Jesuit, Fr. Joe McAssey, who in the 1930s was an eminent earthquake specialist. He may well have been inspired by fellow countryman, Robert Mallett (1810-81). Mallett was also interested in earthquakes and coined the term "seismology".



Following Mallett's graduation from Trinity College, he joined his father's iron foundry business and helped build the firm into one of the most important engineering works in Ireland, supplying ironwork for railway companies, the Fastnet Rock lighthouse, and a swing bridge over the River Shannon at Athlone. He also helped manufacture the characteristic iron railings that surround Trinity College and which bear his family name at the base.



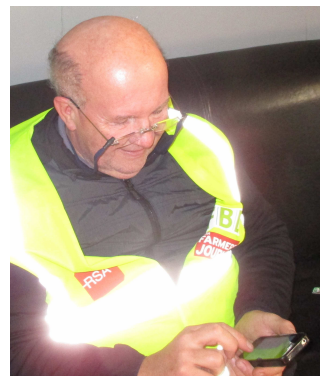
Minor earthquake aftermath in Donegal

QUIZ December Answers

1. Who is this?
Christopher Evans



2. And this?
Gerard O'Connor



3. Suppose autotests were run on a knockout basis with tandem tests. How many encounters would be required to produce a winner if there were 64 entries? **63**

Working backwards

	Total Matches	Players
Final	1	2
Semi-Final	$1+2 = 3$	4
Quarter-Final	$1+2+4 = 7$	8
	$1+2+4+8 = 15$	16
	$1+2+4+8+16 = 31$	32

No. of matches is No. of players - 1, i.e. $64 - 1 = 63$

4. Fill the gap
Triangle, Rectangle, **Pentagon**, Hexagon
Plane figures with 3, 4, 5, 6 sides

5. What are the next two terms in the sequence below?

1, 10, 11, 100, 101, **110, 111**

First seven binary counting numbers

6. The decision is yours -

Generally, people looking at an example of a *Rubin Vase* see either the vase, or the faces. The brain seems to make a decision on which one is being viewed, but both cannot be focused-on at the same time. It is an example of *inattentional blindness*.

7. The umbrella is to shade the screen of the Results computer which was misbehaving and needed the ministrations of the sagacious Piers MacFheorais.

TDC Christmas MVAT



Avoca River Park, Arklow

Thursday, 27th December

TDC MVAT

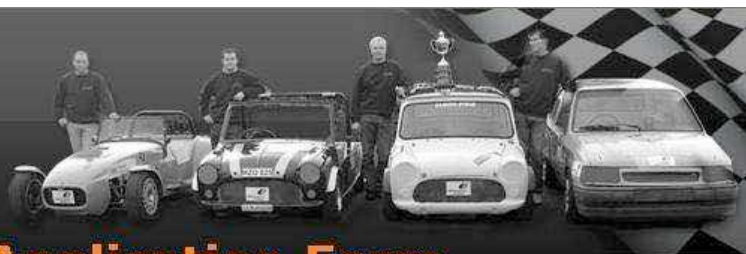
Mondello Park, Naas



Sunday, 27th January



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