

TDC Turbine



An intermittent missive of random rants, reports & reviews

www.tdcireland.com

October 2018



Paul Phelan and Ian White, winner of the 2017/2018 Hewison Championship, with the Hewison Trophy

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Chairman's Chunterings

If you peruse the Committee Notes on Page 5 there is a reference to the Club's commitments that I would like you to consider. Having done so, it would be great if you could let us know your thoughts - whether on paper or by chatting to a committee member.

If you look at the "Fixtures" option on the website you will see a list of the events we run. This doesn't include Larry's Easter Fun Run and the AGM. Is the list too long, too short or just right?

Bear in mind that events need preparations in advance as well as competitors and officials on the day.

There are just two events before Christmas - Club Autotest and Hewison Autotest, both in Mondello. Do please support both of these in whatever capacity. As last year, the "Howie Wilde" tests will be "easier" than in the "good/bad (delete as applicable) old days".

The post-Christmas Autotest, in Holfelds again, will be on 27th December this year in the hope that seasonal domestic commitments might have a lesser impact than heretofore.

Ian



*Who is wearing this T-shirt?
Find out on Page 16.*



New scribbler to enjoy in this issue - couldn't believe I hadn't approached the erudite William Kelly before.

Also, a debutant snapper - Peter Cassidy.



The Club extends its condolences to Dave McAulay, Sue and the rest of the family on the death, in September, of Dave's dad, Alan.



John Farrelly took to autotesting like a duck to water in Rathcoole in August



Tim Faulkner flaunts his bespoke (specially commissioned to pander to his Munster penchant) umbrella.

Who are lurking in the background? See Page 29

Rathfriland MC Targa Rally

11th August

6:30 am - a later start than usual as the event was more adjacent, starting in Poyntzpass near Newry. We (Dermot Carnegie & Mark FitzSimon) arrived for



scrutiny shortly before 8:00 am. There was a small contingent from the South including Eddie Peterson &



Philip O'Reilly, Frank Lenehan & Tim Faulkner and



John O'Reilly & Nick Sparks who were driving



Christopher Evans's MR2 with Christopher

spectating for a change. We were

seeded 8th, just behind John and Nick, which suited us perfectly. Declan Furlong & Derek Beglan and James Mansfield, accompanied on this occasion by Dion Coyle, also travelled.

Scarvagh was the venue for the majority of the tests - there were five tests done three times and two others twice. As usual you were not allowed to walk the tests before you drove them so the first lap is the most difficult as you don't really know what to expect. The diagrams give an "indication" of what the test is like but can be difficult to follow.

The first test was nice and straightforward, well laid out and followed the diagram, just right for a navigator to get into his stride!

The next was a lot more difficult. However, it was possible to see most of it from the start line and get a good idea of the layout. We also had the chance to watch the cars immediately in front of us, our 8th seeding was ideal! It was, nonetheless, very tight and hard work for both the driver and navigator. I found it difficult to deliver directions at the right pace.

The 6th test was almost 30 miles away as a result of a small and uncharacteristic(!) navigation error which saw us heading in the wrong direction down the dual carriageway towards Newry. *(To be fair to Mark, I believe the Road Book could have been a bit more helpful - Ed.)* Recovering from this we got back on track and regained our place in the queue (the motorsport equivalent of the walk of shame) for Test 6. This was a nice short fast concrete test and all went well.

The first lap completed, we headed back to Scarvagh to complete the first five tests for the second time. Test 2 was a lot easier this time as we knew where we were going but still a lot of work. Following this there was a quick lunch stop before heading back out again starting with Test 12 which was only about 12 miles away this time!

Lap 3 went well with no problems. A small change on the last test bringing us back round towards the start line didn't catch us out.

All done we loaded up and headed for the usual Monasterboice Inn dinner break, checking online as the results came in on Rallyscore.net. These revealed a good win for Matthew Mason in his flying Micra with Eddie & Philip seven seconds down in third place as the first southern car. We finished a respectable 9th overall



with Frank & Tim four places behind us and Declan &



Derek another three places back. John & Nick had been quick on the tests but unfortunately failed Test 2 which left them further down the order than usual. James &



Dion were not far behind them.

Mark



RESULTS

1 Matthew Mason / Ben McKee (Micra) 13:55



2 Mark Francis / Adam Hilditch (MX-5) 13:58



3 Eddie Peterson / Philip O'Reilly (MR2) 14:02

4 Douglas Reid / Stuart Black (MX-5) 14:11

5 Steven Cromie / Mark Faulkner (MX-5) 14:11

6 Peter Caldwell / Rory McPolin (MX-5) 14:16

Committee Notes

Resumé of proceedings at committee meetings Aug, Sept 2018

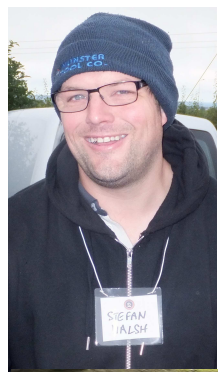
- The carrying of basic spill kits is to be recommended in the regulations for future events.
- There was a long discussion on the number of events we run - our resources are stretched with our current schedule. If we withdraw any of our 2019 commitments we would be fined by MI. The debate should continue before we decide on 2020 date applications.
- Organising personnel were "appointed" and arrangements discussed for forthcoming events.
- Karting Night in September has been abandoned. Enough time is spent by the committee organising "normal" events and attracting people to same.
- Paul to pursue with MI the possibility of one day licences for single venue MVATs and passengers for Autosolos/"normal" Autotests.
- New pylons to be "wrapped".
- Larry presented a report from CAC. Among his observations were the positive Stewards' reports from TDC events - many of the other reports are not particularly complimentary.
- Philip is to continue work on on-line entry form.
- Magnetic numbers have been flattened and replacements for missing ones "ordered".
- Philip to liaise with Dungannon MC re. lifting and replacing "Dungannon MC" with "TDC" in their GDPR policy.
- Definitive lists of club members, potential competitors and potential marshals to be a priority for 2019.
- First Aid Kit to be sourced by Kevin to complement defibrillator at events.
- Ian still to have the one-to-one with Piers re. YouTube movie uploads.

Tony Mansfield was again very accommodating in allowing us to use his Earthmover Rentals premises in Rathcoole for our Clubman Autotest. The slightly revised road layout off the N7 saw at least one competitor having to go on a “magical mystery tour”.

This event is the one where advice is offered to the less experienced by the more experienced. To facilitate this exercise, all present wear a name tag, some more willingly than others. “Experts” monitored “non-experts” and Peter Lynch kept a watchful eye on everybody, intervening when appropriate.



Tony is obviously doing well at the moment as there was less space for us to play in, though there was enough room for two tests. These had been designed discerningly to cater for the diverse group driving them.



A modest number (16) of participants turned up and, when Stefan Walsh and James Mansfield succumbed to mechanical malfunctions and were forced to retire,

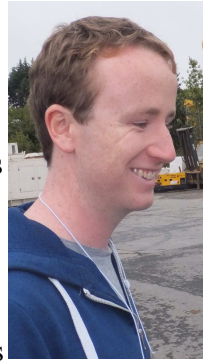


proceedings became even more relaxed than they already had been.

The tuition element worked really well. Those on the receiving end were very complimentary of their mentors, both the quantity and

quality of their advice. Those who “volunteered” to take on this role are to be commended.

Richard Meeke, in the family Starlet, came out on top. He was given a run for his money by Rod McGovern, who continued to belie his Novice status, this time in the McGovern/Cullen/Denning consortium Westfield. There was



what was arguably an even better showing from racer John Farrelly (See Page 3), on his first outing in this sphere. He got the hang of it very quickly - as did another newcomer, Thomas Hughes, in the aforementioned consortium's Starlet. Thomas is a fledgling whose only previous four wheel experience has been on a “quad”.

The next outing of a similar nature to this will be in Mondello in October. - another opportunity to learn and hone skills as well as accumulating more Club Championship points.

Editor



RESULTS

- 1 Richard Meeke (Starlet) 585.9s,
- 2 Rod McGovern (Westfield) 607.2s,
- 3 John Farrelly (Westfield) 608.1s,

- 4 Piers MacFheorais (MX5) 628.8s,
- 5 Brian Kingston (Ignis) 656.2s,
- 6 John McAssey (Starlet) 657.5s.

INTERMEDIATES:

- 1 David Meeke (Starlet) 679.3s,
- 2 Owen Murray (Starlet) 743.2s,
- 3 Anthony Freeney (Starlet) 787.5s.

NOVICES:

- 1 Rod McGovern,
- 2 Cathal O'Carroll (MX5) 700.2s.

BEGINNERS:

- 1 John Farrelly,
- 2 Thomas Hughes (Starlet) 751.1s,
- 3 Ger Keane (Starlet) 792.4s.



Stephen Butler brought Ryan along for a bit of indoctrination

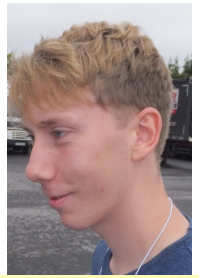


Cathal O'Carroll had to make some running repairs



Geoff Long & Frank Lenehan

TDC Turbine



Susan Briggs
and nephew,
Alex Round

Brian Kingston really needs to attend to his suspension set-up - that
nearside rear wheel seems to be permanently airborne



Tim Faulkner lays down the law

John McAssey looks on as Piers MacFheorais
gives his white MX5 some exercise



Owen Murray minds his back



Anto Freeney



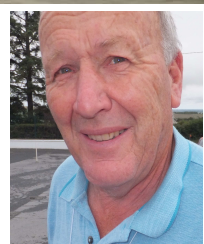
Ron Corry prepares for
some heavy lifting



Ciarán Freeney
gets his thumb
warmed up



Ger Keane has
a message



Dave
Meeke



Ger
O'Connor

Last year's top two, Derek and Andy Mackarel were absent, also regular contender, Kevin O'Rourke. Kevin was not well as he set off for Monaghan. He felt progressively worse along the way to the extent that he headed for home when he and Dave McAulay were half way there. Rumours that he turned around because it was too wet were wide of the mark. Still, 2014 and 2016 winners Martin Tynan and Patrick Corcoran did make it to the start. Top of the list, and first on the road, was Championship leader Peter Barrable with Damien



Connolly alongside.

