

# TDC Turbine



*An intermittent missive of random rants, reports & reviews*

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June 2018



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## Chairman's Chunterings

It's hard to believe that we are almost halfway through the year already. As usual there have been lots of things happening. There has been a positive response to all of these by our members and others.

Needless to say, I would encourage you to continue your support and, to those of you not so involved, to participate more in whatever capacity.

At the end of May, Leinster MC, spurred on by the enthusiasm for our PCTs, ran one in Killeel. The response from our members was disappointing. There were other attractions which may have accounted for some non-attendees. Also, the lack of on-line activity meant that it wasn't maybe as well publicised as it might have been.

Whatever, if the Sporting Trial clubs are to promote PCTs they must be supported by our members if they are to be viable.

It is worth reiterating our gratitude to Frank Lenehan, Ed Holfeld, Joe Reynolds, Tony Mansfield and Mondello Park for providing us with the venues to facilitate our activities.

Ian



Declan Lennon and Mandy went above and beyond the call of duty at the PCT in Killeel by personalising their test to make it that bit more attractive for the competitors.

*See top Page 17*



Nicky Sparks and Owen Sheridan are the latest additions to the literary list

## COVER PHOTO

Judy Lambert, armed with highlighter, is framed by the Editor as she progresses serenely through the generation of results at the Charlesland Cup MVAT.

*This Cup resurfaced recently and has been given a new plinth and a polish. It was nice to have Clive Evans on hand to present the trophy to Eamonn Byrne. Clive couldn't actually remember commissioning the Cup! It must have been for one of the many events which took place in Charlesland in the "good old days" - possibly the Annual Stephens's Day diversion.*





*John McAssey is captured by Peter Boyd making his way through the “bush” over the bridge in Holfelds*



*John O'Reilly & Nicky Sparks went down to the woods (the Windmill one) on the Springfling and were spotted and snapped by Derek Smyth*



It was back to Holfeld's in Arklow for our second Multi-venue of 2018. It is still disappointing that the issue of one-day licences for this style of event has not been resolved. Apparently, the MI insurance situation is so delicately poised that any potential boat-rocking could be detrimental to the outcome of the saga, despite the worthiness of "our" situation.

Whatever, there were 49 starters at least 47 of whom had a good day. Daragh Denning and Harry



McGovern (seen here pointing the way) were the two who didn't. Their shared Starlet gave up the ghost early on. A diagnosis of "head gasket" was proclaimed by John Nolan after a cursory glance at the coolant reservoir.

"Sign-on" was efficiently administered by Trish Wojnar and Judy Lambert. Judy remained on and, with John Boyd, took care of the results generation process,



precisely and promptly. Judy had also been baking and had super scones on offer for those in the "office".

The competence of the marshalling cohort which had chosen to spend Sunday in the open spaces of the exposed Avoca River Park, contributed hugely to the smooth-running of the event. Not only did all cope with their timers (NOOKS, apart from a stopwatch on Test 3 where it was more appropriate) but the majority of the mid-test observers were able to radio in the transgressions to the finish marshal quickly enough for them to be



*Frank Hussey, Martin Casey, Clive Peterson, Philip Armstrong*

recorded on the time cards. There were no queuing issues either.

That leaves the tests themselves which were drawn by Richard Meeke (R) and differed from the variations on a theme which have prevailed for a while. These were well-received. Another of our younger committee members, Philip O'Reilly, also excelled himself in his entries secretary role. We will



overlook his allocation of No. 46 to two drivers!

There was some concern expressed about a couple of issues. The first was the "hanging-back" of some competitors so as to benefit from the ever-improving conditions on most of the tests.

The second was "tyres" - both the spec. of those with which cars were shod at the start of the event and the change to different rubber during the event.

In my capacity as an incompetent observer, I would worry that depth of pocket might exert a greater influence than I think it ought.

Thanks, as ever, to Ed Holfeld for the magnificent venue. Also to Met Eireann who, despite some pre-event misgivings from some of the marshals, came up trumps on the weather front.

Niall Murray had a "fail" early on which thwarted his ambition to beat Eamonn Byrne. He did finish third, though, behind both brother, Eoin and Eamonn.

Richard Meeke was best of the rear wheel drive machinery in fourth - a more satisfying outing than his last visit here.





Niall



Eamonn



Eoin

Best of the small Starlets was Michael Cullen



who chose his sharer more carefully this time. He comfortably beat Liam Denning (at the wheel here).

It was great to see Colt-mounted Dave McAulay back out again with his reconstituted leg functioning to good effect.

Aoife Ryan got the better of Zoe Briggs in their usual close-fought tussle for the Ladies Award.

Having typed the foregoing, my proof reader, censor and advisor remarked that, while I had referred to the input of Richard & Philip, there are many other people who deserve a mention. Most of them prefer to remain anonymous but the jobs that seem to happen as if



Dave



Aoife, with Conor Clarke in the 75% seat



Zoe & dad, Stephen

by magic are prizes, time cards, numbers, test diagrams, pre-event recceing, positioning of the test furniture, loos, refreshments, NOOKS - synchronised and charged - marshal packs assembled, radios - up and running, tidying up afterwards - you get the drift!

Editor



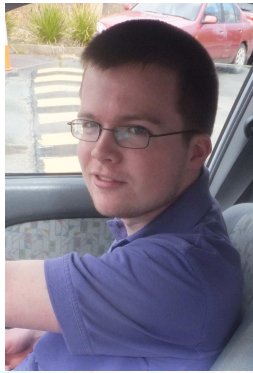
## RESULTS

- 1 Eamonn Byrne (Starlet) 1690s,
- 2 Eoin Murray (Starlet) 1696s.
- 3 Niall Murray (Starlet) 1709s,
- 4 Richard Meeke (MX5) 1713s,
- 5 Liam Cashman (Starlet) 1720s,
- 6 Eddie Peterson (MR2) 1745s,
- 7 Piers MacFheorais (MX5) 1766s,
- 8 Mark Doran (Mazda MX5) 1767s,
- 9 Philip O'Reilly (Starlet) 1795s,
- 10 John Nolan (Starlet) 1797s.

*Class winners:* Michael Cullen (Starlet) 1822s, Simon Evans (Starlet) 1870s, Eoin Murray, Richard Meeke, Mark Walsh (Escort) 1920s, Aoife Ryan (Starlet) 1982s.



## TDC Turbine



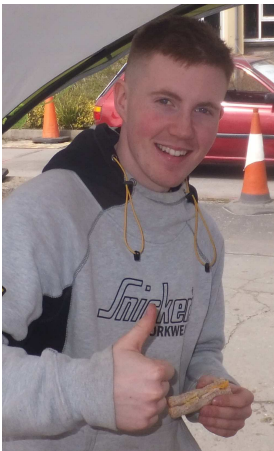
*Donal Smith was competing for the first time. He brought Trevor O'Brien along for moral support*



*This quartet are a welcome addition to the "scene" this year - clockwise from top left - Seán Conway, Simon Love, Ross Cullen & Shane Patton*



*Jay Donegan & Dearbhail Kirwan*



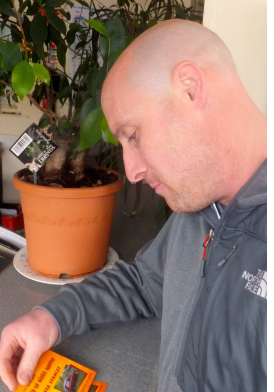
*Luke O'Neill*



*Just in case anybody doesn't know what PEESPEED looks like*



*Declan Furlong doesn't seem to be making much of an impression on Michael Byrne*



*Kevin Fitzgerald made the mistake of coming along for a look and was coerced into buying tickets for the Starlet Raffle*



*Eddie Peterson finds it a bit of a tight squeeze*



## TDC Turbine



The Fitzpatrick Starlet is definitely not a "smoke-free zone". Is David holding it for Seán until the end of the test or is it his own ciggy?



Mick Kehoe



Jack Quinn



Dave Campion

In my youth there was a "term of endearment" for those who wore glasses - "speccy four eyes". Syd Quille went two better with his "speccy six eyes" look.



Simon Evans



Brian Kingston



Owen Murray



Dave Meeke



Karl Grehan & Martin Giembicki



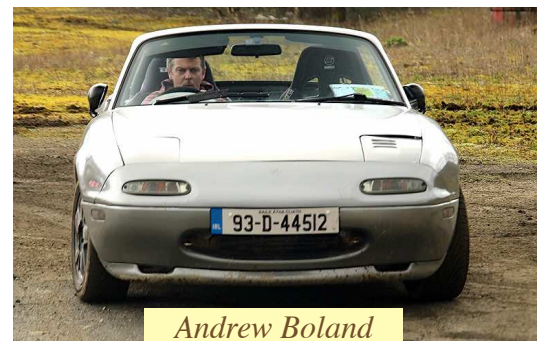
Eric Byrne is obscuring the Raffle Starlet



Piers MacFheorais's latest creation made its competition debut



John Nolan



Andrew Boland



Anthony Freeney



Mark Doran



I arrived at Piers's at the appointed 6 am and was devastated to see the red MX5 on the trailer. I had been looking forward to a spin in his smarter, roomier and newer white example. I was worried that he might have taken to heart my remarks about its somewhat discordant raspy exhaust note on its maiden competitive outing in Mondello the previous weekend. This was not why it was sidelined; rather it had not behaved quite as Piers



would have liked so he reverted to the tried-and-tested red machine.

There were six tests on offer to be repeated three times. With Malcolm McQueen at the helm, these were designed to appeal to the drivers. On the ground the manoeuvres were pretty well signposted, cone/pylon circling was "right way" unless the "flow" suggested otherwise, and stop-boxes were controlled efficiently with a STOP board (unless you were Ron Mullen and had a set of remotely controlled traffic lights!). The marshals were as competent as is usually the case "up north". Interestingly (or maybe not), the timers were what looked like rather glorified kitchen clocks with big digits. There was no pause facility at the finish - the ability of the marshals to note the time while simultaneously watching the wheels crossing the finishing line was relied upon. Obviously the one female on duty could manage this and despite misgivings about their double jobbing aptitude, the men on duty were able to cope as well! Results, interim and final, were generated expeditiously.



Such was the efficiency of the whole operation that we hardly got out of the car at all. For the likes of us who tend to disappear as soon as we are finished, it means that banter time is minimised which must be a relief for those travelling in my vicinity!

A braking issue which resolved itself mysteriously saw us get off to a tentative start. A couple of directional indiscretions later on didn't help either. We were surprised to finish as high as sixteenth.

I must mention the Windmill Wood test which featured 0.8 of a mile of what must be the twistiest road I have ever been on. Despite there being just one speed reducing artifice, we only got into second gear a couple of times. It was tarmac and narrow and I suspect it was designed to be cycled/walked on. The "Wood" consisted of very mature trees which would have more than "held their own" should they have been assaulted by any wayward cars. It was great.

