

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com

August 2010

Chairman's Chatterings



Derek Tohill is our headliner this time.

He has been doing really well (currently third) in Division 2 of the European Rallycross Championship. Because his achievements are "off our radar", we tend to overlook that he is probably our most successful Club member at the moment.

There is a flavour of his season on the back page but there is lots more on the internet for those of you thus inclined. For those of you with an aversion to the www, Damien Phillips, who is probably Derek's No.1 fan, keeps up-to-date with his progress.

Marshal, Compete - even just Spectate Whatever you do, get involved



In response to pleas from some of our more elderly members, the font size has been increased for this issue. I trust you will now be able to appreciate it all the more.

Joe



June 23rd dawned, earlier than usual for Frank as there was a lot to be done! First off, Test Trial Etiquette for young bulls and cows. It was explained that their usually calm corrals would be invaded by small cars of all types and colours, mostly very



noisy, so stay calm guys, just keep chewing that cud! Next up the Doves were lined up and instructed that their Flyovers should be orderly, impressive and no aerobatics that might upstage the antics of the competitors! And no dropping of unwelcome 'bombs'. The Cockerels were asked not to disturb anyone with loud indignant crowing and the hens were told that, despite the disturbance, their laying quotas must be maintained. Swallows were asked to eat as many midges as possible, for the comfort of the guests! The weather gods were poured a libation!

The yard was spruced up;



straw bales positioned, tests laid out. The hay wane was parked in the barn and filled with goodies (buns and baps, popcorn, sweets and crisps, minerals and wine).

The Barbie was wheeled into position. All was ready to go.

Cars and competitors arrived, hailing from the UK, Cork, Wicklow and Wexford, the Midlands and all over Dublin. The road and car park were packed with cars and trailers. Competitors and spectators streamed into the yard, forty competitors and surely a hundred and fifty or so spectators.

It was one of the balmiest evenings this summer; the weather god was benign (or was it all just hot air?), a lovely family evening, lots of mums and dads, kids and babies. The aroma of bangers and burgers sizzling on

Ruth and Poppy en route to the Barbie with the vital victuals



Ruth's Barbie was mouth-watering.

Some youngsters got to put their hands into a real chicken's nest, tucked away in a bale of hay and feel her eggs (the chicken

Eve and Kate Phillips



having long since flown the coop). Two young ones cuddled

down in the hay later; I'm sure I heard an egg crack.

All the livestock behaved as if nothing was going on, though some of the young bulls were a bit bullish! All the excitement must have got to them. The doves looked magical against the hazy blue skies.

The event seemed to go well; lots of noise, revving, tyre screeching etc. - all very exciting for us spectators. I had invited some of the Mountain Mollies (walking women more used to the



Mollies: Barbara Cassidy, Trish and Lulu O'Reilly

quiet of the Wicklow hills) and almost converted them to the adrenalin rush of fast cars!

There was a lot of dust due to the lovely dry weather. Many usually white-haired men looked rakish with their new grey mops.

Proceedings carried on well into the dusk, ending in the barn

Premier award winner, Ian Downey, was particularly happy



where results were announced, prizes given out, goodbyes and thank-yous said.....and as the story goes, 'We all went home tired but happy'.

Trish Wojnar



TDC Turbine

I think this must have been the biggest entry ever, 40, for this popular event. Despite the crowd there was no response from dis-commoed locals. Maybe they are getting used to it. There was a strict enforcement of each of the “double drivers” completing a full lap before they swapped places. This seemed to improve the “flow” though there were still long queues, particularly on Test 2, the longest one. Those of you familiar with the theory of “lines” will realise that the random arrival times of the competitors, while unavoidable, is not helpful. This factor also has an impact on the calculation of results as fail/max times cannot be finalised until all of the runners have finished.

There was a forty-first driver on the list – John Denning,



who never got going. I think he was daunted by the queue lengths. At least Piers MacFheorais’s “road” Starlet, which he was due to share with Donal



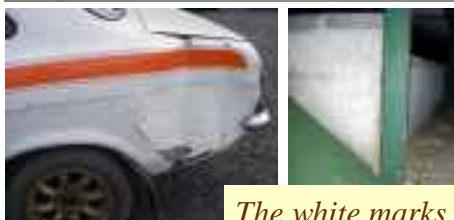
Woe is me!