Dr Frank (O'Donoghue) had circulated the Coffee Perfection Championship points situation in advance so everybody knew what they had to do to maintain/improve their position.

Monaghan MC run this event to a tried-and-tested format, with scrutiny under cover at the back of Sam's diner, and start, lunch halt and finish and trailer park all in the adjacent Four Seasons Hotel. The provisional format was 5 tests repeated before lunch and then five more repeated after lunch. A bereavement meant that one of the afternoon tests wasn't available so the enterprising Clerk of the Course, Fintan Keenan made a road book amendment to facilitate a rerun one of the morning tests in the opposite direction!

Lunch orders (Turkey & Ham or Roast Beef) were taken as crews set off for the first selectives. The morning ones were all close together with very little road mileage and mainly consisted of farm lanes (gravel, grass and slippery concrete), courtesy of the following - Paddy Sherlock, Hugh Sherlock, McGuire, McAleer. The McGuire test started off on a lovely tarmac lane and which then changed to grass. The dry summer spell was long forgotten about and by the second run the grass had got quite soft with a few crews experiencing problems getting around. McAleer's also had a grass section with one of the stop-boxes having to be moved on the second run having been badly cut up

during the first run. Last test of the morning was around the (old) Combilift premises. For those competitors who get nervous about hitting pylons, the pylons here

Glyn Gaffney & Alan Dolan avoid a digger



were the sort you would have nightmares about - they were big heavy metal forklifts! The punishment for hitting one of these was rather more than the 10 s time penalty.

For Graham (O'Donoghue) and myself the first nine tests went well, aided by a particularly good run on



Comblift 1 and we were up to 9th overall. On the second run of Combilift a bit of confusion in the passenger seat (note no use of the term navigator, co-driver or anything implying any level of expertise) saw us drop quite a bit of

time though thankfully some quick (not quick enough) thinking meant we avoided a maximum. This dropped us to 19th overall – but we didn't know that at the time, and just tucked into our roast dinners!

There were PCs, to collect the time cards, after every two or three tests (Ger Hayes & an assistant, I think) and this meant that results were updated very quickly during the day.

At the end of the first half, Peter Barrable topped the leaderboard followed closely by Martin Tynan and Jack McKenna. Only 33 seconds covered the Top 5.



Jack & Christopher McMahon

The first test after lunch was planned to be a field test in Tydavnet. The course Subaru did make it around but the consensus was that not too many others would, so it was scrubbed. Crews then set off for Clontoe 2, a rerun of the first test of the day in reverse. Despite having 120 or so cars through the conditions remained remarkably good. Road mileage was a little higher in the afternoon, allowing sufficient time to digest the substantial dinners. McMeels, a lovely tarmac lane, Tully and Graham tests followed.

At the mid-afternoon halt it was still all to play for. Jack McKenna had moved into the lead, Martin Tynan still held second but Peter Barrable had dropped to third. There were only 19 seconds covering the Top 4. A code board penalty for Martin saw him drop down to 5th overall at the finish with Peter Barrable taking second place. Jack McMahon held on for a great win. Kieran McCarra made steady progress up the



leaderboard throughout the day to claim a fine third place.

Graham and I got our first finish of the year (out of three attempts, so it meant a lot to us) and finished up in 18th overall. 2017 champion of all things rallying, Sam Moffett finished 8th overall in his Starlet, a more nimble machine than brother, Josh's Vectra, which finished up 51st.

In Championship terms, Peter has now opened up a good lead over Karl O'Donoghue who had a few



problems on the second Combilift test and a sticky run on the second McGuire test. Derek Butler, now 3rd in the Championship, was 9th on the day with Ruaidhri Nash in the hot seat. Glyn Gaffney and Alan Dolan were

12th, Noel Devlin and Annemarie Mulvey finished 20th



and Colin and Owen Sheridan were 25th after what



looks like some problems on the first Combilift test. Nicole Drought, with blogger Aaron McElroy



alongside on this occasion, finished second in the up to 1000 cc class, team manager Leo Nulty on hand to offer advice/encouragement during the day.

I know the editor loves his mathematics and statistics (*I prefer to think of the latter as sadistics - Ed.*) and final results had 23 stop box faults, 25 code board faults, 4 jump starts, with most of these concentrated outside the Top 10. The use of code boards was not extensive which I was pleased about. I hate them as, I suspect, do most competitors, though I do accept that they are a necessary evil.

It was a great day. Well done to all who made it possible.

William



Pics courtesy of Peter Cassidy & Adrian Hanna

RESULTS

1 Jack McKenna/Christopher McMahon (Starlet) 9m 09s,
 2 Peter Barrable/Damien Connolly (Starlet) 9m 20s,
 3 Kieran McCarra/Kate Lynch (Starlet) 9m 29s,
 4 Robert Howard/Claire Murtagh (Starlet) 10m 09s,
 5 Martin Tynan/Fintan Clerkin (Starlet) 10m 13s,
 6 Kevin McCormack/David McCrudden (Starlet) 10m 15s.
One-litre class winner: Peter Cummins/Aaron Cummins (Nissan Micra) 12m 24s.
 Navigation Cars:
 1 Damien Treanor/Thomas Treanor (Starlet) 10m 57s,

Reigning National Navigation Champion, Muireann Hayes supervising the retrieval of Mac Kierans' & her car on the "no longer grassy" McGuire test



2 Nigel Brennan/Ryan Brennan (Rover 45) 11m 02s,
 3 David Forde/Patrick O'Leary (Starlet) 11m 04s.
Class winner: Nigel Brennan/Ryan Brennan.

TDC Declan's MVAT

26th August

It was a familiar Sunday morning blast down the N11 to Arklow. A stop for petrol and food at the Glen of the Downs filling station and, as usual, I wasn't the only TDC member fuelling both body and machine here. While I miss actual "multi-venue" events, I think we all agree that the Holfelds site is just brilliant and I'm sad to hear that it may be disappearing some time in 2019. We should all be keeping our ears and eyes open for other venues. Again, TDC put on a brilliant event and all of us competitors should be grateful for the considerable effort that goes into making it this way.

So today's event was similar to previous ones in that there were 5 tests run 4 times each. But I'm amazed at how the guys designing these can look at the same space and create such different and challenging tests. This time, in my humble opinion, they were the best mix yet. It helps that I like it slippy... 😊

Test 1 is always a favourite... It's the big wide open space and this year it was fast and flowing. The work I've done on my little Peugeot pays off on the faster open tests. I really enjoyed this one. I must also

note that the Uniroyal Rain Sport is a great general tyre. For years I've been using whatever I could get as long as it was cheap.... I never put much thought into the benefits of tyres.... But having grip on all surfaces is a revelation... I really can be stupid at times.... So, thanks to Kingers for insisting I get the Uniroyals on. This test had another consequence which I discovered when I got home. There was enough moss trapped between the sump guard and the engine to create a large horticultural habitat.... Still a great test and I hope we get to experience it again soon.

Test 2, thanks to some rain, meant it started a little damp... In fact many cars had electrical issues thanks to a puddle/lake just after the start of this test. After some consultation, including a submission from Frank (Lenehan), the "Water



Maurice McMonagle tries to empty the puddle

Splash" was removed for the second run. It must be great to have



Mick Kehoe makes a bit of a splash himself

influence. But joking aside, it was the right decision.

Test 3 seemed to catch out a good few drivers with many reports on the day of fails. Again for me the test had some open sections where some power could be unleashed. There was a fine line between speed and a fast time when traveling in the early part of the test up the ramp before having to stop up and turn 180 left into the slippy sections before the reverse throw. The wiggle wobble section was fast and it was easy to make a mess here... Not sure about others but it really unsettled my car as it really wanted to over rotate (*Has Mick been listening to too much David Coulthard F1 commentary? - Ed.*) in the second bit of it.

Test 4, "down the back", has it all. Gravel-like tarmac, slippy as

hell-tarmac and the forestry... In the forest section I really wanted to go faster but it was difficult to get up any speed in there.... Probably just as well.... You get notions that you are a rallying god... But in reality coming out of that section flat out didn't really help as the next manoeuvre took longer with too high an entry speed... I nearly landed in the trees on the left... ☹️

Test 5 is an interesting little test. This time we had some manoeuvres at the start that we hadn't had previously. Sometimes familiarity leads you into remembering last year's set-up..... and sometimes I can be a bit stupid... for some reason, I had to go over this test mentally on the start line at every run... The before-mentioned Uniroyals paid dividends here again especially in the slippery tarmac section through the gate towards the end of the test. I really seemed to get grip in here that I'd never gotten before.

Overall, the day was hugely enjoyable. There was an added bonus of breakfast and lunch thanks to the ever helpful Phillips catering team.

So will we be back to Arklow??? I for one really hope so...

Mick



Richard



8 Frank Lenehan (Starlet) 2528s,
9 John Nolan (Starlet) 2532s,
10 David Meeke (Starlet) 2540s.
Class winners: Richard Meeke,
Simon Evans (Starlet) 2552s, Mick
Kehoe, Christopher Evans, John
O'Reilly, Zoe Briggs (MX5) 2759s.