Not everybody had a trouble-free run. For instance, I spotted Damien Mooney well down the list of finishers. Work had to be done during the lunch break which took so long that he suffered road penalties. The top positions were filled by familiar names with Rob Woodside (Jnr)/Bruce



Drummond (they don't look particularly jubilant in this pic) prevailing over last year's winners, Christopher

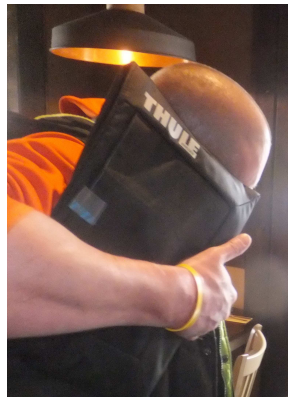


Evans/Kevin Fagan.

Most noteworthy result was probably that of John O'Reilly and an "incognito" Nick Sparks who had



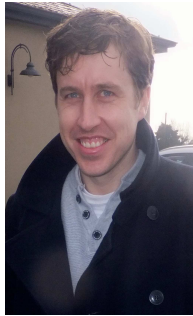
## TDC Turbine



their best showing in this style of event thus far - an excellent third.

Damien & James Doran also did well to win the best FWD semi-expert class in twelfth overall.

If you are thinking of having a go at Targas, the Springfling is as good an example as you could find to see if they suit you.



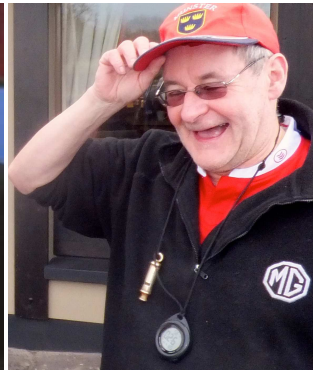
- 3 John O'Reilly/Nick Sparks (MR2) 26:47
- 4 Eamonn Byrne/Joanna Lenehan (Starlet) 26:47
- 5 Mark Francis/David Taggart (MX5) 26:51
- 6 David Crothers/Barbara Kane (MX5) 27:11



David & Barbara



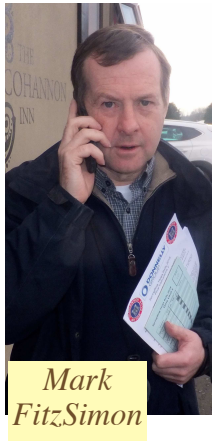
Mark & David



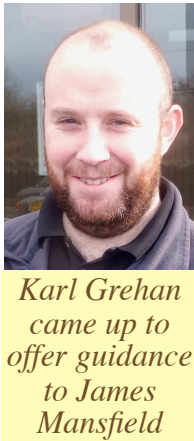
Tim Faulkner was in good spirits. What does he need the whistle for?



The top three were all MR2 mounted. Eamonn Byrne & Joanna Lenehan made it even more of a Toyota benefit coming fourth in their Starlet. Simon Brien with Drew Wylie (below) in his MX5 had a good run too.



Mark FitzSimon



Karl Grehan came up to offer guidance to James Mansfield



Liam Cashman dropped in as his girls had a nearby table-tennis tournament. He and Dermot Carnegie seem to be finding Eamonn Byrne's anecdote amusing.



Andy Johnson's Frogeye is always a welcome sight

## RESULTS

- 1 Robert Woodside (Jnr)/Bruce Drummond (MR2) 25:50
- 2 Christopher Evans/Kevin Fagan (MR2) 25:57

Editor





## Sun, Sand & Starlets

Where would you rather be on a Warm Sunny Saturday afternoon than in Campions Concrete, Kilcotton, Borris-in-Ossory for the Annual Birr Autotest Weekend. The April date saw things kicking off slightly earlier in the year than usual but that certainly didn't affect the mood for the weekend.

The traditional leisurely 4pm start meant there was no rush up the road and also allowed us plenty of time to study the new tests that lay in wait for the 28 competitors, champing at the bit to start the Saturday fun. So we all headed off down to the bottom of the yard this year where three quick and challenging tests had been laid on for us.

Test 1 featured a regularly used start, on sandy concrete, but then veered left to a new section on loose gravel, with a few pylons to loop and a small bit of reversing.

Test 2 saw us slightly further down the yard. This one consisted of 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. It also had 2 J-turns thrown in to test the skills of all competitors, experienced or otherwise.

Next it was onto Test 3 which was familiar to anyone who had competed in the Multi-Venue last year. It was at the bottom of the yard and consisted almost entirely of loose gravel. It 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 the gate to reverse over, before the final sprint to the finish.

Nine enjoyable tests saw John Nolan emerge the overall



winner with a narrow margin of 2.9 s over a tummy troubled John McAssey, seen here on the right in



discussion with Dave Meeke. Piers MacFheorais was close behind in third (and first in Class 3) in his white MX5. He was not particularly



happy with it so went home and swapped it for his trusty red one for Sunday. Meanwhile, not far behind



in Class 2 were Stefan Walsh, and Karl Grehan, pictured below being



"counted down" by Birr Club President, Michael Parkinson. James



Mansfield was 2nd in Class 3 after trading in the keys of his Mini for a Mazda MX5.



*Patrick and his dust trail*



Class 1, dominated by Birr Motor Club members, saw Mark Shanahan (Borrisoleigh) victorious, with Patrick O'Leary (Cork) 2nd and Alan Maher (Moneygall) a very close 3rd. All three finished one after another overall.

The Ladies award went to Aoife Ryan, ahead of Nenagh's Zara Moynan and Dearbhaille Garahy from Birr.

Kieran Garahy, another

great time over the two days. Ger Keane from Naas, in an other red Starlet (below) escaped domestic duties for a few hours over the weekend and also enjoyed the fun in Campions.

Next it was off to the splendid and

*Aoife Ryan is under the critical eye of Day 2 winner, Liam Cashman*



member of the Birr Motorsport family dynasty also put in a fine performance to get best Birr Club member, with Lar Hogan nipping at his heels all day. Kevin Maher was third. Other Club members competing were Kevin Dempsey (Wicklow), Darren Delaney (Camross), Robert Gloster (Dromineer), Keith Shaw (Clareen), Declan Donoghue (Mount Temple) who was training in his son, Niall for the Sunday event and Eoin Longworth (Ballinahown) in his Tiny Motorsport projectile. The Nenagh contingent who are more used to badminton put their rackets aside and drove Toyota Starlets. It included Robbie Ingram, Robbie Nevin and Patrick Delaney. Dublin father & son duo, Finbarr (at the wheel here) & Luke O'Neill had a

comfortable surroundings of Castletown House B&B and hosts, Moira & Helen in Donaghmore for a quick shower to remove the sand and dust before hopping on the bus to the renowned Birr Social Night held as always in Sheeran's Bar, Coolrain. Here, Lar Hogan served much needed refreshments in the hope of gaining a tactical advantage on us the following day by making sure that the banter continued well into the night. We also found the 5-star Catering Truck, where a fine dining experience was available from Batty and Marie O'Donoghue.

Sunday saw a slight change to the timing schedule with the first test kicking off at 11:30am. An extra test was also added to help spice things up a bit. The test, running alongside Test 3, was also on loose gravel, and involved a dash down the yard, before reversing into a gate, around a pylon and gunning it to the finish. The extra test helped alleviate the load on each test for the massive 42 strong entry that arrived for the Sunday run.



*Owen Murray wanted documentary evidence of any transgressions by his double-driver, Lukasz Choma*

Another fun day saw Liam Cashman (Cork) winning, with



Richard Meeke (above) runner-up and John McAssey third.







Stephen Joyce, Eoin Longworth & Bill Ryan

Mark Shanahan finished a fine first in Class 1 again, beating Frank Dwyer and Patrick O'Leary.

The top three in Class 2 were Richard Meeke, John McAssey and Stefan Walsh after a fierce battle all day saw them covered by just 5 s.

Class 3 saw Piers MacFheorais, James Mansfield and Martin Nugent take the spoils.



Martin

Best Birr Member went to Darren Delaney ahead of Kieran Garahy and Club Driver of the Day, Coolrain publican Lar Hogan who had a spirited drive as always. Other locals on Sunday included Conor Quinlan, Neil Foyle, Ciaran Bergin and Niall O'Donoghue who we managed to coax out for the Sunday run after his training session Saturday.

Entertainer of the Event went to Declan Burke (Abbey) in a Black



VW Beetle (*The President would have been disappointed if this rarity*

*had not been included - Ed*) who was a delight to watch competing all day. Pictured here is Enda Grenham who double-drove. Other drivers who entered the fray on Sunday included



Brian Kingston

Owen Murray, Brian Kingston, David Meeke, Lukasz Choma, Conor Clarke, Colin Sheridan, Dave Campion, Brian Duggan & Conal O'Neill.



Conal



Dave C

See Page 15 for an explanation - sort-of

Birr & District Motor Club would like to give a special thanks



Colin

to C-o-C Bill Ryan, venue hosts Liam & Josephine Campion, MI

Steward John Fogarty, Results Officer Stephen Joyce, and all the marshals, timekeepers and everyone else who helped make the event so enjoyable.

Roll on Birr and District Motor Club's next event, the Multi-Venue Autotest on 29th July,

which will once again run out of Sheeran's Bar, Coolrain - another day of guaranteed fun.

Patrick



## RESULTS

(DAY 1):

- 1 John Nolan (Starlet) 552.9s,
- 2 John McAssey (Starlet) 555.8s,
- 3 Piers MacFheorais (Mazda MX5) 561.3s,
- 4 Stefan Walsh (Starlet) 573.2s,
- 5 Karl Grehan (Starlet) 592.0s,
- 6 James Mansfield (Mazda MX5) 607.0s.

*Class winners:* Mark Shanahan (Micra), John McAssey, Piers MacFheorais.

(DAY 2):

- 1 Liam Cashman (Starlet) 662.6s,
- 2 Richard Meeke (Starlet) 684.4s,
- 3 John McAssey (Starlet) 706.0s,
- 4 Piers MacFheorais (Mazda MX5) 707.2s,
- 5 Stefan Walsh (Starlet) 711.6s,
- 6 John Nolan (Starlet) 713.3s.

*Class winners:* Mark Shanahan (Micra), Richard Meeke, Piers MacFheorais.