Arundel, was spared some abuse. John Byrne and Anthony Preston were also dis-commoed by the throng, neither managing to complete their full quota of tests.



John

Most unfortunate incident of the evening involved Danny O’Donohoe’s Escort. A “late” throw resulted in the rear passenger quarter panel making contact with a well-founded RSJ. This resulted in rather more trauma to the former than it did to the latter. Both car and driver had arrived immaculately turned out. Danny changed into more casual attire, so maybe this was the Escort trying to achieve a scruffier look. I was tempted not to include mention of the above to spare Danny’s blushes but I was persuaded to change my mind by brother, Andrew, who was not at



The white marks on the green post are the points of contact

all sympathetic. Also, I had commented comprehensively on Andrew’s woes previously. Incidentally, John Denning’s presence was fortuitous as arrangements for an early repair were made. When phoning home (to gloat?) Andrew’s five year-old daughter, Susan, wondered whether or not Danny had been looking where he was going.

Eleven beginners showed up. These didn’t include James Mansfield and Jeremy Bishop. Jeremy arrived later on to have a

look but didn’t enter as he was worried he might do damage



(again!) to Jay Donegan’s immaculate Starlet. Jay looked in fine form but a couple of “fails” (were the tests just a mite too convoluted for these guys?) saw him finish in second place, just 1.5 seconds ahead of Anthony O’Neill.



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Keith Byrne was fourth, which keeps him second in the champion-



ship behind Jay. The best beginner, after a very tidy run, was Ian Downey in his

mother’s Starlet.

Quickest man of the evening was Simon Echlin in his Caterham. It really is a joy to watch him in action. His seemingly cool, calm and collected approach suggests that he is travelling more slowly than the stopwatch ultimately reveals.



TDC Turbine

Stefan Walsh, in his not quite showroom condition Colt,



was comfortably the best of the novices. Did his new hat inspire him?

It was good to see some female competition for the accomplished Patricia Denning.



Noel with daughter, Rachel

Lyndsay Doran was making her debut in a double-drive with Noel Devlin in a scrappage Corsa. She looked comfortable, though it will take her a while to reach Trish's standard. An impromptu Ladies Award was revived for Lyndsay. This was not in deference to the time-honoured "motorsport is not misogynistic" tradition – she really did deserve it.

The usual suspects, Eamonn King and Paul Phelan, made their



customary administrative input. Robert Bolton undertook C-



o-C duties under the watchful eye of el Presidente, Joe Doran, both of whom deployed an encouraging number of marshals to good effect.



Even though he featured on the front page of the June Turbine, Frank Lenehan deserves considerable plaudits for all of his work –



Frank, here with Jim Grimes. You will notice that neither of these men is sitting on the fence

Woodside, as an autotest venue, doesn't just happen; it is

caused. Frank wasn't the only Lenehan to the fore. Ruth did

what seems to have become ex-



Ruth prefers to keep a low profile

pected of her on the barbecue front – it doesn't mean it is appreciated any the less. She had a new assistant this year who acquitted herself magnificently, Eve Phillips.

Looking forward to a similarly large turnout for Round 3.



Ronnie Griffin and Joe Downey discuss whether shirt tucked in is more flattering than not



Trigger happy Ian McCulloch

The photos featuring cars are courtesy of Peter Boyd (peespeed). Thank you.

TDC Turbine

A flock of Fagans - Keith & Kevin, Vincent, Fiona and Laura



Anthony & Aidan Freeney



Damien Phillips, his sister, Lisa, wife, Bonnie & nephew, Aaron



Hugh and Jenny Lynch



Damien & dad, James, Doran



Doug Richardson admires Trish

Denning's revised hairstyle



A selection from the Doran entourage - Rachel & Nikki (L) and Monica & Andrea



Alan (Butch) & Robby Brunkard



Craig O'Rourke made a detour on the way home from work with colleague, Alicia Daly. Did she think this was a good decision?