Declan Furlong & Mark Redmond



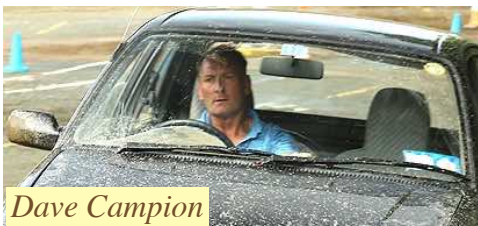
Paddy Lombard



Simon Evans



*Conal O'Neill is counted down
by Ger O'Connor*



Dave Campion



Susan & Zoe Briggs



Stephen & Sam Briggs

RESULTS

1 Niall Murray (Starlet) 2335s,



2 Christopher Evans (MRS) 2369s,

3 Richard Meeke (Starlet) 2375s,

4 Piers MacFheorais (MX5) 2394s,

5 John O'Reilly (MR2) 2419s,

6 Mick Kehoe (Peugeot 206) 2505s,

7 Philip O'Reilly (Starlet) 2518s,

TDC Turbine



Were results duo, John Boyd and Paul Phelan, smiling like this for the whole day?

Guy McWilliam was back for another Holfeld's lash, though the car didn't quite last the day, Dad, Craig must have been abusing it.



John Lombard's prayers for a precipitation pause were answered



Martin Casey



Ger Keane



Trish Wojnar



Conor Clarke & Aoife Ryan



New marshalling recruits, Dave O'Neill & John Farrar were lauded by Tim Faulkner for their competence.



Jack Quinn, in his "new" MX5 lines up a cone for demolition



Eamonn & Zoe Byrne



Anto Freeney



Trevor O'Brien & Donal Smith



Derek Beglan & Rory Brennan



Contd. P16

I had done this event last year with Piers (MacFheorais) and the “No Walking” rule slowed our gallop to the extent that Piers decided to give it a miss this time.

For various reasons I haven’t been north for a while so, when Frank (Lenehan) enquired about my availability, I was happy to accept.

Piers and Frank are probably equally quick on the tests but Frank posts better times on the journeys to and from the events! On this occasion we improved on the SatNav prediction by 23 minutes - a commendable 15% gain.



One of the attractions of this event is the welcome - it seems to be even warmer here than elsewhere - the first person we encountered was scrutineer, Colin Earney who sets the tone. The McKee ménage and kindred spirits do their best to make the day

enjoyable in every respect. For example, on one test Frank decided to circle a pylon which was supposed merely to be looped. Rather than the “fail” this enthusiasm might have been rewarded with in other jurisdictions, the extra time spent in the unnecessarily elaborate manoeuvre was considered to be sufficient punishment.

The only other southerners this time were Andrew O’Donohoe and Michael Cotter in the former’s



understated but effective Mini.

Both Andrew and Frank were rewarded with class wins despite rather inconclusive input from their travelling companions.



Lucinda & Rebecca McKee



Frank also overcame some distractions in the form of a succession of ‘phone calls regarding a potential sleepover of 500 sheep in Woodside (Should that be sheepover?) after a livestock lorry mishap.

After much telephonic to-ing and fro-ing he ended up with just 90 for the night.

The comfortable winners were David Crothers

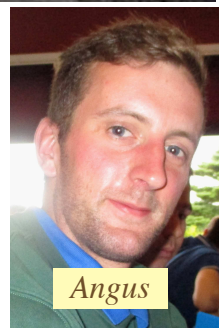


and Barbara Kane.

Second were Mark Francis and Angus Johnson. The latter had spent part of his summer in a £300 Micra on an eventful charity drive to Mongolia.



Mark



Angus



Michael

Completing the top three were Paul Lowther and Michael Reid.

Interestingly, the second and third “navigators” are really drivers - might that have been helpful with this format?

The event is unusual from a Republic perspective in that it included a class for youngsters who are

driven from test to test by a more mature person (in terms of age at least!). The winners in this class were Redmond & Kevin McNamee, closely followed by Adam & Arthur McMullan.

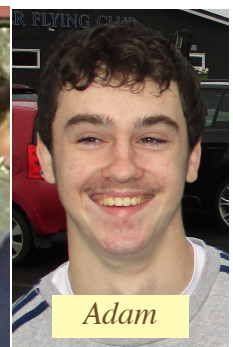
(There’s something not quite right about Arthur being in a Starlet rather than his Anglia.

The only mammalian casualty of the day was the McKee mutt who got hungry on a routine vet visit. He tried to eat a wasp which reacted badly to the overture. An anti-histamine injection restored canine composure.

Regular Turbine readers, if any, will maybe remember a reference by Tim (Faulkner) in a previous



Redmond



Adam

edition to Jack Brien's navigator being his sister, Tiffany, a former Miss Northern Ireland (2012). Maybe this gave Jack an entrée into this dazzling domain. Or, indeed, maybe Tiffany did some proselytising about motorsport. Whatever, Jack's travelling companion was another Miss Northern Ireland, Katharine Walker. She is the incumbent and is not related to him. She is a nurse, so it was comforting to know there was restorative relief not too far away. Given the antics of many of the competitors it is probably appropriate that she is a paediatric nurse.

The icing on the cake for Frank and me was our being presented with the Auld Gits Award - it wasn't explained exactly what criteria were considered for this but we took it to be a worthy accolade.



The weather was nice as well.

Ian



Simon Brien



Michael Cotter and Mark & Anna Brien do some preparatory work

RESULTS

1 David Crothers/Barbara Kane (MX5)	1083.2
2 Mark Francis / Angus Johnson (MX5)	1130.7
3 Paul Lowther / Michael Reid (MX5)	1139.2
4 Eric Patterson / Raymond Donaldson (MX5)	1153.7
5 Jack Brien / Katharine Walker (MX5)	1161.2
6 Simon Brien / John Kelly (MX5)	1171.0



Despite what might be inferred from the "top six", there was a good variety of cars. This Reliant Scimitar caught my eye. It wasn't a surprise to find that it belonged to Robert McGimpsey, whose choice of chariot tends to be unconventional. Trevor McIlroy was alongside to lead him astray.



Stephen Jess

Sunday, 14th October
TDC Club Autotest
Mondello Park



Sunday, 11th November
TDC Howard Wilde Memorial
Trophy Autotest
Mondello Park

Mick Kehoe



So this year I finally made my way to the Cavan MVAT for the first time having heard nothing but good reports from last year. I must reconsider my method of travel to these further-afield events as choosing to drive the competition car to the event instead of on a trailer like everyone else is tiresome... It's a long drive at 4000+ RPM all the way up.... Maybe I should fit a very tall 5th gear to the little Peugeot.

Anyway, we arrived in plenty of time for sign-on and a good long walk of the tests that were laid out in and around the autocross track at Hut Cross, Latton. The first 3 tests of the day were laid out on various parts of the autocross track. Starting out on big gravel onto tarmac and back again. I started on test 2 and straight away tried to fail the test... I realised before it was too late and corrected myself to get a time on my first test of the day. Failing it would have set a downbeat tone for the day so I'm glad that didn't happen.... Test 2 was very involved with fast straight bits and equally tight hairpins etc... concrete, gravel and even a small bit of grass all making for a brilliant test. Test 3 was also on the autocross track. It was fast in places and a great one for spectators to view it from the elevated car park. I was really aware of the spectators and as usual I tried too hard making a mess of a few bits on this one. But my times overall were encouraging... I was staying in touch with John



The boys and girls in Cavan had put on a fine event and I'll definitely go again next year.... Always helped by a sit-down lunch, as part of the package, half way through. Given that nearly all MVATs are "single-venue" these days, it was annoying to have to fork out the IRDS premium (not the Club's fault), though this didn't distract from the day's enjoyment.



Mick

RESULTS

- 1 John Nolan (Starlet) 20:01.7
 - 2 Piers MacFheorais (MX5) 20:33.5
 - 3 Mick Kehoe (206) 20:33.8
 - 4 Kieran McCarra (Starlet) 21:22.7
 - 5 Stephen Briggs (MX5) 21:32.4
 - 6 Dave McAulay (Colt) 22:01.8
- Class Winners:* Kieran McCarra, John Nolan, Piers MacFheorais

Nolan which is always good as far as I'm concerned. From there we went out onto public roads to a selection of other tests. There was an open field test which we ran twice.... When I got there Piers (MacFheorais) was halfway through it and I was thinking he must have a problem as it looked so slow.... Normally a test like this would really



suit the MX5.... So I lined up and quickly realised that given the grip on the wet grass Piers was in fact flying.... We visited the same field later in the day and thanks to a drying wind it was proper quick... As in 12 seconds faster than the morning on a test of only ~50 seconds... Another stand-out test for me was in a small tight farm yard. Sorry I don't recall which test number it was. Dare you go fast??? It was mad slippery and mad tight but in a nice way.... A good few cars got marked on an iron gate near the finish line.... Cow dung and shiny concrete equals zero turning grip...

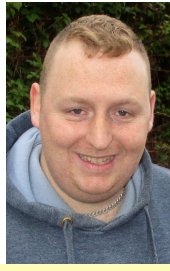
PS The tests were walkable and hence were presumed to be memorisable, which essentially rendered me redundant. Such was the nature of the tests that Piers reckoned I would improve traction so for that reason alone I should "sit in". Nonetheless, I did the walking as well and really proved my

worth (not) when on the first test I suggested he go "wrong way" around the pylon just before the finish when it was actually "right way". Fortunately, after initially heeding me, he had the courage of his own convictions and avoided a fail, albeit with the loss of a few seconds. It got better after that and we finished up second behind John Nolan who was victorious for the second year in a row. Mick Kehoe was going like a train as well, but Piers beat him by a comfortable 0.3s! - Ed.

TDC Turbine



Noel McMenamin and Ruaidhrí Nash made everybody feel very welcome



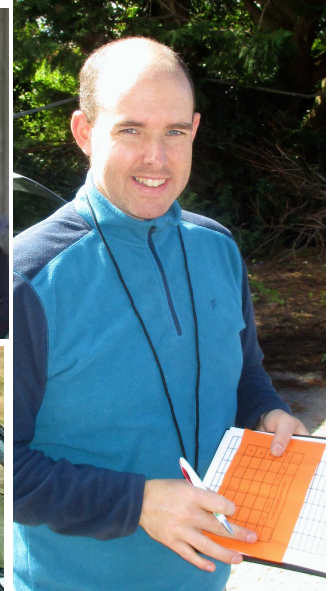
Colm McKeever



Emmet Sherry



Thomas Wedlock



Patrick Corcoran was on watch



Trevor O'Brien & Donal Smith play to the camera - more time lost!