Defibrillator on duty in Killeel. Incidentally, I spotted a flashing green light before I filed it away after the last event and was worried that it was malfunctioning - it wasn't .  
The FLASHING GREEN LIGHT is NORMAL



*Peter Boyd is increasingly revealing his creative side - Owen Murray above and Dearbhaile Garahy below*

**Wednesday, 6th June -  
TDC James Pringle  
Autotest - Sandyford**

**Sunday, 24th June - JJ's  
Avoca River MVAT -  
Arklow**

**Wednesday, 25th July -  
TDC Production Trial -  
Glencullen**



### CMC Slate Fuels Targa Rally

28th April

5.00 am alarm clock 'of a Saturday' must mean another Targa! Off up the familiar road with the big



boss, Frank (Lenahan) to The Shepherds Rest, Cookstown: Mary the TTFTOTW Satnav goes alternate again!!

Quick scrutiny and sign-on produces a roadbook showing short, sharp, testy selectives of an also familiar venue: Davagh Forest. There's no leeway here; any mistake will be punished.

Briefing ("Shut-up Tim" rings around!!!) produces 30-second intervals at the Start Control, but minute gaps at the tests. No! I can't quite follow the logic either. Yes, there were queues but it did keep the big field bunched - early on anyway.

Test 1 sees DC (Dermot Carnegie) taking a wide sweep of a pylon circle; a misfiring handbrake means we





repeat the immoderation and add kangaroo hops for extra in-car effect. Four precious seconds gone!! DC goes the extra mile (foot really) and on a wide sweep at the hairpin drops the left rear into a large! rut: puncture with little time loss is the outcome.

Test 2 is always a difficult site, and marshal stalwart Robert Simpson advises 'not like that' as preceding car goes wrong. Away, and back across; "LEFT: LEFT: LEFT" loudly, says I but we do keep to the right road. Have to ask finish marshal; Lorraine (Mrs stalwart!) did she hear me? Yep! 'nough said! But three more seconds squandered.

Test 4 was short and sharp, but no photo-witnesses to how high at the big jump. FL doesn't believe my 'The Kev' (Kevin Fagan) style FLAT



Christopher  
& Kevin

exhortation! 'Twas, by the third lap; "make sure you land straight on the way down though!"

Test 6 saw the fresh introduction into N.I. fauna of a new species: the feral MX-5! They're silver by the way and lurk in ditches especially in downhill gravelly tar, mossy under evergreens just off route! Last run through we encounter guilty party and an elastoplasted nav. (Isn't it always that side of the car which suffers more?) When I point out to Jack (Brien) that it was lucky he didn't have the nominated body in-place he remarked that he "hadn't thought of that". The missing sister/beauty, Tiffany is a former Miss N.I.! (Might that not be Ms? - Ed)

Test 7 was a blast! Pure Grand Prix; though not quite so much as last year when it ran the other way. Apropos DC's mate, Bozzie (his regular Retro navigator, Paul Bosdet) and shopping, Frank managed to create his own 'en route' signature feature: "The Snooze"! There were two sets of stop-astrides (Four stops! I kid you not) ; arrival at the end of Set one prompted a lack of further forward progress? "And go!; Oh?". No harm done, all the same: time loss NIL as we still finished under bogey!

"Did you enjoy that?" elicits a positive response from both in Car 11. Results are in an unusual format of

running order rather than rank. In a short, 1,000 second event our 12 seconds losses off optimum means down eight places. It was short and sharp; Rods (Christopher Evans) and 'The Kev' win by four!

Tim



*PS I presume Tim didn't deem Test 5 worthy of mention - Ed*

## RESULTS

1 Christopher Evans/Kevin Fagan (MR2)	947
2 Eric Patterson/Raymond Patterson (MX5)	951
3 Matthew Mason/Ben McKee (Micra)	972
4 Steven Cromie/Alex Scott (MX5)	977
5 Mark Francis/Adam Hilditch (MX5)	980
6 Malcolm McDowell/Mark Gorman (Micra)	986

*Pics courtesy of Adrian Hanna*



Eric & Raymond



*Other Southern invaders were Andy Mackarel & Seán Craig (above) and Ted Gaffney with granddaughter, Amie alongside*



This event is one of the two driving opportunities I avail of each



year. The absence of a time element means that my ineptitude is not as obvious as it might be. My car has an LSD of sorts which allows me to make reasonable progress on the sections as they happen. The 1.5 marks per section LSD handicap means that I finish up in a position which reasonably reflects my "competence".

Normally Piers has his MX5 out to make it two of us in the engine-not-over-the-driven-wheels class. This time he appeared in a



Starlet, so as to avoid the LSD premium. This meant that I won the class unopposed and added to my glassware / wooden plaque / flying Escort collection - rewards for being a reasonably reliable passenger rather than any driving exploits.

There was another entrant in a similar position to me on this occasion - the brains behind the whole operation - Stephen Briggs. He was the sole protagonist in the "new(ish)" car class. Unlike me, he felt that he didn't deserve the award given the lack of competition. Considering the amount of time and effort he puts into the

promotion and running of the Club's PCTs, his protestations were overruled.

The other 24 more conventionally mounted competitors were split into two groups, based on our autotest classification criteria - one for beginners and novices and the other for intermediates and experts.

The unpredictability of the weather made it difficult for Stephen and his hardworking assistant, Owen Murray, to decide on how tricky to make the sections. Nonetheless, what they came up with proved challenging for the capable without being impossible for the less capable.

The usual TDC dry and sunny day saw the after lunch lap being tightened up a bit and, again, they got it just right.

Our nice, new stakes and numbers made a pretty sight on Joe Reynolds's fabulous venue - we are indebted to him for his generosity. Thanks are due to Dave Meeke who was responsible for acquiring the section furniture - he also stores it in handy sacks for ease of deployment on events.

Five of the top six finishers were regular sporting trial exponents. The only interloper was John McAssey in third place. He



didn't allow his newly acquired grandfather status to prevent him demonstrating, once again, his innate driving ability.

The age allusion above leads on nicely to birthday boy, Frank Lenehan. The cake, baked by Judy



Lambert (whose mum Karen kept it safe on her lap when they drove

down with it in the afternoon) couldn't afford the correct number of candles. If you add LXX to the number in evidence in the photo above, you will be able to ascertain how young he is. He was eighth - a couple of sections didn't suit the 10" wheels on his Mini.

Mick Kehoe's seventh place



shows, I think, that an LSD doesn't prevent one featuring overall. I suspect Mick might disagree. He



would probably point out that Morgan Evans's winning score of 15 was less than the 18 that Mick had before he even started.

It was good to see John

Farrar, who has done Larry's Fun Run for the last couple of years, having a go. He brought along his wife, Val, who



despite a relative lack of

enthusiasm early on, by the end was becoming more competitive: "Dammit - I should have got through there". Her final score was inflated due to her declining to attempt Test 6 - she was intimidated by its vertiginousness.

In the "family" battles Philip



Philip

O'Reilly beat dad, Myles; Emer



McNamee beat dad, Ronan; Jack Quinn beat brother, Peter (having a



Jack

rare competition outing) and Aoife



Ryan beat John Nolan. John's excuse



will be that his diesel Focus wasn't as agile as Aoife's Starlet! Aoife was certainly quite pleased.

Ger Keane was unable to



adopt the leisurely approach which seems to be favoured by the more accomplished operators - he was under domestic pressure to be home to bring a daughter to a GAA encounter.

Let's see more of you out next time. The views and the banter make it an experience to remember, whatever about the driving challenge.

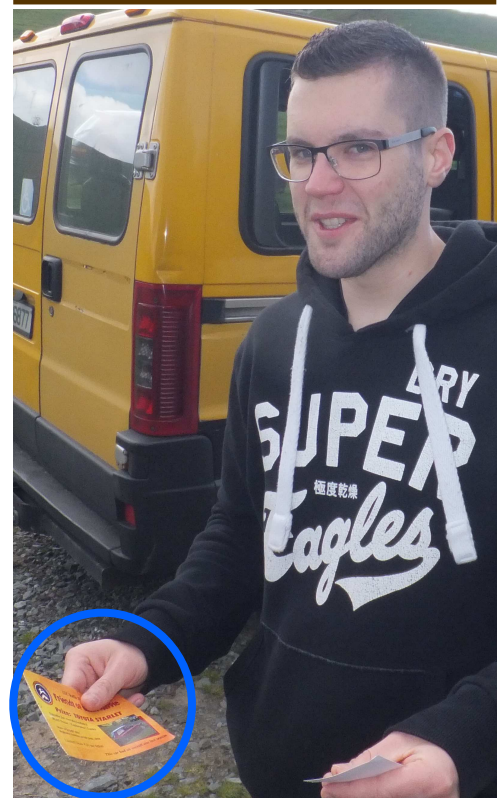
Editor



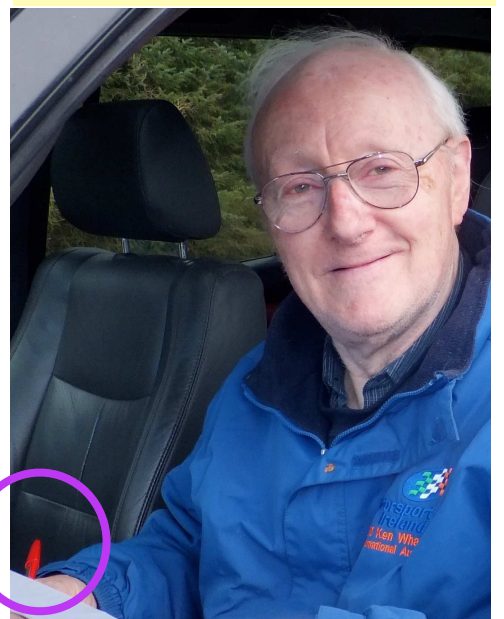
## RESULTS

- 1 Morgan Evans (Seicento) 15m,
- 2 Philip Hughes (Seicento) 22m,
- 3 John McAssey (Starlet) 23m,
- 4 Richard Meeke (Starlet) 24m,
- 5 Percy Pennefather (Seicento) 24m,
- 6 David Meeke (Starlet) 25m,

7 Mick Kehoe (Peugeot 206) 25m,  
8 Frank Lenehan (Mini) 28m,  
9 Owen Murray (Starlet) 28m,  
10 Philip O'Reilly (Mini) 30m.  
*Class winners:* Philip Hughes, John McAssey, Ian McCulloch (MG Midget), Stephen Briggs (Corsa), Aoife Ryan (Starlet).



It would appear that Paul Sealy was another victim of Frank's compelling sales technique for the Starlet Raffle



A serene Paul Phelan processed the scores in his customarily efficient way with the help of his "trademark"





The top two, Morgan Evans (L) & Philip Hughes cast practised eyes over proceedings



The guiding hand of Stephen Briggs points Ron Corry and Derek Williams in the direction of their section



Declan Lennon & Mandy went the extra mile with their marshalling responsibilities with this very welcoming starting gate to their section. Maybe we should have an auxiliary award on future events for the official who best decorates his/her post. Below Declan keeps a close eye on Myles O'Reilly



Myles O'Reilly, David Ronaldson, Frank Nuttall, Dermot Quigley



The Quilles, Austin (L) & Syd deliberate



Dave Campion explores all the angles



Martin Casey



Morgan Evans (L) is ambushed by Frank Lenehan (R) for a Starlet Raffle ticket. Percy Pennefather knows it is his turn next.