A couple of Lenehans and brood - Joanna & Zoe, Emma, Tom & Derek



Paul Tierney & Gosia Rala



Richard Jackson dropped in to make sure that Richard Pain was managing to find his way from test to test



Chris Grimes points the way

Pat, patriarch of the Denning dynasty



TDC Turbine



Team Lennon: Declan, Jamie Keane, Graham White in fetching pink hoodie and Carly, who finds it all rivetting



John Maher & Keith Slowey take it all very seriously



Declan Hendrick (L) seems to get a bigger kick out of driving Frank's tractor than his Starlet. Is Liam Cashman envious?



John's minder, Cian Keogh



Ciaran Nutty looks happy but why is Mark FitzSimons looking over his shoulder?



O'Reillys - Myles, sartorially splendid steward, Philip, still with two LC exams to go and Marian, content



Martin Devine, sans fancy gloves, Rory Power, who ran out of petrol on Test 5 and John Nolan



Ronnie's boys, Shane & Jason, are into pedal power. Ronnie



reckons you could get a good autotest car for the price of one of their bikes.



Steven Bolton in a hurry



Ronnie Griffin keeps the dust down. Some competitors claimed that his enthusiasm with the hose was off-putting. Liam Cashman complained that his Starlet had suffered a few mud splashes



Alex Fawcett has the first piece in the jigsaw that will be his stellar autotesting career



Lyndsay Doran in action

TDC Turbine



Frank's factotum, Francis, wonders at the insanity of it all



Ken McCready



Stefan Walsh proves to be a discerning reader



Frank Fennell, Dermot Corcoran



One of these might have been handy at times when I was teaching



Eddie Peterson in unstable equilibrium



Piers MacFheorais



Paul Ramoutar



A blast from the past - Derek Vard



Anthony O'Neill's travelling companion, Toni O'Neill - no relation (yet?)



Eamonn Byrne chews



Tim Faulkner, conventionally dressed now that the rugby season is over

Ian's Inklings

Firstly, I would like to thank Frank for the use of the yard; it was the handiest event to get to as it wasn't far from home. I think this also helped draw a lot of spectators to the event. The weather worked out great and the tests that were laid out were challenging and creative. As I wandered around walking the tests many a fellow competitor gave me some useful hints and help. This friendly atmosphere was one which was noted throughout the evening by all helpers, marshals and competitors. Being only new to auto-testing, I knew it was going to be difficult to remember the tests while actually doing them and a few times I will admit to having to look back at the diagram to remind me where to go next. After a while, I found it easier and then on the second lap, I started to really enjoy them. The enjoyment carried on for the rest of the event and getting used to attempting manoeuvres on a few of the tests and then watching some of the experts show you how its done was great and a joy to see their superb car control. Honestly, I am hooked and will hopefully be out for the next one.

Ian Downey



Girl Talk

Ian McCulloch was away for the weekend and asked me to take over his duties. In the past my reviews have tended to be a bit blinkered as I usually ran at the end of the field. Eve Phillips kindly offered her journalistic services and kept her notebook at the ready when visiting the various tests during the day.

Eve also took over the task as chief photographer and is now in the running for Ian's job. Keep an eye out for her in the future and if you spot her with her notebook/camera - you have been warned!

The day started off with a bit of confusion over the sign-on time followed by Piers trying to



run me over in his haste to park the Starlet in Beaulieu House. I suspect this has something to do with the fact that I was winding him up telling him that today could be the day I'd beat him.... (it wasn't to be as he beat me by 9 seconds).

Piers, in turn, was nearly run over by Declan Hendrick on the first test but I believe Piers may have run out in front of him in order to slow him down, thus improving his chances of beating him.



TDC JJ's Multi-Venue Autotest 4th July



Donal Arundel thoroughly enjoyed his first ALMC Multi-Venue in the gold Starlet and this time hijacked Piers' road-going red Starlet for the day. He wasn't the only one borrowing a car with Ian Downey driving his mother's Starlet for the day. I suspect she is none the wiser as to the duties her road car was performing. Following a quick wash and vacuum the evidence gets removed. Donal & Ian both enjoyed themselves and brought both shopping cars home without a mark.