Stephen Kellett offers son, Ben some advice. Ben doesn't look to be too impressed



Dave McAulay kindly offered Kevin O'Rourke a double-drive after the radiator of Kevin's MR2 reacted badly to an unscheduled ditch detour



I would have some reservations about Zoe Briggs's directional advice for dad, Stephen

Adam Geraghty, resplendent in his Nurburgring T-shirt (P2), brought along his younger brother, Luke for his first "hands-on" motorsport experience



Kieran McCarra's secret weapon was his after-market DRLs. His not-so-secret weapon was his daughter, Kate Lynch



Aoife Ryan



Colin & Owen Sheridan



Contd. P19

Cookstown MC A29 Targa Rally

15th September



This year's A29 was not as well received as previous runnings. This was disappointing for all concerned, not least those involved in the organisation of the event who, I am sure, put in a huge amount of work.

The winner was Trevor Ferguson, (left) aided and abetted by Raymond Donaldson.

Best of the southerners were Robert & Johnny Whelan in fourth place.

Connaught MC MVAT

16th September

This event deserved more competitors than made the effort, though there were 13 newcomers which was encouraging. Based in a quarry in Carraroe, Sligo, a selection of "nice" tests - some repeated - offered 16 challenges altogether. The nature of the location was such that there was not too much to hit so drivers were able to "give it a lash". There was a lunch break at a filling station "up the road" so that the tests could be re-configured for the afternoon. Another nice touch was the €10 voucher towards a post-event meal in a local hostelry.

Trish Denning was leading until petrol starvation issues intervened. This allowed local legend, Davy Thompson, to take the win ahead of Stefan Walsh. James Mansfield managed to stay awake (just) on his second long distance outing of the weekend to claim sixth, ahead of Joe Downey. Jack Quinn



also made the trip to give his "new" MX5 another run.

RESULTS

1 David Thompson (Starlet) 935.0
2 Stefan Walsh (Starlet) 938.5

3 Patricia Denning (Starlet) 957.1
4 Gary Egan (Starlet) 971.8
5 Sean Maloney (Colt) 982.8
6 James Mansfield (MX5) 1004.1

Class Winners: Sean Maloney, Stefan Walsh, James Mansfield

CAM Jimmy Peak MVAT

29th September

Coming from a navigation background, I include a map amongst the paraphernalia that I bring with me on events. This usually resides, undisturbed, in Piers's boot but on this occasion, when we were five minutes away from Temple G.C., we encountered a "Road Closed" sign. Ignoring it, we kept going until our path was

blocked by an infernal looking machine which took up the full width of the road. The "satnav" knew where we were but I didn't trust it to plot the best alternative route. So, the worth of packing the map was proved and we arrived in good time.

The Ryder Cup must have inspired the Temple G.C. members

to have a round, as there was less space in the carpark than usual. As it happened, there were fewer entries this year so there was plenty of room. With most cars having just one occupant, there was minimal congestion at sign-on and the breakfast bar as well.

James Wilson was C-o-C again so we could look forward to a

TDC Turbine



James

slick event. And so it proved. The compact route visited familiar locations where a less intricate set of tests was on offer. These weren't as Minicentric as has been the case

previously. As is traditional, one of the Reid's tests visited a shed - not the same one as last year. It was as slippery but definitely had a different acoustic - it was a super-efficient echo chamber which resulted in a profusion of "reverb" and "sustain" of sufficient magnitude to deter folk from entering to have a look.

Piers decided that he was going to be aggressive with limits



being explored, e.g. all lines to be reversed onto were "thrown onto" so as to avoid the engagement of reverse. This tactic netted two "pylons", one "line" and caused two "shunts" (A "shunt" is when progress is so frenetic that a time losing correction is necessitated). At the end of the day he decreed that this had been the right approach to extract maximum enjoyment in what were as clement conditions as one could hope for.

Piers finished eighth, just ahead of Frank (Lenehan). James Mansfield was very happy with his



Frank

performance. He is looking really comfortable in the MX5 which he



has now had for almost a year. (Maybe not quite so comfortable after this landing.) The remaining southerners, Peter & Adam Geraghty, also enjoyed their day. Mention of this father/son combination reminds me that it was a day for youthful



Adam

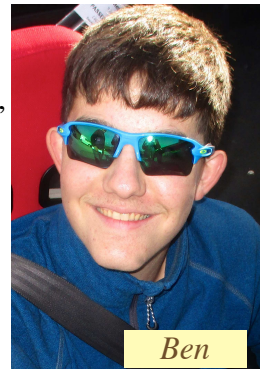
exuberance. In every internecine



Boo McCurry looks for a mechanical reason to explain his

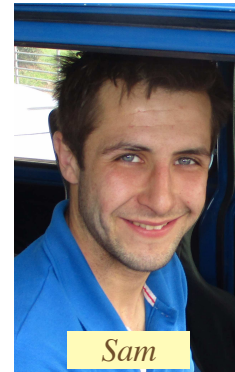
duel, dad was defeated - Boo McCurry by Sam, Andy Johnson by Angus, Wallace McKee by Ben and Peter by Adam.

The winner, despite



Ben

breaking a shaft on Test 2 and having to push the Mini to the finish, was Sam McCurry. Mark Francis put in another consistently competent showing to claim second ahead of the similarly proficient Paul



Sam

Lowther. Ben Colhoun in another Mini was fourth followed by the Midget missile of David Cochrane.

Editor



RESULTS

1 Sam McCurry (Mini)	619.3
2 Mark Francis (MX5)	625.9
3 Paul Lowther (MX5)	632.3
4 Ben Colhoun (Mini)	634.2
5 David Cochrane (Midget)	634.9
6 Angus Johnson (MX5)	637.1
Class Winners: Mark Francis, Ben Colhoun, Frank Lenehan, Michael Reid	

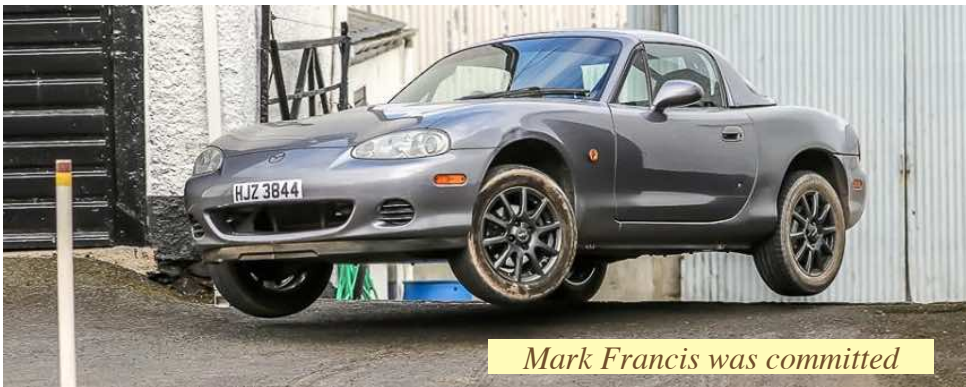
Pics courtesy of Leslie McMullan



Young Pretenders, Mark Francis, Angus Johnson & Jack Brien



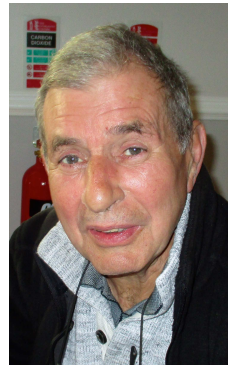
Ashley Lamont and Róisín Boyd were in charge at Davy Greer's



Mark Francis was committed



Laura Reid keeps the sun and, it appears, much else out of her eyes



Regular protagonist, Eric Martin was barely recognisable without his moustache



The "other" Rocket, Ron Mullan



Kathryn Magill



Bryan Mutch had to fiddle with an Allen Key in the vicinity of the circle to disable/enable 3rd/4th gear before and after each test