John Lombard keeps watch



John Bolton came along to drum up support for Leinster MC's PCT



**QUIZ** June Questions

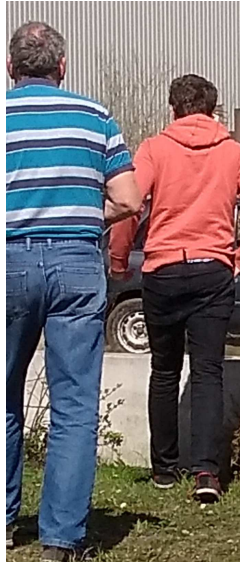
Answers to [valianmcculloch@gmail.com](mailto:valianmcculloch@gmail.com)

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

**3** Name this pair - they are related.



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



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



**6** Who has been inverted?

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



**SPOT THE DIFFERENCE**

*See Page 34 for answer*





## The Flying Scotsman

26th/28th April



Pic - Gerard Brown

26th April saw the start of the 10th Edition of The Flying Scotsman Rally, with the highly regarded Anthony Preston acting as the Clerk of the Course. Paying homage to the original event, which was the brainchild of the late Philip Young, the event started from Brooklands outside London and ran to Waverly Station in Edinburgh. As with almost all UK events, there was a strong Irish contingent. The Boland Motoring Dynasty from Wexford entered two cars, alongside the Kavanagh Father and Son team from Naas, Andrew Bailey and Philippa Spiller, Mick Cotter with Terence Bradley, Shane Houilhan and Richard Pain.

This is the fifth time that I have taken part and in the past Shane and I have finished as high as 4th overall, from a capacity entry of 110 cars. Our hopes were high, as the Riley Special has been the subject of continuous improvement (tweaking in a shed) since the same event last year. The first test was based in Brooklands

and included the famous hillclimb and a short link section on the original banking. Anthony then managed to guide us out of London with almost no traffic at all and into some gentle regularities.

Over the course of the event we visited some of the finest country houses in the UK. One key requirement for such an establishment, is a long, smooth and often twisty driveway which makes for some very enjoyable driving tests. The event included one time trial, where competitors are required to check in on their minute. This might sound easy as the navigator does not need to worry about seconds, but the location for this was the MOD Land known as Catterick Ranges. Anyone who has competed on the Rally of the Tests in the past will no doubt have experience of this. Unfortunately, the 1100cc Riley was no match for the big-engined Bentleys and we were 10 seconds late at the end of the 12 minute session. Nevertheless, we were happy with the result as the

more experienced competitors believed we would drop several minutes on the challenge.

The competition was fierce throughout the event but all the while remained very sporting. We started the final day 1 minute behind Paul Crosby and Ali Procter. Before we left the first control of the day, we joked that the only way we would pass them on the leader board, was if we rear-ended them at a T-junction! How right we were, as we were not able to catch them, neither on the road sections nor on the leader board. I was particularly pleased to keep David Richards, CBE, of Prodrive fame and the current MSA Chairman, behind us. It transpired that both David and Shane have endless anecdotes regarding the exploits of Billy Coleman!

All of the Irish crews made it to the finish line. This was quite an achievement for Andy and Philippa as they were in the second oldest car on the event, aged 100 this year. Cotter and Bradley arrived at the finish with the front axle attached to the car with some chain wrapped around the exhaust manifold. Shane and I improved our overall standing each day and finished up fifth overall. Without doubt we had really found our stride as we approached the end, which made us regret all the more the sloppy seconds we lost on day one. That being said we were happy to come in first of the non-‘professional’ crews!

For the record the event was won by Garrett Burnett and Matthew Vokes (winner of the last TDC Retro) in a 1939 Alta.

Richard



## Connaught MC MVAT

5th May

This toe in the MVAT water was a great success. The tests were well laid out, and well marshalled (nobody got away with anything!). Indeed, the whole event was well run -

with Joe Corcoran at the helm you wouldn't expect it to be otherwise.

Some of the more mature competitors whose neck articulation is a bit compromised would have

preferred less reversing - but it was an autotest.

The unnecessarily unfriendly insurance arrangements which apply to MVATs which use more than one





venue - IRDS required - were creatively circumvented on this occasion. Admittedly, there were just two sites. John

with 50. John Nolan probably enjoyed it the most. He had a perfect day behind the wheel and was the comfortable winner. Frank Lenehan had lots of penalties but still managed to finish runner-up. Relatively local Thomas Wedlock was third.

A good number travelled, including quite a few TDC folk. Post-event reaction suggests that the gospel will be promulgated and more might be tempted next year.



Editor

(briefed by an anonymous informer)

Golden was the first host. When competitors had finished here, those with a road legal set-up set off for the second venue. The others used their trailers, for the five or so mile trip.

A lunch voucher was also part of the deal which was redeemed in McCormack's MACE in Manorhamilton.

Almost thirty drivers enjoyed a great day with a great atmosphere - they could comfortably have coped

4 Piers MacFheorais (MX5) 1305s,  
5 Paddy Corcoran (Starlet) 1314s,  
6 Colin Sheridan (Starlet) 1319s,  
7 Ferlin Taylor (Civic) 1338s,  
8 Joe Downey (Starlet) 1366s,  
9 Kevin O'Rourke (Toyota MR2) 1369s,

10 Sean Maloney (Colt) 1370s.

*Class winners:* Sean Maloney, Frank Lenehan, Piers MacFheorais.

## RESULTS

- 1 John Nolan (Starlet) 1259s,
- 2 Frank Lenehan (Starlet) 1292s,
- 3 Thomas Wedlock (Starlet) 1301s,

*PS* You may notice that the Header and the Logo offer different spellings of the western province. The oracle that is Paul Phelan prefers what he considers the more "authentic" rendering - who am I to argue?



## SNIPPET

*Larry Mooney made good use of the "free travel" to journey into town to hand over cheques for €750 to a representative of each of The Salvation Army and Merchants Quay Ireland*



## CAPTION COMPETITION

*See June Quiz for address to send your suggestions to!*



*A Squabble of Starlets?*



SNIPPETS



*A closer look at the squabble on the previous page suggests that had there been a visit by a deputation from the NCT they would have revelled in what appears to be an epidemic of handbrake lurgy.*

*Stephen Briggs's PCT Corsa featured one of those marvellous ideas that car manufacturers come up with.*

*If you attempt to change a wheel the wheel brace "socket" won't fit over the "nut". If you are clairvoyant and realise that what you are trying to remove is actually a plastic cover for the nut and attempt to remove it by hand, unless you have unnaturally shaped digits it will be a futile exercise. But wait, what is this metal coat hanger off-cut doing skulking in the spare wheel well. Yes, it is a "tool" carefully designed to be only marginally more effective than your fingers. Another fine example of the "wonders of modern technology"*

**Wednesday, 6th June - TDC  
James Pringle Autotest -  
Sandyford**

**Sunday, 24th June - JJ's Avoca  
River MVAT - Arklow**

**Wednesday, 25th July - TDC  
Production Trial - Glencullen**



An initiative to raise funds to defray the exorbitant premium sought by the MI insurers took place at Mondello on the weekend of 12th/13th May. Given that planning only began after Christmas, the event, which featured virtually every variety of the four-wheeled motorsport community (even the drifting MI pariahs were there) was amazing in terms of content and organisation. The weather exceeded the forecasters' predictions and Factor 50 was required. There was also a Gala Dinner on the Saturday night in Citywest.

TDC was well represented in Tom Devaney's autotest demo. This involved tandem tests which featured some educated sandbagging so as to ensure tight finishes. The Grimes Mini/Nova Special, which has not functioned properly (the Nova bit) since its creation benefitted from the outing which facilitated the assessment of various "fixes". It certainly went home on Sunday running considerably better than it had on Saturday morning.

Those demonstrating were Tom Devaney, Peter, Christy & Christopher Grimes, Austin & Darren Quille, Guy Foster, James Mansfield, Liam Croston, Paul Phelan and Ian White.

There was a small MVAT subtext courtesy of James's MX5 and Austin's Toyota Levin.

The disappointing feature of the weekend was the paucity of punters despite extensive efforts to get the word out. It remains to be seen how much was realised. Whatever, those who did attend will have gone home favourably disposed towards the sport.



QUIZ April Answers

Who were putting their best feet forward at the AGM etc?  
Sarah Kingston (1) Judy Lambert (2)

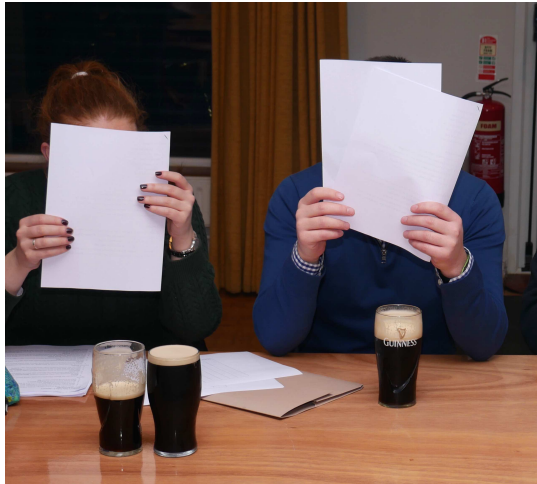
1



2



5 Whose Mini is confused about its cubic capacity? Damien Doran's. I suspect it has more than 850 cc - probably an anagram 580 more.



3 Who were secretly synchronising at the AGM etc.? Jill Roy & Alex Lyons



4 Whose car sports these "stickers" Ronnie Griffin's Micra



6 Who was driving this "chase car" at the MEC Hewison round? James Doran (Damien's hire car)



7 Who is the fettler? Mark Walsh (too easy really)



9

Who is doing the impression of Socrates? Tim Swail



8 Make and Model? Datsun 1600 Convertible - spotted by "The Rocket" in the US



The Shamrock Vintage Challenge might best be described as a Retro for pre-war cars. There was some TDC involvement. Michael Jackson & Mickey Gabbett who have been integral to the TDC ICR were C-o-C and Chief Marshal respectively. Others like the Editor, Richard & Jo McAllister, Peter Lynch, Rory Dooley and Karen Gaffney also had an administrative input. Frank Hussey was also supposed to be helping but a sudden bereavement (Cath Woodman's dad) saw him take her



place alongside John Abel with my Romer and a spare Ted



*Frank Hussey prepares*

Gaffney stopwatch. They won! This was the first running of this three and a half day event and used the highways and byways (more of the latter) of the sunny south-east. It was

actually sunny for the last two days.