Simon doesn't seem to be that interested in his lunch

Simon Echlin & Jonathan Bradshaw began preparing their Nova the previous day and it appears to have been very thirsty work as they were both looking a little the worse for wear at breakfast. Eve spotted that they had perked up considerably following lunch and the few beers from the



night before, it seems, didn't impede their progress with Simon finishing a very creditable 7th overall. Rookie Jonathan seems to have inherited his Uncle Eamonn's genes as he was gaining confidence with every test and was coping very well with the different surfaces/conditions.

Eddie Peterson decided to leave the Starlet at home



Andrew O'Donohoe, Clive and Eamonn Byrne look on while Eddie shows how it's done

and go more upmarket and give dad, Clive's Mini a more aggressive workout than it is used to. Both boys went well and finished in the top ten with youth winning out on the day.

Newcomer Kevin O'Rourke swapped his forestry tyres for skinnier ones with less tread as he



was out in his nephew Craig's Starlet. Yes, Craig knew exactly what he was letting himself in for as he thoroughly enjoyed himself and will be back out again.

TDC Turbine

Liam Cashman had his brother, Michael, navigating and



drove with his usual flair, being delighted to be in the lead at lunchtime. He was, however, kept on his toes all day by the hard charging Frank Lenehan & Declan Hendrick. This trio of Starlets were swapping fastest times on each test and all reported a great day's fun. Liam, Frank & Declan are all wonderful competitors who certainly don't lack commitment. Declan Hendrick wasn't too impressed with the length of Test six – "it's not a stage rally."



Frank

ALMC members Martin Devine & Benny Lenehan had made a few alterations to the bodywork and suspension of their Corsa in Frank's yard; luckily for them, Noel Devlin was sending his Corsa, that he had used for Frank's, to the scrapyards so they were able to salvage parts from this and return their own blue Corsa back to its former glory. Martin was trying very hard on Test 12 and despite his best efforts managed to end up backwards over the reverse line. This had marshal, Damien Phillips, scratching his head. He duly checked the regula-



tions and it indeed stated that the leading wheels must stop astride the finish line. So Martin incurred some unfortunate time penalties there. Paul Phelan was lucky to escape serious injury when he had a close encounter with the bonnet of his own car. Rumour has it that he was distracted trying to work out if Martin's backward finish was a line fault or a fail – even Felix hadn't come across this type of infringement before. Joe Doran discovered an overheating problem with his Manta the day before the event.

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Damien still looked discom-bobulated when it was all over

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Frank Lenehan came to the rescue and kindly let him double drive his matt red Starlet. Rumour has it that Joe loved it and is thinking of moving over to the dark side!

John Maher drove well all day and enjoyed his lunch in the Ard Boyne Hotel, remarking that the sausages at Frank's event were not to his liking. Ruth Lenehan has done a sterling job for



the last few years. John's criti-

cism stung and she has now graciously handed over the apron to him. He has now been nominated as head chef for the event in Stepside next year.

Timmy Faulkner was back in Munster colours but seemed to be off form and throwing his toys out of the pram – he must be suffering withdrawal symptoms in the rugby off-season.

Christy Grimes was having a rare Sunday off from Motorsport and was on babysitting duty as Luci was navigating for her brother, Danny. Luci enjoyed her day and it now appears that Christy may be getting more



Danny's Escort is almost back to its former glory

babysitting duties...

Daniel Byrne drove very well and was very happy with his 5th place overall, but he didn't look that impressed with his prize and tried unsuccessfully to barter his lamp for a gallon of oil that Liam had won. Daniel was kept honest by Richard Meeke who is another of the younger drivers who are making sure that the older generation don't have it all their own way. *(What age do you have to be to become a member of the older generation? – Ed.)*



Harold Hassard in his eBay

TDC Turbine



Richard

Sunny (which cost more to ship from the UK than the initial cost of the car) finished off the top ten. There was very little between Andrew O'Donohoe and Robert Dickson and it was any one's call until the last test.



This was a very well run event with a great variety of tests which had surfaces ranging from tarmac, grass and loose and even a bit of cow **** which, apart from being very smelly, is very slippery. The tests were great fun and challenging and appealed to all levels. I really enjoyed the field as it was dry when we got there; sometimes running at the back can have its advantages.

Eamonn Byrne had a very good run in the afternoon and managed to pip Liam by 6 seconds. Well done to Eamonn, Liam and Frank on a well de-



served 1st, 2nd and 3rd.