Leslie McMullan, index finger poised

Sunday, 14th
October
TDC Club
Autotest
Mondello Park



Sunday, 11th November
TDC Howard Wilde
Memorial Trophy
Autotest
Mondello Park

Christopher Evans's day in
Holfeld's was not without incident



SNIPPET

1975

No.	Driver/Co-Driver	Town	Car	Class	No.	Driver/Co-Driver	Town	Car	Class
1	Gerald Buckley/John Caplice	Kanturk	Escort RS 1600	8	25	Paddy O'Callaghan/.....	Kanturk	Audi 80 G-T	3
2	John Tansey/Derek Johnston	Dublin	Porsche Carrera RS	8	26	Kevin Twomey/P. J. Brennan	Cork	Avenger RGT	3
3	Northern Excavators - Lindsay Cars Rally Team: Sean Campbell/Brendan McConville	Newry	Escort RS 1600	8	27	Patrick Potts/John Coyne/P. Potts	Dublin	Sunbeam Stiletto	5
4	David Agnew/Robert Harpass	Cookstown	Porsche Carrera	8	28	Robert Reilly/Robert Maharry	Dublin	Chrysler Imp	5
5	Burgolarm (Irl.) Ltd.: Michael O'Connell/Ann O'Connell	Cork	Escort RS 1600	8	29	Martin Ward/Padraig Forde	Athenry	Escort TC	7
6	John Price/Mike Sones	Wales	Porsche Carrera	8	30	Greg Clark/David Adams	Lisburn	Escort RS200	4
7	John Keating/A. N. Other	Kanturk	Escort RS 1600	8	31	Alan P. Jenkins/Josp. Baryan	St. Wales	Escort II 1600	3
8	Team Leespeed: Des. Fitzgerald Sean Hawkins	Cork	Escort RS 1600	8	32	Donal Griffin/Rich. O'Rourke	Shannon	Escort Mexico	4
9	Paul Phelan/John McAlorum/P. Phelan	Bangor	BMW 2002	8	33	Mi. Kernaghan/T. Hughes	Newtown-abbey	Chrysler Avenger	3
10	Ron Neely/Roy Kernaghan	Ballina-Mallard	Mini Sq1395	7	34	Donal Keating/M. J. Condon	Thurles	Avenger GT	3
11	Brendan Fagan/Kenny Johnston	Dublin	Escort RS 1600	8	35	Robert Power/John Carroll	Carrick-on-Suir	Renault Alpine 1800	8
12	Charlie Gunn/Harry McEvoy	Dublin	Escort RS 2000	4	36	Des Bruton/Frank Waters	Dublin	Chrysler Imp	5
13	Gerry Forde/John Bridges/G. Forde	Dublin	Mini Clubman GT	6	37	Gerald King/Keith Griffin	Clonmel	Cooper S1293	2
14	John O'Gorman/Leo Whyte	Dork	Renault Alpine A110	7	38	Domnic Kelly/Liam Nolan	Listowel	Ford Escort	7
15	Fred Wadsworth/Des. Blogney	Newcastle, Co. Down	Escort RS 1600	8	39	W. Cavanagh/M. O'Reilly	Clough-Jordan	Escort 1300 GT	6
16	Fred Patterson/Irene Neely	Bally-gawley	Porsche Carrera	8	40	T. Jilgarth/Ed. Greene	Nenagh	Mini 100	5
17	Pat Keogh Car Sales Ltd.: Hal Lewis/Joe Keane	Limerick	Escort TC	7	41	A. Pinkster/R. Bruton	Dublin	Imp 998	5
18	John Daly/Mat Scully	Kanturk	Escort TC	7	42	Brigid Clarke/D. Baynes/Brigid Clark	Galway	Escort 1300 Sport	2
19	Kevin Glynn/Brian Brophy	London	Escort RS 2000	4	43	John M. Hales/John Ladd	Mallow	Escort 1600	7
20	John Dempsey/T. Crowe	Galway	Mini S1293	3	44	David Munnely/John Boyde	Carlow	MGV V8	8
21	James Doherty/Trevor Hughes	Adare	Avenger G-T	6	45	Jimmy Moloney/Brian King	Listowel	Escort 1600	7
22	Walter Hill/Michael Daly	Cork	Renault Gordini 12	7	46	James McCreesh/Joe French	Dublin	Escort RS 2000	4
23	John Farrell Christy Farrell	Navan	Escort Mexico	4	47	Michael Naughton/E. McCant	Ennis	Escort 1500	7
					48	George Drew/Jathleen Hodgins	Askeaton	BMC Cooper S	6
					49	H. Newenham/M. J. O'Donnell	Castleconnell	Capri 3 Litre	4
					50	R. Benskin/K. Higgins	Cloyne	Escort 1600	7
					51	Ivor Doherty/R. Harris	Adare	BLMC 999	5
					52	Jerry Brown/.....	New-market	Avenger GT	3
					53	Arnie Lowe/Alan Fitzpatrick	Dublin	Escort TC	7
					54	Graham Cambell/G. Brabazon	Dublin	Escort RS1600	8
					55	R. D. Faulkner/L. O'Regan	Dublin	Vauxhall Firenza	4
					56	N. Broderick/Colette Deegan	Dublin	Escort Mexico	4
					57	Wimpy (Ireland) Limited: John Mackey/Frank Reid	Dublin	Escort 1300	6
					58	Michael Duggan/.....	Mallow	Minor 1293	6
					59	D. O'Neill/M. O'Neill	Dublin	Escort TC	7
					60	Brian Sparling/Ivan Green	Croagh	Morris Mini 100	5
					61	A. McHale/P. Farrington	Maynooth	Escort TC	7
					62	B. J. Broderick/T. O'Rourke	Russellstown	Escort 1600	7
					63	Peter McGrath/Pat Fox	Blessington	Escort 1800	8
					64	Mick Maloney/Noel Whyte	Dungarvan	MGV GT	4
					65	Gwen Doherty/Melanie Fitzgerald Smith/Gwen Doherty	Cork	Avenger 1500	2
					66	Bob Bradley/Kieran Dalton	Galway	NSU	5
					67	Patrick Tarrant/John Tarrant	Mallow	Mini 1000	5
					68	Michael Davis/Joe Nolan	Galway	Avenger Tiger	7
					69	Cathal Conlon/Dave Burkley	Blackwater	Fiat 127	5
					70	Paddy Kelly/Mrs. T. Kelly	Galway	Fiat 127	1
					71	Joe McHale/John Hanlon	Clones	Escort 1300 GT	6
					72	Frank Roche/A. N. Other	Thurles	Escort 1300	6
					73	William Taylor/.....	Thurles	Morris Cooper S	5
					74	R. J. Meadow/John Best	Newtown-abbey	VW 1600	7
					75	Patrick Hogan/Hank Droog	Adare	Avenger 1300	2
					76	Peter Conally/Nial Murphy	Coachford	Escort Mexico	4
					77	V. O'Meara/F. O'Meara	Dublin	Morris Cooper	5
					78	P. J. Dunbar/E. J. Harris	Gorey	Escort 1597	7
					79	McPlan Homes: Thomas A. Carey/F. J. Jordan	Cork	Escort 1500	7
					80	Onorio Matassa/John Allen	Clonmel	Mini 1293	6
					81	Bernard Supple/A. Meighan	Adare	Mini 850	5
					82	Patrick J. McDonnell/Sean Fitzgibbon/P. J. McDonnell	Croagh	Mini 1000	5
					83	T. Britton/Michael Jackson/T. Britton	Killney	Mini 1000	5
					84	Pat Canny/John Gale	Clenzara	Lancia Fulbia	5
					85	J. L. Flynn/D. Hunt	Carlow	Mini 1000	5
					86	J. Molloy/K. Molloy	Clonmel	Cooper 1275	6
					87	E. Cronin/D. O'Callaghan	Killarney	Cooper 999	5
					88	A. Kearney/Jones Steele	Clonmel	Fiat 127	1
					89	Sean Crowe/Tony Cleary	Carrick-on-Suir	Fiat 127	1
					90	S. O'Connor/Jones O'Brien	Thurles	Fiat 127	1
					91	T. Munnely/M. Reidy	Carlow	Escort 1300	6
					92	P. Munnely/J. Devoy	Carlow	Escort 1300	6
					93	Pat Dunning/Mike Dunning	Lifford	VW 1300	6
					94	Pat Stack/Tim O'Brien	Tralee	Escort 1300 GT	6
					95	Mary Cronin/Henry O'Shea	Stradhabally	Clubman 1275 GT	2
					96	M. Sheehan/J. Sheehan	Dromcollogher	Escort 1300	6
					97	Gerard Hally/Michael Fox	Cahir	Escort Sport	2
					98	Peter O'Leary/Steve Shine	Killarney	Escort 1300	6
					99	Columba Conway/J. Conway	Dublin	Chrysler Imp	5
					100	John McDowell/Wim. Evans	Fiat 127	1
					101	Mossie Stack/Tom O'Brien	Kerry	Escort 1600	7
					102	Don Jones/.....	Kanturk	Escort RS200	4
					103	Sidney Brodfield/.....	Cork	Ford Escort	7

PERFORMANCE



LUCAS

IRISH BUILT BATTERIES
FOR IRISH CONDITIONS

This Entry List for the Circuit of Munster was retrieved from his archive, for your edification, by John Boyd. I see (just) Noel Broderick at No. 56. There are other familiar names - happy scrutinising!

SNIPPET

PIC: Jakob Ebrey



At the beginning of September in Croft, Niall Murray sealed the deal on his second British National Formula Ford 1600 Championship title, with three races remaining.

In what was one of the biggest stories during the pre-season, the 2016 champion announced his return to the BRSCC series with the newly-formed Team DOLAN, led by Formula Ford preparation expert Bernard Dolan who engineered Murray to his whitewash 2016 season of ultimate domination, which ironically culminated in championship victory in Croft that season also.

Murray's return to form was immediate and impressive, a trio of podium finishes at the opening round that included a win in race three would go to serve notice to his rivals that he would be the man to beat in 2018.

From there, Murray went on to win a further nine times, including winning all three races in Castle Combe, setting him up to potentially extend his advantage at the top of the points standings beyond the reach of his rivals during the penultimate weekend in Croft.



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

Piers MacFheorais - sidestepping the LSD PCT handicap



4. What is being facilitated here?

The black square is an "electric hen" under which chicks keep themselves warm. It is a Frank Lenahan device to facilitate the renewal of his fowl family after a fox breached the defences a few months ago.

QUIZ August Answers

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

What was the asking price for the car (to the nearest euro)?