Editor



*Richard McAllister (L) listens as JJ Farrell seeks advice*



*Michael Cotter & Philip O'Reilly (great headgear, Philip) in the Alfa Romeo 6C which Giuseppe Campari drove in the 1931 Ards TT.*



*Andy Lane & Ted Gaffney looked the part (which one I'm not sure?) in their Morgan overalls in their 1938 Morgan*



*Tom Callanan & Brendan O'Donoghue 1933 Lagonda*



*Francis Rhatigan & Trevor Hamilton 1939 BMW Frazer-Nash*



*Andrew O'Donohoe & JJ Farrell get a bit sideways in the 1924 Sunbeam. I suspect Dr Cameron might not have approved.*



## NAMC Burkes of Cornascriebe May Targa Rally

26th May

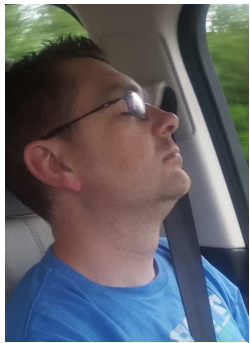
A combination of holidays, cars not ready and the hugely successful and well supported biannual "Friends of Oisín" Barn Dance & BBQ in Woodside saw just three crews making the journey north - Christopher Evans / Kevin Fagan, Eddie Peterson / Patrick O'Leary and John O'Reilly / Nick Sparks, all competing in Toyota MR2s.

Scrutiny and Sign-On were at the premises of JH Turkington in Portadown. The event consisted of three laps of five tests with the exception of Lap 1 where Test 1 was repeated at the end of the lap. Tests 1, 6, 11 and 16 were held in JH Turkingtons. The other two venues were Emerson's Quarry with one test held there and Collen Brothers Quarry which hosted three.

It was a novel experience to head straight into Test 1 with no road miles done. All crews experienced various difficulties on the first lap and after Test 6 Christopher & Kevin were lying second to Paul Mooney by 9 seconds. John & Nick were seventh with Eddie & Patrick in nineteenth after a "fail".

Having got through the familiarisation lap the second visit was more enjoyable with all crews faring better. At the end of this lap Christopher & Kevin were 19 seconds behind with John & Nick in sixth. Eddie & Patrick had recovered to tenth.

Lap 3 saw all competitors' cars starting to suffer with blocked air filters due to the beautifully dry



*I trust that Kevin didn't nod off during one of the tests*

weather which made the quarry tests particularly dusty. Christopher & Kevin closed the gap to Paul and they finished up 12 seconds in arrears. John & Nick finished fifth, 60 seconds off the lead and Eddie & Patrick did well to get back up to seventh, 73 seconds off the lead.

The most popular test of the day for all the crews was Turkington's which was a very fast trip around their yard on a variety of surfaces.

All in all, a very enjoyable day in great weather. A big thanks to North Armagh Motor Club, JH Turkington's, the event sponsors Burkes of Cornascriebe, the landowners (some of the sites would normally be open on a Saturday), and all the marshals who stood out in the sun and dust.

Nick



## RESULTS

- |  |       |
|--|-------|
| 1 Paul Mooney/J Bell (Nova)              | 19:36 |
| 2 Christopher Evans/Kevin Fagan (MR2)    | 19:48 |
| 3 David Burns/Conor Murphy (Fiesta)      | 20:38 |
| 4 Eric Patterson/Raymond Donaldson (MX5) | 20:40 |



*Eddie & Patrick in the queue for one of the quarry tests*



*John & Nick*



*Paul*



*Christopher & Kevin*

*The thee pics above courtesy of Adrian Hanna*

- |  |       |
|--|-------|
| 5 John O'Reilly/Nick Sparks (MR2)      | 20:48 |
| 6 Angus Johnson/Dion Coyle (MX5)       | 20:51 |
| 7 Eddie Peterson/Patrick O'Leary (MR2) | 21:01 |



Despite John Bolton (seen here struggling with a blunt punch) handing out regs at the TDC Killeel PCT in April, there was an



underwhelming turnout - quality rather than quantity! The aforementioned John had set out the tests which were variations on Stephen Briggs's originals. The condition of the grass and the terrain generally (drier) made the challenge different. It didn't rain with us at all, so the tests became easier as the day progressed. The Lap 2 totals were considerably lower than the Lap 1 ones.

The Seicentos dominated and claimed the top four places. Philip Hughes was top of the pile. His son,

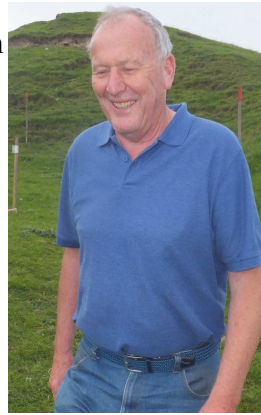


Tim, marked his 21st birthday with fourth. He had never done a PCT



before and hadn't "mudplugged" for about six years so this was a worthy showing.

Best of the TDC contingent was Dave Meeke. Stephen Briggs's abandonment of his "modern" Corsa for a double-Starlet-drive with sister Susan did not see him soaring up the leaderboard.



Ian McCulloch fought off the



non-existent challengers in Class 2 - another successful pot-hunting exercise.

The event administrator, John Alvey, generated the results promptly. He has recently retired from rugby refereeing - under duress. He is not impressed with their upper age limit of 60. They finally caught up with him when he was 9 years over the limit!

As ever, Joe Reynolds's "Rathbawn Ranch" was magnificent. Farm manager, Joe Cullen, was as helpful as ever. Lots of sheep have

to be moved to alternative accommodation temporarily so that we can play. There are other inconveniences as well.

Please, next time, if there is another one, be more supportive of this event.

Ian



## RESULTS

- 1 Philip Hughes (Seicento) 15m,
  - 2 Percy Pennefather (Seicento) 16m,
  - 3 Morgan Evans (Seicento) 17m,
  - 4 Tim Hughes (Seicento) 23m,
  - 5 David Meeke (Starlet) 24m,
  - 6 John McAssey (Starlet) 29m,
  - 7 Stephen Briggs (Starlet) 32m,
  - 8 Ian McCulloch (MG Midget) 40m
  - 9 Susan Briggs (Starlet) 44m,
- Class winners: Percy Pennefather, Ian McCulloch*



*Percy Pennefather evicts Morgan Evans mid-test as he isn't bouncing with sufficient gusto.*



John McAssey



*Frank Nuttall thought he was at an audition for Joseph and his Amazing Techniclor Dreamcoat*



Ger McCullagh



***'TRIP TO TIPP'***

An early departure had us in Dundrum village, just west of Cashel, in plenty of time for scrutiny and a great breakfast at 'D Café', HQ for the day. Ray Heney, our C-o-C and mastermind behind this Tipperary Motor Club event brought our attention to a couple of changes to the road book, all linked to the fact that farms and quarries are 'living things', constantly changing from one day to the next. Silage gets cut and moved from the fields into farm yards and sand and gravel mounds change on a daily basis. The road book looked really good, easy to follow, mostly tulips with maps for six .... off we go!

With 20 selectives planned, it was going to be a long day, as Endurance Trials normally are. Seven tests repeated twice with another two done three times over a mix of farmyards (with lots of genuine Tipp muck of the bovine variety), grass, gravel and some super smooth farm roads. Apart from the mountain run through a windmill farm (Paddy Jerry Low Farm) which was a little too rough, the selectives were really excellent - one was over 4.35 kms long with everything thrown in! Fantastic!

For a 'first time' event, it was really excellent as on the way home that evening our only real gripes were that code boards were a little too difficult to locate on one or two occasions (it's not a treasure hunt after all...) and the 'stop-box punches' were a bit 'hit and miss' - some had been driven over, or had gone astray by the time we arrived (probably on the back seat of a Starlet having been caught around the wing mirror on the fast getaway). You really can't beat a manned stop-box with a marshal handing out a playing card as the best means to keep speed/danger in check.

There was so much muck in places on the first selective, it was like driving on ice but we just about got through it without hitting the high kerb near the water trough that was well flagged in the road book .... it was really, really close though! A 7 km road trek to a quarry for two selectives and then less than a kilometre for the longest one of the day, around the back of a quarry, through lots of fields on an adjoining farm and back into the quarry again. What a super selective!

These three were repeated before we moved back towards Dundrum for Carrolls and Alleys, Tests 7 and 8 before the lunchtime halt. Again really great selectives - we particularly enjoyed Alleys as the roads and farmlands used were really smooth. Lots of smiles after this one!

A few 'would nearly polish out' scrapes were evident here and there on various competitor cars at the lunchtime halt but the big news was that Kevin O'Rourke/Patrick O'Leary had broken three drive shafts by that stage and was out. Was it the change up to 14" wheels or the new suspension...more investigation



Kevin &amp; Patrick

required?! Mark Reilly/Paul Reilly had an off on 8 damaging his front suspension just a few metres from where Kevin had broken his last shaft - between the two of them, they swapped a few bits and pieces and got Mark going again. After the event was over, the borrowed components were duly removed and returned!

With some selectives slow to start, we were well behind the time schedule planned at this stage and in an effort to bring everything back on track, lunch was reduced to 30 mins. A quick petrol halt just opposite the D Café and off to Test 9. Again, super smooth farm roads. Really enjoyable! Test 10 was around a lake, again super smooth and apart from a minor brush with a sheep wire fence (nothing broken but the driver was a little red faced), we were really enjoying it! Both of these tests were repeated before the longest road section of the day, some 20 kms to a windmill farm. The start of the test was a massive climb uphill at full revs in a 1300 cc in first - this seemed the only way to make progress and early on, it looks like a clutch had packed in on the ascent for one of the front runners - I think it was Graham O'Donoghue. Another contender out!

This was the roughest test of the day but the next one, Test 14, more than made up for it. This 1.8 km challenge was really super smooth and very enjoyable. Smiles all round again. Both of these tests were repeated but as it was well into the evening at this stage and the talk was of how many tests would have to be cancelled. In the end just two had to be pulled, so eighteen completed overall.



Craig &amp; Darren

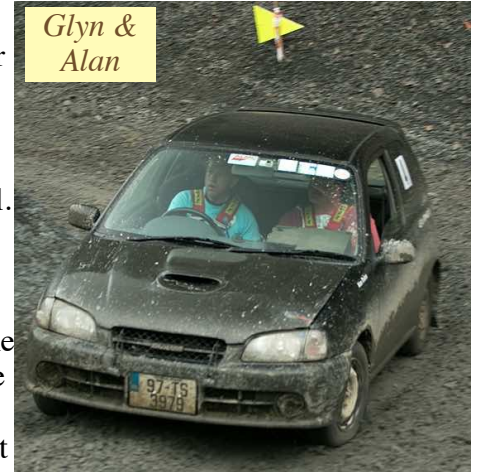


20 kms back to 17 and 18, both repeats from earlier where we managed to pull back a few seconds on our earlier runs through both tests. Craig O'Rourke/Darren Buttle had been moved up into our class (2) for navigation cars (on account of having an hydraulic handbrake apparently ....which wasn't connected I understand which didn't dissuade the astute scrutineer from the class change) and he proved to be really quick. And even more to the point, Darren had just got his first competition licence earlier in the week! In the end, he took Class 2 by a considerable margin and fifth overall, leaving us in a distant class second and 10th overall. It must be something in the water that these O'Rourke boys drink...super drive lads!