JJ's good reputation for

running this annual charity event was duly rewarded with many competitors travelling from Northern Ireland, not forgetting our own Liam and Michael Cashman who



made the trip from the People's Republic of Cork (we put this in to cheer Timmy up). TDC are delighted to have raised over €2000 and I've no doubt that this will be put to good use by Barnardos Ireland.

Many thanks to JJ and his entire crew of marshals & timekeepers who put a lot of time and effort into this event; we would also like to thank Gabriel König and Malcolm Clark for inviting us to host this autotest in the lovely surroundings of Beaulieu House.



We are also extremely grateful to all the various landowners without whom events like this would not happen. Last but not least we



would like to applaud the chefs who prepared the very tasty Bar-B-Q. (John Maher was spotted tak-

ing tips from them!)

Eve & Patricia



RESULTS

- 1 Eamonn Byrne (Mini) 898.7s,
- 2 Liam Cashman (Starlet) 904.0s,
- 3 Frank Lenehan (Starlet) 919.9s,
- 4 Eddie Peterson (Mini) 925.9s,
- 5 Daniel Byrne (Starlet) 934.7s,
- 6 Richard Meeke (Nova) 939.8s,
- 7 Simon Echlin (Nova) 944.1s,
- 8 Declan Hendrick (Starlet) 949.1s,
- 9 Clive Peterson (Mini) 950.1s,
- 10 Harold Hassard (Sunny) 954.1s.

Class winners: Eddie Peterson, Liam Cashman, Andrew O'Donohoe (Midget) 956.9s.

P.S. I was talking to Frank Lenehan and he remarked that it is great to see new and younger faces out autotesting and that TDC is going from strength to strength.

Bonus Pics



Ronan White looks remarkably relaxed after a day with Andrew O'Donohoe



Clive Peterson and Joe Downey

TDC Turbine



Donal Arundel and Kevin O'Rourke (yes, it is the same Kevin who was on the back page of the last Turbine) tuck in



Michael Reid had a fraught day - no mirror when he was applying his lip gloss and being chased off a test by Will Corry



John Farrell looks like he might need a finger bowl - James isn't going to look for one



Vincent Fagan, about to unleash Trish Denning



Ron Mullen went well with his more conventional spectacles



Kate and Bonnie Phillips look as though they've had their fill of autotesting



Will Corry



Kevin Fagan and Richard Pain



Michael C, Timmy Faulkner & Malcolm Clark



Strategies for the field are considered



Liam (R) listens to Dave Meeke

As well as Eve and Trish's handiwork there are also some Fagan Fotos and Meeke Manifestations herein - thank you.

Patricia's Patois

Beginners' Autotest Round 3 25th July

tests. Lyndsay was giving it her all and showing huge

Three rounds, three different winners. Hearty congratulations to Keith Byrne on his first Premier Award; what a great result for him on only his third outing. Keith is on a roll as he navigated his dad, John, to a class win (fifth historic overall) in the Loughgall Festival of Speed at the beginning of July in their Sunbeam. Keith kept John under control and pointing in the right direction (most of the time). That can't have been an easy task knowing John's predilection for sideways action.



Since the last round, Keith availed of his dad's engineering expertise and made some changes to the car which made it more effective. He was kept honest by Jay Donegan, with both drivers swapping fastest times all day. Jay brought his nephew, Alan, along for some moral support and to help out with the marshalling. Jay drove with precision and accuracy and reported no major dramas. I'm sure we will see plenty more close action from this pair in the next round.

Next up was Ian Downey (seen here explaining how to go "flat-out over crest" to dad, Joe -



Ger Lawlor is not interested) who was suffering from lack of sleep as he didn't get home till 3am the night before. He had been com-

peting in the Donegal Forestry Rally the previous day, winning the Junior class. He had also successfully completed his first stages rally the week before. Ian is another to watch out for in the next round. The above three have a win apiece in the Beginners' championship and I'm sure they will be giving it their all for the remaining rounds. The championship looks like it's going to be a closely fought battle to the end and all three are joint favourites with Lad-brokes☺

Tim Faulkner remarked that the driving standard appears to him to be very high in the beginners' class this year. There doesn't seem to be the same level of wayward pylons, loud crunching and grinding of gears, etc. that could be heard when I was starting out.