Let S be selling price

$$S = 1771.87 + 0.12(1771.87) + 0.055S$$

$$0.945S = 1984.4944$$

$$S = \text{€}2100 \text{ to nearest euro}$$

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



QUIZ October Questions

Answers to valianmcculloch@gmail.com

PIC - Johnny Bambury



1 Who is Peter Lynch pointing the finger at?
(Not Jordan Dempsey - the other guy)



2 Who is the elderly “gentleman” replenishing the line?



3 Who is this
“behind the
scenes”
lynchpin?



4 Who
are these
guys
and
what are
they up
to?



5 Who is
wearing this
distressed
plimsoll?
(This is so
difficult that I
might give a
prize if
anyone gets
it.)



6 Who is
this
suffering
a sartorial
struggle?

TDC Turbine

TDC Club Championship 2018

		Rd 1 <i>MVAT</i> 28-Jan	Rd 2 <i>Club AT</i> 11-Mar	Rd 3 <i>MVAT</i> 4-Apr	Rd 4 <i>Birr AT</i> 22-Apr	Rd 5 <i>PCT</i> 29-Apr	Rd 6 <i>Club AT</i> 6-Jun	Rd 7 <i>MVAT</i> 24-Jun	Rd 8 <i>Club AT</i> 13-Aug	Rd 9 <i>PCT</i> 26-Jul	Rd 10 <i>MVAT</i> 27-Aug	Full Total	Best 9
	Intermediates												
1	David Meeke	13	18	16	19	20	16		20	20	18	160	160
2	Owen Murray	17		15	20	18	17		19	19		125	125
3	Colin Sheridan	12	15	14	18	14		20	18			111	111
4	Stephen Briggs	16	17	13		13	14	19			17	109	109
5	Mick Kehoe	15		18		19	15		15		19	101	101
6	Niall Murray	19	20	19			20				20	98	98
7	Jack Quinn	9		12		16	10	16	10		12	85	85
8	Zoe Briggs	7	16	9			11	17			16	76	76
9	Anthony Freeney			11					17	18	15	61	61
10	Eoin Murray	20		20			19					59	59
11	Jay Donegan	8		10			18	18				54	54
12	Michael Cullen	14	19	17								50	50
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	178	165
2	Piers MacFheorais	16	16	16	17	16	16	17		19	18	151	151
3	John Nolan	11	15	13	15	15	18	15	16		15	133	133
4	John McAssey	9	14	10	18	20	14	12	19	17		133	133
5	Philip O'Reilly	10	12	14		17	15	14	17		17	116	116
6	Brian Kingston	15	13	12	14		13	16		18		101	101
7	Frank Lenehan	12		11		18	12		18		16	87	87
8	Liam Cashman	18	18	18	20							74	74
9	Eamonn Byrne	20		20				20				60	60
10	James Mansfield	5	11	8	13			9			14	60	60
11	Christopher Evans	19						19			20	58	58
12	Eddie Peterson	14		17			20					51	51
13	Mark Doran			15			17	18				50	50
14	Darren Quille	17	19									36	36
15	Joe Doran	6		9			11	10				36	36
16	Guy Foster		20									20	20
17	JJ Farrell	8						11				19	19
18	Stefan Walsh				16							16	16
19	Andrew O'Donohoe						10					10	10
20	Trevor Hamilton	7										7	7
21	Dave McAulay			7								7	7
22	Kevin O'Rourke	4										4	4

See Website for Autotest Standings and latest Overall Standings

Queries to Stephen Briggs at sb@iol.ie

TDC Turbine

OVERALL		Rd 1 MVAT 28-Jan	Rd 2 Club AT 11-Mar	Rd 3 MVAT 4-Apr	Rd 4 Birr AT 22-Apr	Rd 5 PCT 29-Apr	Rd 6 Club AT 6-Jun	Rd 7 MVAT 24-Jun	Rd 8 PCT 25-Jul	Rd 9 Club AT 13-Aug	Rd 10 MVAT 27-Aug	Full Total	Best 9
1	Richard Meeke	11	17	17	19	17	19	12	20	20	18	170	159
2	Piers MacFheorais	14	15	14	17	9	15	17		17	17	135	135
3	John McAssey	0	12	6	18	18	13	10	18	15		110	110
4	John Nolan	8	13	11	15	7	17	15	0		12	98	98
5	Brian Kingston	13	11	10	13		12	16		16		91	91
6	Niall Murray	17	16	18			18				20	89	89
7	David Meeke	0	7	5	12	15	6		19	14	11	89	89
8	Philip O'Reilly	0	10	12		11	14	13	0		14	74	74
9	Liam Cashman	16	18	16	20							70	70
10	Owen Murray	0		4	14	12	8		16	12		66	66
11	Eamonn Byrne	20		20				20				60	60
12	Christopher Evans	19						19			19	57	57
13	Frank Lenehan	9		7		13	9		4		13	55	55
14	Eoin Murray	18		19			11					48	48
15	Eddie Peterson	12		15			20					47	47
16	Mark Doran			13			16	18				47	47
17	Rod McGovern	0	8				7		9	19		43	43
18	Mick Kehoe	0		9		14	5		0		15	43	43
19	Conor Clarke	0		1	8				17		9	35	35
20	Morgan Evans					20			15			35	35
21	Darren Quille	15	19									34	34
22	John O'Reilly	7						11			16	34	34
23	Philip Hughes					19			13			32	32
24	Colin Sheridan	0	2	2	7	0		7	10			28	28
25	Percy Pennefather					16			11			27	27
26	Robert Whelan	10						14				24	24
27	David Campion	0	4	0	0	6	0	0	8		5	23	23
28	Michael Cullen	0	14	8								22	22
29	Stephen Briggs	0	5	0		0	3	6			8	22	22
30	Simon Evans	0		3				8			10	21	21
31	Guy Foster		20									20	20
32	James Mansfield	0	6	0	4			1			7	18	18
33	John Farrelly	0							0	18		18	18
34	Cathal O'Carroll	0						0		13	4	17	17
35	Stefan Walsh				16							16	16
36	Anthony Freeney			0					3	10	2	15	15
37	Susan Briggs	0		0				0	6	8	0	14	14
38	Eoghan Kavanagh								14			14	14
39	Jay Donegan	0		0			10	3				13	13
40	Declan Furlong	0		0				0	7		6	13	13
41	Sean Fitzpatrick	0		0				0	12			12	12
42	Luke O'Neill	0		0	11							11	11
43	Thomas Hughes									11		11	11
44	Lukasz Choma	0			10							10	10
45	JJ Farrell	0						10				10	10
46	John Farrar					10						10	10
47	Aoife Ryan	0	1	0	0	8	0		0		0	9	9
48	Gerard Keane	0	0	0	0	0	0			9	0	9	9
49	Matthew Walsh	0						9				9	9
50	Ronan Kearns		9									9	9
51	Darren Delaney				9							9	9
52	Joe Doran	0		0			4	4				8	8
53	Myles O'Reilly					5			2			7	7
54	Alex Round									7		7	7
55	Mark Francis	6										6	6
56	Andrew Boland	1		0				5				6	6
57	Zoe Briggs	0	3	0			0	0			3	6	6
58	Karl Grehan			0	6		0					6	6
59	Johnny Whelan	5										5	5
60	Kieran Garahy				5							5	5
61	Michael Dwyer								5			5	5
62	Angus Johnson	4										4	4
63	Jack Quinn	0		0		4	0	0	0		0	4	4
64	Simon Brien	3										3	3
65	Adam Geraghty	0						2			1	3	3
66	Lar Hogan				3							3	3
67	Ian McCulloch					3						3	3
68	Jack Brien	2										2	2
69	Mark Shanahan	0			2							2	2
70	Paul Sealy					2						2	2
71	Andrew O'Donohoe						2					2	2
72	Eric Byrne	0		0			1					1	1
73	Robert Ingram				1							1	1
74	Peter Quinn					1						1	1
75	Tim Swail								1			1	1

TDC Turbine

		Rd 1 MVAT 28-Jan	Rd 2 Club AT 11-Mar	Rd 3 MVAT 4-Apr	Rd 4 Birr AT 22-Apr	Rd 5 PCT 29-Apr	Rd 6 Club AT 6-Jun	Rd 7 MVAT 24-Jun	Rd 8 PCT 26-Jul	Rd 9 Club AT 13-Aug	Rd 10 MVAT 27-Aug	Full Total	Best 9
Beginners													
1	Aoife Ryan	13	20	16	12	20	19		13		18	131	131
2	Gerard Keane	0	17	9	11	17	17			18	17	106	106
3	Conor Clarke	18		20	17				20		20	95	95
4	Susan Briggs	1		7				17	17	17	14	73	73
5	Eric Byrne	17		18			20					55	55
6	John Farrelly	19							14	20		53	53
7	David Fitzpatrick	11		14				20	7			52	52
8	Derek Beglan							19	9		15	43	43
9	Daragh Denning		19				16		6			41	41
10	Harry McGovern		16				15		10			41	41
11	Luke O'Neill	5		15	20							40	40
12	Sean Fitzpatrick	0		6				16	18			40	40
13	Shane Patton	7		12				18				37	37
14	Lukasz Choma	14			19							33	33
15	Conal O'Neill	12			2						19	33	33
16	Finbar O'Neill	3		13	13							29	29
17	Emer McNamee					18			11			29	29
18	Ross Cullen	8		17								25	25
19	Donal Smith			8							16	24	24
20	Christopher Grimes	20										20	20
21	Liam Denning			19								19	19
22	Paul Sealy					19						19	19
23	Eoghan Kavanagh							19				19	19
24	Thomas Hughes									19		19	19
25	Sam Dolan		18									18	18
26	Darren Delaney				18							18	18
27	Chris Byrne						18					18	18
28	John Stevenson	16										16	16
29	Brian Duggan	9			7							16	16
30	Lar Hogan				16							16	16
31	Val Farrar					16						16	16
32	Michael Dwyer								16			16	16
33	Alex Round									16		16	16
34	Darren Griffin	15										15	15
35	Gillian Griffin		15									15	15
36	Robert Ingram				15							15	15
37	Tim Swail								15			15	15
38	Kevin Dempsey				14							14	14
39	Alex Denning								12			12	12
40	Simon Love	0		11								11	11
41	John Carty	10										10	10
42	Sean Conway			10								10	10
43	Kevin Maher				10							10	10
44	Conor Quinlan				9							9	9
45	Robert Gloster				8							8	8
46	Adam Walsh							8				8	8
47	Keith Farrell	6										6	6
48	Niall Donoghue				6							6	6
49	Neil Foyle				5							5	5
50	Ciaran Murphy								5			5	5
51	Stephen Cummins	4										4	4
52	Robert Nevin				4							4	4
53	Sam Briggs								4			4	4
54	Declan Burke				3							3	3
55	Daniel Shevlin								3			3	3
56	Nick Muhall	2										2	2
57	Enda Grenham				1							1	1
58	Guy MacWilliam	0									0	0	0
59	Keith Shaw	0										0	0
60	Ciaran Bergin				0							0	0
Novices													
1	David Champion	0	18	17	18	16	19	13	16		17	134	134
2	Rod McGovern	12	19				20		17	20		88	88
3	Declan Furlong	5		19				14	15		18	71	71
4	Simon Evans	9		20				17			19	65	65
5	John O'Reilly	19						19			20	58	58
6	Cathal O'Carroll	3						12		19	16	50	50
7	Andrew Boland	14		16				16				46	46
8	Robert Whelan	20						20				40	40
9	Morgan Evans					20			20			40	40
10	Philip Hughes					19			19			38	38
11	Percy Pennefather					18			18			36	36
12	Mark Walsh	13		18								31	31
13	Adam Geraghty	0						15			15	30	30
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 Francis	18										18	18
19	Angus Johnson	17										17	17
20	Frank Dwyer				17							17	17
21	John Farrar					17						17	17
22	Simon Brien	16										16	16
23	Declan Donohoe				16							16	16
24	Jack Brien	15										15	15
25	Dearbhaille Garahy				15							15	15
26	Peter Quinn					15						15	15
27	Maurice McMonagle	0						0			14	14	14
28	Ronan McNamee					14						14	14
29	Trish Wojnar								14			14	14
30	Andy Johnson	11										11	11
31	David Forde	8										8	8
32	James Colville	7										7	7
33	Robert Howard	6										6	6
34	Dave Griffin	4										4	4
35	Peter Snodden	2										2	2
36	Shane Burns	0										0	0
37	TJ O'Brien	0										0	0