The Barrables (pictured here at a "proper" stop-



Nugent/Simon Echlin, the only rear wheel drive on the event, brought home their Mk1 Escort in 9th overall.



Glyn & Alan

We were loading up our absolutely filthy dirty Starlet on to the trailer at somewhere approaching 8:00 pm, tired from what was an excellent day out. Ray Heney reckoned it would be much later before Shannon Sports would have the results finalised or possibly even the following day. We made tracks for home!

Shannon Sports had everything finalised by Monday afternoon – 27 finishers from the 31 that had started the event with lots of quality pics on Peespeed.ie to relive the experience and confirm how varied and different the tests were. The quality of this event deserved more entries, far more entries indeed. In my humble opinion, there simply isn't a better motorsport 'bang for your buck' with every possible surface to contend with over the course of a full day's driving.

Thanks to Owen for calling the 'notes', to Ray



box) topped the chart with 11 secs on Derek Butler/



Patrick Murphy also in a Starlet. Karl O'Donoghue/Evin



Hughes came in third. Patrick Corcoran/Garry Egan brought home Class 1B with Glynn Gaffney/Alan Dolan in second, just 6 secs back. Martin



Colin & Owen

Heney and the Tipperary Motor Club for putting on a super event, to the landowners, marshals, excellent road books and all involved – as this was their first time to run such an event, everybody should be commended. We are looking forward to next year's event already!

Colin & Owen





## RESULTS

- 1 Peter Barrable/Rob Barrable (Starlet) 9m 52s,
- 2 Derek Butler/Patrick Murphy (Starlet) 10m 03s,
- 3 Karl O'Donoghue/Evin Hughes (Starlet) 10m 36s,
- 4 Paddy Corcoran/Gary Egan (Toyota Starlet) 11m 17s,
- 5 Glyn Gaffney/Alan Dolan (Toyota Starlet) 13m 08s,
- 6 Mikey Walsh/Killian O'Sullivan (Corolla) 13m 24s.

*One-litre class winner:* Seanie O'Gorman/Shelly O'Keeffe (Nissan Micra) 15m 36s.

*Navigation Cars:*

- 1 Craig O'Rourke/Darren Buttle (Starlet) 13m 02s,
- 2 Colin Sheridan/Owen Sheridan (Starlet) 14m 39s,
- 3 David Forde/Declan Burke (Starlet) 14m 46s.

*Retrospective and RWD Cars:*

- 1 Martin Nugent/Simon Echlin (Ford Escort) 14m 10s.



## STARLET RAFFLE

The Barn Dance & BBQ on Sat 26th May to raise funds for Oisín Greenan was a great night.

For those of you who would like to help this worthy cause, the associated RAFFLE for the event-winning Starlet will be held after the James Pringle Autotest in Woodside on Wednesday, 6th June. Tickets are still available from Frank Lenahan 0862523255.

(I suspect that there aren't too many of you who haven't been approached.)

## Committee Notes

### Resumé of proceedings at committee meetings Apr, May 2018

- Piers to give lessons to Ian as to how to put old films / videos on the Club's YouTube Channel - I wonder how many of you knew we had one. Eamonn King has supplied old DVDs .
- Provisional list of Dates for 2019 was gone through. As ever there was not much deviation from this year's calendar sought.
- Redesign of tests spearheaded by Richard Meeke at April MVAT was well-received. Event brilliant all-round.
- The power packs for the NOOKS worked a treat though it seemed that they only sought a top-up when gauge read quarter full. Whatever, range anxiety is now a thing of the past.
- Merchant's Quay & Salvation Army were given €750 each after Larry's March Hare run. Thank-you letters were sent to Broderick's, Rosa Roe et al.
- Mondello extravaganza, fundraiser for Irish Motorsport, scheduled for 12th/13th May clash with our PCT in Killeel was resolved with a move to 29th April.
- Our only direct involvement with the extravaganza will be to respond to requests for help from Tom Devaney who is involved in organisation of Autotest "stand".
- PCT under the guiding hands of Stephen Briggs and his apprentice Owen Murray went as well as it could have.
- Feelers re. event sites have been extended - responses awaited - ongoing
- Volunteer being sought to train and act as Child Protection Officer - ongoing.
- Permission to use mobile numbers / email addresses to canvas potential competitors be sought on entry forms. This is a ramification of the imminent GDPR - ongoing
- Organising personnel were "appointed" for next few events.

**Wednesday, 6th June - TDC James Pringle Autotest - Sandyford**  
**Sunday, 24th June - JJ's Avoca River MVAT - Arklow**  
**Wednesday, 25th July - TDC Production Trial - Glencullen**



SNIPPETS



*Larry Mooney must have thought that Frank Lenehan needed a bit of a lift at the Fun Run as he presented him with a booster pack. I'm sure he would have been similarly uplifted had he been in the Editor's back garden when Reynard visited the following week.*



Jack Walton was so inspired by his "prize" that he is considering making enquiries vis-à-vis the "extra" situation in "The Vikings"



*Good Samaritans aren't always rewarded for their largesse. Owen Murray came to the rescue when Stephen Briggs's Starlet got stuck when they were setting up on the Saturday for the PCT the following day. His confidence in 4WD proved to be misplaced and a more robust saviour had to be summoned to extricate them both.*



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	Full Total	Best 9
<b>Beginners</b>								
1	Aoife Ryan	13	20	16	12	20	81	81
2	Conor Clarke	18		20	17		55	55
3	Gerard Keane	0	17	9	11	17	54	54
4	Luke O'Neill	5		15	20		40	40
5	Eric Byrne	17		18			35	35
6	Lukasz Choma	14			19		33	33
7	Finbar O'Neill	3		13	13		29	29
8	David Fitzpatrick	11		14			25	25
9	Ross Cullen	8		17			25	25
10	Christopher Grimes	20					20	20
11	John Farrelly	19					19	19
12	Shane Patton	7		12			19	19
13	Daragh Denning		19				19	19
14	Liam Denning			19			19	19
15	Paul Sealy					19	19	19
16	Sam Dolan		18				18	18
17	Darren Delaney				18		18	18
18	Emer McNamee					18	18	18
19	John Stevenson	16					16	16
20	Brian Duggan	9			7		16	16
21	Harry McGovern		16				16	16
22	Lar Hogan				16		16	16
23	Val Farrar					16	16	16
24	Darren Griffin	15					15	15
25	Gillian Griffin		15				15	15
26	Robert Ingram				15		15	15
27	Conal O'Neill	12			2		14	14
28	Kevin Dempsey				14		14	14
29	Simon Love	0		11			11	11
30	John Carty	10					10	10
31	Sean Conway			10			10	10
32	Kevin Maher				10		10	10
33	Conor Quinlan				9		9	9
34	Susan Briggs	1		7			8	8
35	Donal Smith			8			8	8
36	Robert Gloster				8		8	8
37	Keith Farrell	6					6	6
38	Sean Fitzpatrick	0		6			6	6
39	Niall Donoghue				6		6	6
40	Neil Foyle				5		5	5
41	Stephen Cummins	4					4	4
42	Robert Nevin				4		4	4
43	Declan Burke				3		3	3
44	Nick Muhall	2					2	2
45	Enda Grenham				1		1	1
46	Guy MacWilliam	0					0	0
47	Keith Shaw	0					0	0
48	Ciaran Bergin				0		0	0
<b>Novices</b>								
1	David Campion	0	18	17	18	16	69	69
2	Mark Walsh	13		18			31	31
3	Rod McGovern	12	19				31	31
4	Andrew Boland	14		16			30	30
5	Simon Evans	9		20			29	29
6	Declan Furlong	5		19			24	24
7	Robert Whelan	20					20	20
8	Mark Shanahan	1			19		20	20
9	Ronan Kearns		20				20	20
10	Kieran Garahy				20		20	20
11	Morgan Evans					20	20	20
12	John O'Reilly	19					19	19
13	Philip Hughes					19	19	19
14	Mark Francis	18					18	18
15	Percy Pennefather					18	18	18
16	Angus Johnson	17					17	17
17	Frank Dwyer				17		17	17
18	John Farrar					17	17	17
19	Simon Brien	16					16	16
20	Declan Donohoe				16		16	16
21	Jack Brien	15					15	15
22	Dearbhaile Garahy				15		15	15
23	Peter Quinn					15	15	15
24	Ronan McNamee					14	14	14
25	Andy Johnson	11					11	11
26	Matthew Walsh	10					10	10
27	David Forde	8					8	8
28	James Colville	7					7	7
29	Robert Howard	6					6	6
30	Dave Griffin	4					4	4
31	Cathal O'Carroll	3					3	3
32	Peter Snodden	2					2	2
33	Adam Geraghty	0					0	0
34	Shane Burns	0					0	0
35	TJ O'Brien	0					0	0
36	Maurice McMonagle	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	Full Total	Best 9
	<b>Intermediates</b>							
1	David Meeke	13	18	16	19	20	86	<b>86</b>
2	Colin Sheridan	12	15	14	18	14	73	<b>73</b>
3	Owen Murray	17		15	20	18	70	<b>70</b>
4	Stephen Briggs	16	17	13		13	59	<b>59</b>
5	Niall Murray	19	20	19			58	<b>58</b>
6	Mick Kehoe	15		18		19	52	<b>52</b>
7	Michael Cullen	14	19	17			50	<b>50</b>
8	Eoin Murray	20		20			40	<b>40</b>
9	Jack Quinn	9		12		16	37	<b>37</b>
10	Zoe Briggs	7	16	9			32	<b>32</b>
11	Karl Grehan			8	17		25	<b>25</b>
12	Johnny Whelan	18					18	<b>18</b>
13	Jay Donegan	8		10			18	<b>18</b>
14	Eoin Longworth	3			14		17	<b>17</b>
15	Myles O'Reilly					17	17	<b>17</b>
16	Patrick O'Leary				16		16	<b>16</b>
17	Martin Nugent				15		15	<b>15</b>
18	Ian McCulloch					15	15	<b>15</b>
19	Brian Flanagan		14				14	<b>14</b>
20	Kevin Fitzgerald	11					11	<b>11</b>
21	Anthony Freeney			11			11	<b>11</b>
22	Mark Nugent	10					10	<b>10</b>
23	Ted Gaffney	6					6	<b>6</b>
24	Karen Gaffney	5					5	<b>5</b>
25	Noel Broderick	4					4	<b>4</b>
26	Craig MacWilliam	0					0	<b>0</b>
	<b>Experts</b>							
1	Richard Meeke	13	17	19	19	19	87	<b>87</b>
2	Piers MacFheorais	16	16	16	17	16	81	<b>81</b>
3	Liam Cashman	18	18	18	20		74	<b>74</b>
4	John McAssey	9	14	10	18	20	71	<b>71</b>
5	John Nolan	11	15	13	15	15	69	<b>69</b>
6	Brian Kingston	15	13	12	14		54	<b>54</b>
7	Philip O'Reilly	10	12	14		17	53	<b>53</b>
8	Frank Lenehan	12		11		18	41	<b>41</b>
9	Eamonn Byrne	20		20			40	<b>40</b>
10	James Mansfield	5	11	8	13		37	<b>37</b>
11	Darren Quille	17	19				36	<b>36</b>
12	Eddie Peterson	14		17			31	<b>31</b>
13	Guy Foster		20				20	<b>20</b>
14	Christopher Evans	19					19	<b>19</b>
15	Stefan Walsh				16		16	<b>16</b>
16	Joe Doran	6		9			15	<b>15</b>
17	Mark Doran			15			15	<b>15</b>
18	JJ Farrell	8					8	<b>8</b>
19	Trevor Hamilton	7					7	<b>7</b>
20	Dave McAulay			7			7	<b>7</b>
21	Kevin O'Rourke	4					4	<b>4</b>