Anthony O'Neill and Stefan Walsh were putting in some quick times until their Colt expired. However, I'm sure these resourceful lads will find a suitable replacement and will be back out in a month's time.

Noel Devlin seems to have found his niche in life and had an ever-eternal smile whilst circling

commitment which earned her some good times. However she was unfortunate to have a small off. Thankfully she was wearing a lap belt and suffered no ill effects. No doubt she will be back giving Noel a hard time at the next event. As I'm sure you are all aware, lap belts are compulsory and a little bird told me that all cars will be checked for them at the next event.

Rory Power made the trip from Wexford worthwhile with an overall 6th place.



This is a fantastic result on his one-year Autotesting anniversary. He has come on leaps and bounds in the last year and, in my opinion, is the most improved

driver this year. Is there a secret Ronnie Griffin School of Motoring down in New Ross?! Rory is getting a new car built by Ken Irwin. Guy Foster was so impressed with his performance in the blue mini that he was overheard putting a call into Ken saying there was no need to build a new car as the blue one is flying.

A very big well done to Piers MacFheorais who won the



novice class; he drove quickly & cleanly all day. I was next up and was followed closely by Mark Nugent whose tidy driving style



Lyndsay's boyfriend, Barry, looks bemused

pylons in his Corsa despite Lyndsay Doran beating him on some

TDC Turbine



earned him some very good times. Mark reported problems with his handbrake in the afternoon. Handbrakes

seem to be a tricky thing to get right on the Starlets and Damien Phillips' newly engineered vertical version seems to be the business once you get used to it being not where it used to be. Damien is another driver who doesn't lack commitment, which makes for very entertaining viewing.

The four experts were Alan Coyle, Ian White, Guy Foster & Ger Lawlor and they all made it look very easy and effortless whilst setting very fast times. Congratulations to Alan who came out on top despite touching the barrier separating the tests and scattering marshal Bernard Bradley's lunch, Bernard was none too fussed and continued smiling. This



might have had something to do with his fine drive the previous day, with Vincent Fagan on the notes, at the QUBMC Summer Lanes rally, where they finished 5th overall.

The Freaney brothers enjoyed their day under



Anthony

Aidan

of their father Ciaran. Their car ran faultlessly and they reported a

good day's sport. Newcomer Ryan Kearney, in his Daihatsu Special, coped very well and we hope to see him again at the next round.

We are, as always, very grateful to Mondello Park and to all the marshals for giving up their time as we appreciate that without these volunteers there would be no events. I am naming all those who



Paul, Bill, Hugh



John, Timmy, Kevin

helped in acknowledgement of their input. Tim Faulkner COC, Paul Phelan, Damian Doran, Kevin O'Sullivan, Alan Donegan, Ciaran Freaney, Bernard Bradley, John McAssey, Hugh Farrell, Bill White & John Byrne. Many thanks also to the Phillips Ladies, Bonnie &



Kate for their baking skills and to Eve our newly appointed official photographer. Piers did his usual fantastic job designing the tests which were fun and flowing but not too tight. I think the format of two tests



five times followed by the combination of tests twice works really well. I'm also in favour of putting them on the TDC website a few days before. It is very helpful for beginners and newcomers to be able to familiarise themselves in advance. Anything that makes it less daunting is to be welcomed.

I thoroughly enjoyed myself and I'm looking forward to the next round.

RESULTS

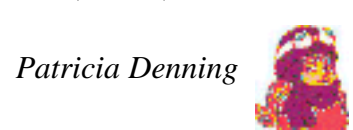
- 1 Keith Byrne (Starlet) 629.1s,
 - 2 Jay Donegan (Starlet) 631.6s,
 - 3 Ryan Kearney (Daihatsu Special) 653.6s,
 - 4 Ian Downey (Starlet) 672.9s,
 - 5 Anthony O'Neill (Colt) 737.2s,
 - 6 Noel Devlin (Corsa) 744.0s.
- Class winners: Jay Donegan, Ryan Kearney.