Sunday, 14th October
TDC Club Autotest
Mondello Park

Sunday, 11th November
TDC Howard Wilde



Memorial Trophy Autotest
Mondello Park



This image came my way with the suggestion that there might be a Griffin connection - decide yourself with the help of the snaps of Shane (L) & Jason.



SNIPPET

In May, Ron Corry attended a Sprite 60th Anniversary celebration in Shelsley Walsh.

This is a page from the booklet that was put together to mark the occasion.



Sprite 60th
Anniversary Event
Shelsley Walsh

Tribute to "Mr Bugeye Sprite"

In this 60th year of the Mk 1 Sprite it is appropriate that a tribute is made to a man whose passion for these little cars lasted a lifetime. Tony Bennetto, from Australia, owned a Sprite since he was 18, found by his girlfriend Kerry. When he married Kerry this car was used as their wedding car. He successfully entered the car in



(Above) Kerry and Tony, on their Wedding Day

club level competitions at sprint events, motorkanas and hill-climbs. As his family grew to include Allan and Chris they became part of the "support crew" and had many interstate "holidays" following dad as he had fun in his car. Later Tony went on to compete in rallies such as the Targa Tasmania, Dutton's Grand Prix rally in South Australia and the Classic Marathon in Italy. This rally was his first adventure overseas with his Sprite. This trip was followed by 3 more to enter the European Healey meetings in Switzerland, Sweden and Scotland. He often combined these meet-

ings with other rallies such as the Scottish Malts Rally. Tony wanted to share these experiences and organised for small group of friends and their sprites to accompany him overseas and for groups of up to 15 couples to drive their Sprites around Tasmania, Victoria and South Australia on a number of occasions. For the 40th birthday of the Sprite Tony sponsored John Sprinzel (famous rally driver from the 60's) to come over from Hawaii to drive one of his Mk 1's in a rally in Tasmania - this led to a close friendship between these two Sprite aficionados and lots of trips to Hawaii. Tony spent many years in a variety of Healey Clubs in Australia and England and for the past 20 years has run a business repairing and restoring Sprites. In October last year he drowned while snorkelling on holidays at the age of 62. Before his memorial party a cavalcade of over 40 Sprites left his factory to drive the 15 kilometres to the Clubrooms where the party was held to remember his life's achievements - dress requirement for the men was Hawaiian shirts (which Tony had a memorable collection of). This cavalcade of Sprites was a fitting tribute to Tony as his basic belief in regards to classic cars particularly Healeys was drive them as often as you can!

Austin Healey Club UK



(Above) Kerry and Tony, outside the Healey Museum in Holland 2013



(Above) Lactos Rally in Tasmania 2008 with John Sprinzel



(right)
With Kerry and granddaughters Amelia and Elke

(left)

Tasmania 1996



RESULTS

SKIBBEREEN & DISTRICT C C AUTOTEST AT CARBERY PLASTICS, CLONAKILTY, CO CORK (ROUND 6 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 1): 18th August

- 1 Ian White (Mini Special) 485.2s,
- 2 Paddy Power (Mini Moke) 510.4s,
- 3 Liam Cashman (Nova) 536.0s,
- 4 Liam Croston (Starlet) 543.2s,
- 5 Mike Mulcahy (Mini Special) 560.8s,
- 6 Cian Power (Mini Special) 567.6s.

Class winners: Robert Beamish (Mini) 809.0s, Paddy Power, Connie Lynch (Starlet Special) 569.2s, Don Giles (Westfield) 631.5s, Michael Lynch (Starlet) 638.5s, Liam Cashman, Billy Neville 721.0s, Patricia Denning (Starlet) 760.9s.

SKIBBEREEN & DISTRICT C C AUTOTEST AT CARBERY PLASTICS, CLONAKILTY, CO CORK (ROUND 7 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 2): 19th August

- 1 Liam Cashman (Nova) 496.1s,
- 2 Mike Mulcahy (Mini Special) 500.7s,
- 3 Cian Power (Mini Special) 510.3s,
- 4 Victor Beamish (Mini Special) 536.5s,
- 5 Michael Cashman (Corsa) 555.4s,
- 6 Don Giles (Westfield) 557.5s.

Class winners: Robert Beamish (Mini) 847.6s, Mike Mulcahy, Martin Walsh (Starlet Special) 558.6s, Don Giles, Michael Lynch (Starlet) 578.0s, Michael Cashman, Billy Neville 622.6s, John Buttimer 707.6s.

MONDELLO PARK SPORTS CLUB HISTORIC FESTIVAL RACE MEETING AT MONDELLO PARK INTERNATIONAL CIRCUIT: 18th/19th August

DEREK BELL TROPHY RACE 1 (12 laps):

- 1 Michael Lyons (Lola T400) 20m 07.62s, 77.87 mph,
- 2 Tommy Byrne (Hesketh F1) 20m 13.35s,
- 3 Dan Daly (Ralt RT1) 20m 42.17s,
- 4 Alain Girardet (McLaren M10B),
- 5 Neil Glover (Chevron B37),
- 6 Kevin McGarrity (Lola F5000).

DEREK BELL TROPHY RACE 2 (12 laps):

- 1 Michael Lyons (Lola T400) 20m 07.10s, 77.90 mph,
- 2 Tommy Byrne (Hesketh F1) 20m 16.73s,
- 3 Dan Daly (Ralt RT1) 20m 41.17s,
- 4 Alain Girardet (McLaren M10B),
- 5 Steve Worrada (Chevron B49),
- 6 Steve Farthing (Lola T332).

HRCA PRE-1955 HISTORICS RACE 1 (7 laps):

- 1 David Morris (ERA R10B) 16m 30.86s, 55.36 mph,
- 2 John Keatley (Healey Silverstone) 16m 34.44s,
- 3 Liam Ruth (Iona Special) 19m 14.34s,
- 4 Ed Cassidy (Iona Special),
- 5 Ken McAvoy (Riley 12/4),
- 6 Kieran White (TRS).

Fastest lap: Morris 2m 20.233s, 55.88 mph.

HRCA PRE-1955 HISTORICS RACE 2 (7 laps):

- 1 Paddins Dowling (ERA R10B) 15m 48.80s, 57.81 mph,
- 2 Ed Cassidy (Iona Special) 6 laps,
- 3 Kevin Sheane (Ford Special) 6 laps,
- 4 Ken McAvoy (Riley 12/4),
- 5 Liam Ruth (Iona Special),
- 6 Shane Houlihan (Riley 12/4).

Fastest lap: Dowling 2m 10.187s, 60.19 mph.

HRCA HISTORIC RACE 1 (8 laps):

- 1 Jackie Cochrane (Sunbeam Tiger) 15m 57.82s, 65.45 mph,
- 2 Steve Griffin (MG Midget) 16m 14.01s,
- 3 Lewis Dunlop (Crossle 9S) 16m 25.47s,
- 4 Billy Crosbie (Lotus 7).

HRCA HISTORIC RACE 2 (6 laps):

- 1 Jackie Cochrane (Sunbeam Tiger) 12m 12.41s, 64.19 mph,
- 2 Lewis Dunlop (Crossle 9S) 12m 13.25s,
- 3 Paul Gray (Porsche 911) 12m 16.85s,
- 4 Steve Griffin (MG Midget),
- 5 Tommy Doherty (Ford Capri),
- 6 Billy Crosbie (Lotus 7).

MUNSTER C C AUTOTEST AT BALLYVOURNEY, CO CORK (ROUND 1 OF HEWISON TROPHY CHAMPIONSHIP AND ROUND 8 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 1st September

- 1 Guy Foster (Mini Special) 642.5s,
- 2 Ian White (Mini Special) 653.7s,
- 3 Chris Grimes (Mini) 676.2s,
- 4 Darren Quille (Westfield) 696.7s,
- 5 Cian Power (Mini Special) 721.2s,
- 6 Liam Cashman (Nova) 721.4s,
- 7 Mike Mulcahy (Mini Special) 722.6s,
- 8 Liam Croston (Starlet) 733.6s,
- 9 Paul Phelan (Mini Special) 745.2s,
- 10 Connie Lynch (Starlet Special) 775.1s,
- 11 Martin Walsh (Starlet Special) 776.8s,
- 12 Michael Cashman (Corsa) 787.2s.

Class winners: Chris Grimes, Ian White, Connie Lynch, Darren Quille, Liam Cashman, James Mansfield (Mazda MX5) 883.1s, Billy Neville (Starlet) 851.8s.