See Website for Autotest Standings.

Queries (unlikely given Stephen Briggs's proficiency) to [sb@iol.ie](mailto:sb@iol.ie)



# TDC Turbine

<b>OVERALL</b>		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	Full Total	<b>Best 9</b>
1	Richard Meeke	11	17	17	19	17	81	81
2	Liam Cashman	16	18	16	20		70	70
3	Piers MacFheorais	14	15	14	17	9	69	69
4	John Nolan	8	13	11	15	7	54	54
5	John McAssey	0	12	6	18	18	54	54
6	Niall Murray	17	16	18			51	51
7	Brian Kingston	13	11	10	13		47	47
8	Eamonn Byrne	20		20			40	40
9	David Meeke	0	7	5	12	15	39	39
10	Eoin Murray	18		19			37	37
11	Darren Quille	15	19				34	34
12	Philip O'Reilly	0	10	12		11	33	33
13	Owen Murray	0		4	14	12	30	30
14	Frank Lenehan	9		7		13	29	29
15	Eddie Peterson	12		15			27	27
16	Mick Kehoe	0		9		14	23	23
17	Michael Cullen	0	14	8			22	22
18	Guy Foster		20				20	20
19	Morgan Evans					20	20	20
20	Christopher Evans	19					19	19
21	Philip Hughes					19	19	19
22	Stefan Walsh				16		16	16
23	Percy Pennefather					16	16	16
24	Mark Doran			13			13	13
25	Colin Sheridan	0	2	2	7	0	11	11
26	Luke O'Neill	0		0	11		11	11
27	Robert Whelan	10					10	10
28	James Mansfield	0	6	0	4		10	10
29	David Campion	0	4	0	0	6	10	10
30	Lukasz Choma	0			10		10	10
31	John Farrar					10	10	10
32	Aoife Ryan	0	1	0	0	8	9	9
33	Conor Clarke	0		1	8		9	9
34	Ronan Kearns		9				9	9
35	Darren Delaney				9		9	9
36	Rod McGovern	0	8				8	8
37	John O'Reilly	7					7	7
38	Mark Francis	6					6	6
39	Karl Grehan			0	6		6	6
40	Johnny Whelan	5					5	5
41	Stephen Briggs	0	5	0		0	5	5
42	Kieran Garahy				5		5	5
43	Myles O'Reilly					5	5	5
44	Angus Johnson	4					4	4
45	Jack Quinn	0		0		4	4	4
46	Simon Brien	3					3	3
47	Zoe Briggs	0	3	0			3	3
48	Simon Evans	0		3			3	3
49	Lar Hogan				3		3	3
50	Ian McCulloch					3	3	3
51	Jack Brien	2					2	2
52	Mark Shanahan	0			2		2	2
53	Paul Sealy					2	2	2
54	Andrew Boland	1		0			1	1
55	Robert Ingram				1		1	1
56	Peter Quinn					1	1	1



**RESULTS**

**CO CAVAN M C NAVIGATION TRIAL AT CORNAFEAN, CO CAVAN (FINAL ROUND OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND FINAL ROUND OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 7th April**

1 Mickey Tynan/Ciaran Tynan (Impreza) 4 marks,  
 2 Shane Dalton/Seamus McTigue (Impreza) 12m,  
 3 James McCabe/Shane Farrell (Subaru Impreza) 18m,  
 4 Keith McConnon/Micheal McCluskey (Impreza) 21m,  
 5 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 24m,  
 6 Arthur Kierans/Conor Maguire (Impreza) 25m,  
 7 Ray O'Neill/Ryan Treanor (Subaru Impreza) 26m,  
 8 Mark Reilly/Paddy Corcoran (Toyota Starlet) 27m.  
*Semi-experts:* 1 James McCabe/Shane Farrell, 2 Robert Graham/Oisin Sherlock, 3 Trevor O'Callaghan/Patrick O'Leary (Subaru Impreza) 75m.

**MONDELLO PARK SPORTS CLUB RALLYCROSS AT MONDELLO PARK, CO KILDARE (ROUND 1 OF PARTS FOR CARS NATIONAL CHAMPIONSHIP): 8th April**  
**SUPER FINAL:**

1 Derek Tohill (Ford Fiesta) 3m 50.15s,  
 2 Noel Greene (Mitsubishi Mirage) 3m 55.48s,  
 3 Michael Coyne (Vauxhall Nova) 4m 00.01s,  
 4 Pearse Browne (BMW Compact),  
 5 Lloyd Spendlove (Lotus Exige).

**SUPERCAR FINAL:**

1 Derek Tohill (Ford Fiesta) 4m 02.69s,  
 2 Noel Greene (Mitsubishi Mirage) 4m 08.60s.

**PRODUCTION FINAL:**

1 Ciaran Murphy (Peugeot 106) 4m 26.93s,  
 2 Derek Lenahan (Citroen Saxo) 4m 28.26s.

**RALLY CARS FINAL:**

1 Patricia Denning (Mitsubishi Lancer Evo) 4m 17.21s.

**IRISH MOTOR RACING CLUB RACE MEETING AT MONDELLO PARK: 14th/15th April**

**TRAILER COMPANY FIESTA ST RACE 1 (14 laps):**

1 Michael Cullen 15m 43.84s, 61.38 mph,  
 2 Dave Maguire 15m 44.07s,  
 3 John Denning 15m 44.44s,  
 4 Barry McHenry,  
 5 Trevor Farrar,  
 6 Gordon Kellett.

Fastest lap: Brian Flanagan 1m 06.491s, 62.24 mph.

**TRAILER COMPANY FIESTA ST RACE 2 (13 laps):**

1 John Denning 15m 04.95s, 59.45 mph,  
 2 Michael Cullen 15m 05.65s,  
 3 Gordon Kellett 15m 12.75s.

**TRAILER COMPANY FIESTA ST RACE 3 (14 laps):**

1 Dave Maguire 15m 39.58s, 61.66 mph,  
 2 Barry McHenry 15m 41.98s,  
 3 Gordon Kellett 15m 42.91s,  
 4 Michael Cullen.

**STRYKER RACE 1 (13 laps):**

1 Des Bruton 15m 17.97s, 58.61 mph.

**STRYKER RACE 2 (15 laps):**

1 Andrew D'Alton 15m 55.85s, 64.94 mph,  
 2 Greg Kelly 15m 56.30s,  
 3 Des Bruton 15m 57.35s,  
 4 Bill Griffin.

**GINETTA JUNIOR IRELAND RACE 1 (14 laps):**

1 Megan Campbell 16m 02.14s, 60.22 mph,  
 2 Robbie Parks Jnr 16m 03.27s,  
 3 Christopher Grimes 16m 04.45s.

**GINETTA JUNIOR IRELAND RACE 2 (14 laps):**

1 Robbie Parks Jnr 16m 00.88s, 60.30 mph,  
 2 Se Martin Jnr 16m 03.16s,  
 3 Christopher Grimes 16m 05.14s.

**HISTORIC RACE 1 (14 laps):**

1 Jackie Cochrane (Sunbeam Tiger) 15m 02.43s,  
 2 Steve Griffin (MG Midget) 15m 23.33s,  
 3 Tommy Doherty (Ford Capri) 15m 53.66s,  
 4 Wolfgang Schnittger (MG Midget).

**HISTORIC RACE 2 (13 laps):**

1 Jackie Cochrane (Sunbeam Tiger) 15m 19.78s,,  
 2 Steve Griffin (MG Midget) 15m 28.29s,  
 3 Tommy Doherty (Ford Capri) 15m 55.62s,  
 4 Wolfgang Schnittger (MG Midget).

**MOTOR ENTHUSIASTS' CLUB WEEKEND SPORTING TRIAL AT SNOWHILL, SLIEVERUE, CO KILKENNY: 21st/22nd April**

1 Brian Conlon (Erskine-Honda) 5 marks,  
 7 Percy Pennefather (Erskine-Suzuki) 28m,  
 9 Gordon Graves (Erskine-Suzuki) 40m,

*Day 1 winner:* Richard Pain (Kilkenny VW) 3m;

*Day 2 winner:* John Alvey.

**MONDELLO PARK SPORTS CLUB RALLYCROSS AT MONDELLO PARK, CO KILDARE (ROUND 2 OF PARTS FOR CARS NATIONAL CHAMPIONSHIP): 22nd April**  
**SUPER FINAL:**

1 Derek Tohill (Ford Fiesta) 4m 26.43s,  
 2 Noel Greene (Mitsubishi Mirage) 4m 40.99s,  
 3 Peter McGarry (Vauxhall VX220) 4m 46.83s,  
 4 Lloyd Spendlove (Lotus Exige),  
 5 Pearse Browne (BMW Compact).

**SUPERCAR FINAL:**

1 Derek Tohill (Ford Fiesta) 4m 39.46s.



**MODIFIED FINAL:**

- 1 Peter McGarry (Vauxhall VX220) 4m 56.05s,
- 2 Lloyd Spendlove (Lotus Exige) 4m 56.82s,
- 3 Brian Grealish (Honda Civic) 4m 59.80s,
- 4 Pearse Browne (BMW Compact).