NOVICES:

- 1 Piers MacFheorais (Starlet) 565.1s,
 - 2 Rory Power (Mini) 609.9s,
 - 3 Patricia Denning (Starlet) 614.3s,
 - 4 Mark Nugent (Starlet) 620.9s,
 - 5 Anthony Freaney (Westfield) 636.0s,
 - 6 Damien Phillips (Starlet) 651.7s.
- Class winners: Rory Power, Anthony Freaney, Patricia Denning.

EXPERTS:

- 1 Alan Coyle (Mini Special) 499.1s,
- 2 Ian White (Mini) 514.9s,
- 3 Guy Foster (Mini) 534.5s,
- 4 Ger Lawlor (Starlet) 554.8s.



I reckon a "Caption Competition" is appropriate - over to you



TDC Turbine



“Where’s my other stop-watch?”



Mark Carroll (Rallycross Refugee) tries to make sense of it all. Bonnie is indifferent.



The Foster boys check out the results



Alan Coyle’s Olivia decides she has had enough



A “stray” from Beaulieu



Felix ponders about what detritus he should file in the boot

Richard’s Ramblings

Having heard so much about the success of the 2009 event, I didn’t hesitate for a second when Daniel Byrne invited me to navigate for him on this year’s rally. We agreed to meet just after 6:00am and I assumed that, after several years in the garage, Daniel would be on ‘Eamonn’ time and that I would get a ‘lie-on’ in the car, waiting for him to arrive. However, I was presently surprised when Dan arrived on the dot - in hindsight, he had probably come straight from the workshop.

Following the relaxing drive to the start thanks to all of the comforts a 22 year-old Starlet has to offer, we decided an Ulster Fry was in order. This somewhat ate into the time allocated to scrutiny, checking the measured mile and the drivers’ briefing. As ourselves and John Farrell are all seasoned TDC competitors and unused to events running on time we set off to check the trips. We returned to the hotel to find out that we had missed the briefing, as it and, as it transpired the rest of the event, ran perfectly to schedule. The only bit of the briefing ‘The Vin’ was prepared to share with us was, ‘there is a river to beware of on one of the tests’.

The first five tests went really well. Dan drove without fault, we didn’t get lost and we didn’t even come close to hitting anything. The results after the event showed we had led the event after

Summer Lanes Rally 24th July

these first five tests and had managed to beat the bogey time on the first one. The sixth test was to be our downfall. This was a lash around Paul Blair’s back garden. Dan drove well and we were happy with the test. I handed our time card to the marshal who promptly asked, ‘did you get the code board?’ In our excitement to beat JJ’s time we failed to notice the code board on the test diagram. This mistake dropped us from first to eleventh. Whatever, I knew Dan enjoyed a challenge. He certainly rose to it and we recovered to fourth.

The next test was the one with the river that the drivers who attended the briefing were warned about. Both myself and the start marshal were somewhat worried when Dan opened the bonnet and covered the electrics in WD-40. The marshal came over to Dan and said ‘I hope you won’t need that’. Dan replied, ‘it’s to keep the water out’. The marshal then went on to explain that the river was actually several feet below the road and it was not on the intended route. On the second run through the same test, the starter could either sense Dan’s commitment or smell



JJ

Photo: Maurice Eakin

my fear from a previous test and told us to watch out for the Clio on its roof in the river. I hope they had WD-40 on the leads! We opted to pay no attention to the warning and were a few seconds quicker than on the previous run. By now it was time for the lunch halt. At this stage I was having flashbacks to the TDC Treasure

Frases from Frank

Marathon Moments 7th-9th July

The 2,500 km six day rally which was based in France

this year had 55 competitors endure the toughest conditions in the event's 22 years. The French floods, which made headlines during the event, plus foggy and tricky conditions made it as difficult as any winter rally.

Anthony Preston master-minded a very interesting and challenging route and I felt it was one of the best rallies I had competed in during my long career. Ireland was represented by Joe Reynolds, BMW Alpina, navigated by Fred Bent, and a newcomer to the International scene,



with John Bayliss, more used to the sedate pace of pre-war machinery.



Unfortunately, Bernard and Vincent retired on the second day with gearbox trouble, but they had settled in well. Bernard had already matched test times with the main contenders in their class and Vincent was happy to achieve a zero on their last regularity. They were well impressed with the event and will now tackle the Rally of the Tests in November.