**CORK M C AUTOTEST AT BALLYVOURNEY,
CO CORK (ROUND 2 OF HEWISON TROPHY
CHAMPIONSHIP AND ROUND 9 (FINAL) OF
PREMIER AUTO PARTS**

MUNSTER CHAMPIONSHIP): 2nd September

1 Ian White (Mini Special) 709.3s,
2 Guy Foster (Mini Special) 719.8s,
3 Darren Quille (Westfield) 738.0s,
4 Chris Grimes (Mini) 742.8s,
5 Liam Cashman (Nova) 747.5s,
6 Liam Croston (Starlet) 765.4s,
7 Martin Walsh (Starlet Special) 781.3s,
8 Cian Power (Mini Special) 796.2s,
9 Victor Beamish (Mini Special) 801.0s,
10 Mike Mulcahy (Mini Special) 810.3s,
11 Paul Phelan (Mini Special) 810.9s,
12 Connie Lynch (Starlet Special) 812.5s.
Class winners: Chris Grimes, Guy Foster, Martin Walsh, Darren Quille, Michael Lynch (Starlet) 895.2s, Liam Cashman, Billy Neville (Starlet) 921.8s.

**LEINSTER TROPHY RACE MEETING AT
MONDELLO PARK: 15th/16th September**

TRAILER COMPANY FIESTA ST RACE 2 (8 laps):

1 Gordon Kellett 16m 48.52s, 62.16 mph,
2 Graham McDonnell 16m 48.71s,
3 Dave Maguire ,
4 Michael Cullen,
5 John Denning.

HRCA HISTORIC RACE 1 (7 laps):

1 Jackie Cochrane (Tiger) 14m 54.34s, 61.33 mph,
2 Bernard Foley (MGBGT V8) 14m 59.64s,
3 David Kelly (Lotus Elan) 15m 04.36s,
4 Lewis Dunlop (Crossle 9S),
5 Steve Griffin (MG Midget).

PPIRELLI SUPERCAR RACE 1 (8 laps):

1 Cameron Fenton 15m 19.51s, 68.18 mph,
2 Alan Watkins 15m 37.05s.
Fastest lap: Fenton 1m 53.781s, 68.87 mph.

PIRELLI SUPERCAR RACE 2 (9 laps):

1 Philip Jones 17m 36.58s, 66.75 mph,
2 Alan Dawson 17m 37.10s,
3 John Cardoo 17m 37.86s,
4 Alan Watkins.

GINETTA JUNIOR IRELAND RACE 1 (7 laps):

1 Robbie Parks Jnr 15m 00.03s, 60.95 mph,
2 Matthew Nicholl 15m 00.04s,
3 Christopher Grimes 15m 00.39s.

GINETTA JUNIOR IRELAND RACE 2 (8 laps):

1 Se Martin Jnr 16m 52.47s, 61.92 mph,
2 Robbie Parks Jnr 17m 03.16s,
3 Matthew Nicholl 17m 09.08s,
4 Christopher Grimes.

**CARLOW C C AUTOTEST AT IDA BUSINESS
PARK, BALLYNATTIN, ARKLOW, CO
WICKLOW (ROUND 3 OF HEWISON TROPHY
CHAMPIONSHIP) (DAY 1): 22nd September**

1 Ian White (Mini Special) 714.2s,
2 Guy Foster (Mini Special) 720.5s,
3 Cian Power (Mini Special) 783.1s,
4 Paul Phelan (Mini Special) 840.0s,
5 Mark Guerin (Westfield) 867.9s,
6 Paddy Power (Mini Special) 873.3s,
7 John McAssey (Starlet) 930.3s,
8 Billy Neville (Starlet) 984.3s,
9 James Mansfield (Mazda MX5) 1040.4s,
10 Cathal O'Carroll (Mazda MX5) 1171.9s.
Class winners: Guy Foster, Mark Guerin, Billy Neville, John McAssey.

**CARLOW C C AUTOTEST AT IDA BUSINESS
PARK, BALLYNATTIN, ARKLOW, CO
WICKLOW (ROUND 4 OF HEWISON TROPHY
CHAMPIONSHIP) (DAY 2): 23rd September**

1 Ian White (Mini Special) 672.5s,
2 Peter Grimes (Mini-Nova Special) 692.3s,
3 Chris Grimes (Mini) 716.4s,
4 Cian Power (Mini Special) 775.8s,
5 Guy Foster (Mini Special) 782.0s,
6 Paul Phelan (Mini Special) 787.7s,
7 Christopher Grimes Jnr (Mini) 792.3s,
8 Mark Guerin (Westfield) 799.5s,
9 John McAssey (Starlet) 868.6s,
10 Billy Neville (Starlet) 901.1s,
11 James Grimes (Nova) 1041.5s.

Class winners: Chris Grimes, Peter Grimes, Mark Guerin, Billy Neville, John McAssey.

**MOTOR ENTHUSIASTS' CLUB RHODES CUP
SPORTING TRIAL AT GLENEALY, CO
WICKLOW: 22nd September**

1 Siobhan McCann (JMcVW) 7 marks,
2 Craig MacWilliam (Erskine-Yamaha) 12m,
3 Paul Needham (Erskine-Honda) 13m,
4 Brian Conlon (Erskine-Honda) 13m,
5 Morgan Evans (Mog-Honda) 14m,
6 Enda Byrne (VW) 16m,
7 Percy Pennefather (Erskine-Suzuki) 17m,
8 John Pennefather (Erskine-Suzuki) 18m,
9 Roy Stewart (Erskine-Harley Davidson) 23m,
10 Gordon Watkins (Watkins-Yamaha) 26m,
11 Dennis Burke (VW) 26m,
12 Philip Hughes (Hughes-Honda) 30m.

Grade winners: Paul Needham, Craig MacWilliam, Pat Fox (Wilson-Suzuki) 44m, Tony Hennessy (Hennessy-Harley Davidson) 41m.

SNIPPETS



Page 3 Query

Ian McCulloch is under the standard TDC umbrella for the hoi-polloi.

John Boyd has more discreet protection.



Joe Reynolds has been appointed
Chairman of the Board of *Horse Sport Ireland*.

CAPTION COMPETITION

Courtesy of Dave McAulay at the Cavan MVAT.

His suggestions are: 'How many TDC members does it take to fit a number plate ?'
'Peugeot Ireland supremo caught working on Mazda scandal'

What are yours?
valianmcculloch@gmail.com



SNIPPETS

Mark FitzSimon thought these might be handy for those who are asked to contribute to the Turbine.
He has used most of them.

20 foolproof excuses for not doing an essay

- 1 What essay?
- 2 I did it, but I accidentally tore it up
- 3 I haven't got any hands
- 4 I'm dead
- 5 A burglar took it
- 6 The *Times Literary Supplement* wanted to see it first
- 7 Up yours, four-eyes
- 8 We're too poor to afford toilet paper and my father has dysentery
- 9 I was in a plane crash and we had to eat each other's essays
- 10 The police confiscated it
- 11 I know it all – what's the point in writing it down?
- 12 My desk caught fire
- 13 I'm undergoing a personality crisis
- 14 I posted it to you – didn't you get it? – huh, the Post Office these days, I don't know
- 15 I made this bookmark instead
- 16 Everyone says you're pregnant so I didn't think you'd be here today
- 17 You must be mad – you've already marked it and given it back to me – I got an A
- 18 Look, just get off my back, will you?
- 19 Oh God, I think I'm going to be sick all over you
- 20 Did you say you wanted me to take all my clothes off?



The expectations for Holfeld's inhalers are restricted regarding expectorating

October Crossword

1		2			3
4	5		6		
7					

Across

- 1 Valentino Rossi's nickname (6)
- 4 A flexible covering for the base of a gearlever (6)
- 7 Gerry Marshall had a "Big" & "Baby" one of these (6)

Down

- 1 A form of racing - competitive distance, a quarter of a mile (4)
- 2 Caesium (2)
- 3 Remould (7)
- 5 Good to clip this when going around a bend as quickly as possible (4)
- 6 India based multinational which owns Jaguar (4)

August Solution

S	T	A	T	I	C
A		A			A
A					Y
B	E	R	N	I	E
	V		A		N
W	I	L	S	O	N
	N		H		E

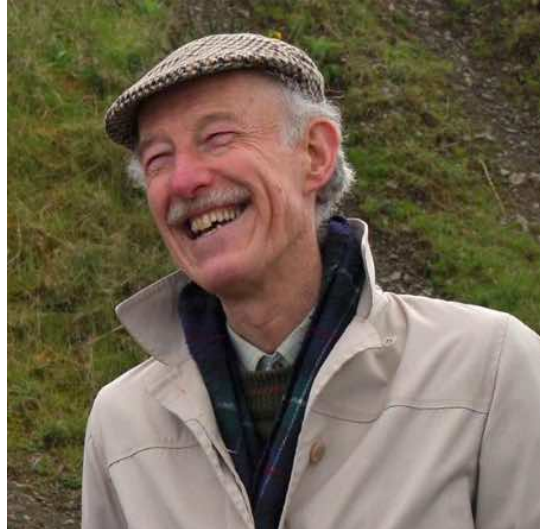


MEC have lost two of their most esteemed members recently. They will be known to many of you so I thought it worth reproducing from the MEC Facebook page what follows.

Hugh O'Neill

We are saddened to report, at the end of April, the passing of our friend and colleague Hugh O'Neill, AO or Boots. Our thoughts and prayers go out to his brother Roger and other relatives.

Hugh was a founder member of the Club and was assistant secretary for over 50 years.



Gerry Freeman

It is with great regret we must record the passing, at the end of September, of our Hon. Vice President Gerald W. Freeman.

Gerry was a gentleman and much respected in all aspects of motorsport. Known by his laugh, often you could hear him before you could see him. He will be sadly missed by the Club of which he is one of the last remaining founding members.



TDC Club Autotest

Mondello Park



Sunday 14th October

TDC Howard Wide Memorial Trophy Autotest



Mondello Park

Sunday 11th November