**PRODUCTION FINAL:**

- 1 Ciaran Murphy (Peugeot 106) 5m 17.19s,
- 2 Derek Lenehan (Citroen Saxo) 5m 18.78s.

**RALLY CARS FINAL:**

- 1 Patricia Denning (Mitsubishi Lancer Evo) 4m 54.98s,
- 2 David Griffin (Ford Escort) 5m 13.80s.

**LIMERICK M C AUTOTEST AT BARNA  
TRANSPORT, NEWCASTLE WEST (ROUND 1  
OF PREMIER AUTO PARTS MUNSTER  
CHAMPIONSHIP): 29th April**

- 1 Ian White (Mini Special) 433.3s,
- 2 Liam Cashman (Nova) 452.5s,
- 3 Paddy Power (Mini Moke) 466.2s,
- 4 Martin Walsh (Starlet Special) 482.9s,
- 5 Cian Power (Mini Special) 504.0s,
- 6 Connie Lynch (Starlet Special) 507.4s.

*Class winners:* Paddy Power, Martin Walsh, Don Giles (Westfield), Stefan Walsh (Starlet), Liam Cashman, Billy Neville, Marc O'Rourke.

**BARC RACE MEETING AT BISHOPSCOURT,  
CO DOWN (ROUNDS OF MOTORSPORT  
IRELAND NATIONAL CHAMPIONSHIPS): 12th/  
13th May**

**PIRELLI SUPERCAR RACE 1 (12 laps):**

- 1 Alan Watkins 15m 36.87s, 84.11 mph,
- 2 John Cardoo 15m 40.63s.

**PIRELLI SUPERCAR RACE 2 (12 laps):**

- 1 Charlie Linnane 15m 51.55s, 82.81 mph,
- 2 Alan Watkins 15m 57.72s.

**YOKOHAMA OPEN ENDURANCE RACE (40 laps):**

- 1 Sam Mansfield (Radical SR8) 51m 03.42s, 85.74 mph,
- 2 Shane Murphy (Seat Supercopa) 51m 07.07s,
- 3 Rod McGovern (Seat Supercopa) 51m 09.55s,
- 4 Neil Tohill/Gerard Tohill (Seat Leon),
- 5 Eoin Murray (Seat Supercopa).

**THE TRAILER COMPANY FIESTA ST RACE 1 (8 laps):**

- 1 Michael Cullen 14m 47.71s, 59.18 mph,
- 2 Graham McDonnell 14m 48.96s,
- 3 Darragh McMullen 14m 49.36s.

**THE TRAILER COMPANY FIESTA ST RACE 2 (5 laps):**

- 1 Darragh McMullen 7m 11.81s, 76.03 mph,
- 2 Dave Maguire 7m 12.27s,
- 3 Michael Cullen 7m 12.79s.

**SKIBBEREEN & DISTRICT C C NORMAN  
GILES MEMORIAL AUTOTEST AT  
KILBROGAN, BANDON, CO CORK (ROUND 2**

**OF PREMIER AUTO PARTS MUNSTER  
CHAMPIONSHIP) (DAY 1): 19th May**

- 1 Ian White (Mini Special) 387.8s,
  - 2 Paddy Power (Mini Moke) 406.4s,
  - 3 Liam Cashman (Nova) 425.9s,
  - 4 Connie Lynch (Starlet Special) 452.7s,
  - 5 Mike Mulcahy (Mini Special) 453.0s.
- Class winners:* Robert Beamish (Mini) 655.9s, Paddy Power, Connie Lynch, Don Giles (Westfield) 476.1s, Michael Lynch (Starlet) 570.7s, Liam Cashman, Patricia Denning (Starlet) 651.0s.

**SKIBBEREEN & DISTRICT C C NORMAN  
GILES MEMORIAL AUTOTEST AT  
KILBROGAN, BANDON, CO CORK (ROUND 3  
OF PREMIER AUTO PARTS MUNSTER  
CHAMPIONSHIP) (DAY 2): 20th May**

- 1 Ian White (Mini Special) 371.3s,
  - 2 Liam Cashman (Nova) 409.1s,
  - 3 Mike Mulcahy (Mini Special) 431.4s,
  - 4 Connie Lynch (Starlet Special) 433.1s,
  - 5 Martin Walsh (Starlet Special) 436.6s,
  - 6 Cian Power (Mini Special) 441.2s.
- Class winners:* Robert Beamish (Mini) 577.3s, Mike Mulcahy, Connie Lynch, Peter Desmond (Westfield) 522.5s, Michael Lynch (Starlet) 492.0s, Liam Cashman, Gearoid Coakley 1155.0s, John Buttimer 583.4s, Patricia Denning (Starlet) 567.7s.

**CARLOW CAR CLUB RALLYCROSS AT  
PALLAS KARTING, TYNAGH, CO GALWAY  
(ROUND 3 OF PARTS FOR CARS NATIONAL  
CHAMPIONSHIP): 27th May**

**SUPER FINAL:**

- 1 Derek Tohill (Ford Fiesta) 4m 45.15s,
- 2 Michael Coyne (Vauxhall Nova) 5m 11.14s,
- 3 Willie Coyne (Opel Corsa) 5m 12.31s,
- 4 Pearse Browne (BMW Compact).

**SUPERCAR FINAL:**

- 1 Derek Tohill (Ford Fiesta) 4m 49.58s.

**MODIFIED FINAL:**

- 1 Michael Coyne (Vauxhall Nova) 5m 11.60s,
- 2 Willie Coyne (Opel Corsa) 5m 11.95s,
- 3 Peter McGarry (Ford Fiesta) 5m 21.76s,
- 4 Pearse Browne (BMW Compact),
- 5 Philip Kelly (Peugeot 205),
- 6 Chris Grimes (Vauxhall Nova).

**JUNIOR FINAL:**

- 1 Michael Ryan (Ford Fiesta) 5m 56.45s,
- 2 Jack Byrne (Ford Fiesta) 5m 56.88s,
- 3 Christopher Grimes (Ford Fiesta) 5m 57.59s.



SPOT THE DIFFERENCE

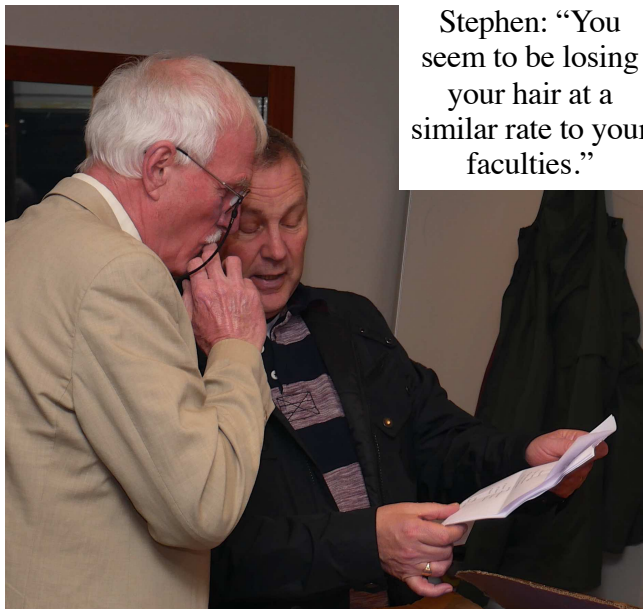


A similarity between the two pics is that Philip Hughes appears to have a malfunctioning door mechanism - he seems to be using his arm to keep it closed. The difference is not the white square



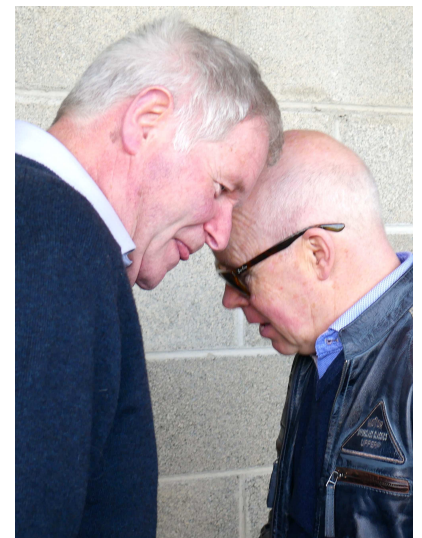
on the driver's door - that is one of the gate numbers. The difference is in the door mirror situation. After touching a marker with it early on, Philip made sure that it wouldn't happen again, not by just pulling in the mirror but by pulling it off altogether. His unfortunate mirror didn't rob him of victory. Morgan Evans was sufficiently far ahead for it not to have made any difference.

CAPTION COMPETITION



Stephen: "You seem to be losing your hair at a similar rate to your faculties."

The good thing about the lack of entries to this competition is that I always win



Michael: "Oh yes, I really do believe you when you say that those saloon brushes with my dad were inadvertent."

June Crossword

1		2			3
4	5		6		
7					

Across

- 1 A serious crime (How you might greet the TDC owner of a Peugeot 104) (6)  
4 Your engine should get one regularly (4-2)  
7 An Escort variation in the south of North America (6)

Down

- 1 F1 World Champion 1976 - first name, James (4)  
2 An abbreviated version of Emma & Zoe's mum (2)  
3 Kr - a noble substance (7)  
5 Taxi variation (4)  
6 The "other" E Byrne (4)

April Solution

R	E	T	R	I	M
I		B			A
A					G
C	A	R	B	O	N
	C		O		E
V	I	O	L	E	T
	D		T		O



## TDC James Pringle Club Autotest

Woodside,  
Sandyford



Wednesday evening 6th June

## TDC Avoca River JJ's MVAT



Sunday, 24th June, Arklow

## TDC Production Car Trial



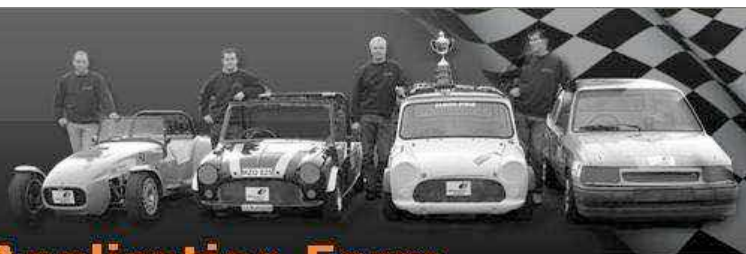
Wednesday evening 25th July

Glencullen





# 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 1<sup>st</sup> January and agree to abide by the Rules of the said Club.

*I declare that I shall not drive any part of a competition which takes place on the public roads unless I hold a valid motor vehicle driving licence. I am acquainted with and agree to be bound by the General Regulations of Motorsport Ireland.*

Signed:-

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

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

**Membership Fee: €20**

**philiporeilly@live.com**

**0872686333**

**Philip O'Reilly**  
**23 Stepside Park**  
**Enniskerry Road**  
**Dublin 18**