Joe Reynolds and Fred had an excellent result with a very fine third overall, just 48 seconds off the MGB of the Godfreys, Mark and Sue. Peter Banham and crew changed the Godfreys' clutch after

scrutiny on the Saturday – luckily they had arrived early and had time for parts to be delivered. A further 47 seconds back, Frank and John Bayliss brought the Alfa



home in fourth, followed by Jayne Wignall and Kevin Savage, just 13 seconds behind.

After the Reynold's (ex Ronnie Griffin) BMW left the finish line in Biarritz the engine expired and the car had to be towed to the waiting transporter.

The present position in the FIA European Championship has Frank Fennell on 22 points and Joe Reynolds on 13. With three events to go the only one that they will contest is the Rally of the Tests in November as the others are in Greece and Cyprus.



Bernard Bradley, Porsche 911, with our own Vincent Fagan on the clocks and finally, yours truly was teamed up for the first time



Hunt where I was very unwell. This was obviously showing as Frank Lenehan asked me whether I was going to eat my lunch or wear it (very sympathetic!) Had I chosen the latter Daniel's driving style would surely have come under scrutiny as his last navigator was forced to endure an emergency stop on the Retro.

The second part of the day was run with the same military precision as the rest of the event and we were back in the hotel in time for dinner. The results were not without controversy as JJ and Navan Man had picked up 90 seconds of road penalties. These were duly scrubbed and JJ was declared as the winner with four TDC Starlets in the top eight.

This is an excellent event and really is only two hours from Dublin. Get it in your diary for next

year and hopefully some of the other competitors will return the favour and come down for the TDC Retro.

RESULTS

1. JJ Farrell/Colm Flynn, Toyota Starlet
2. Karl O'Donoghue/Padraig Farrell, Rover 200
3. Colin Earney/Andrew Earney, Austin Cooper S
4. Daniel Byrne/Richard Pain, Toyota Starlet
5. Bernard Bradley/Vincent Fagan, Ford Escort Mk1
6. Craig O'Rourke/Ronan O'Neill, Toyota Starlet
8. Frank Lenehen/Nikki Doran, Toyota Starlet
12. John Farrell/Mick O'Shea, Ford Escort
26. Mark Doran/Mark O'Neill, Ford Escort Mk1

Richard Pain



Just one more extract, which I particularly like, from the 88/89 Hella/ECCO Championship re-view featured in the last issue

**TONY ENRIGHT
(NAVIGATOR)**



Tony is a Civil Servant whose age is covered by the Official Secret's Act. His accidental meeting with Noel O'Reilly (Driver) awakened a hitherto dormant interest in motor-sport, which he sometimes feels should have been left asleep. In the last two ECCO seasons he has battled against a series of physical and mechanical ailments and has complained on numerous occasions to County Councils on the standard of sign-posting in rural areas.

His ambition is to remember what his ambitions were. In his spare time he attends heavy metal concerts, plays golf and engages drunks in philosophical discussions in cheap pubs.

His familial history reflects his navigational technique – invariably lost, coupled with many wrong approaches and departures. The attribution to him of two children in an ECCO report was subsequently scrubbed on appeal – by the children.

His greatest claim to fame is his rejection as a mercenary in Biafra, despite his two years service in the F.C.A.

LETTER TO THE EDITOR

The sequel begins.....

In response to the June 2010 TDC Turbine the resident would like to begin by correcting a few inaccuracies.

Firstly 'the resident' was driving a new Mazda not an Astra.

Secondly I must stress just how carelessly parked the two cars were! As I'm sure a lot of you are aware, there would be sufficient parking at this residence without needing to completely block the main entrance & I would deem this act most unnecessary!! Daniel Byrne....well that is understandable. Timmy Faulkner.....surprising!

As the said 'resident' works in a motor service department she feels that it would be her job to rigorously test the cars she is driving but maybe the second blast was indeed a step too far!

Regards,
The Resident!

This correspondence follows from the postscript to the Beginners' Round 1 report in the June issue.

Donal Arundel was racing Piers MacFheorais's Mazda in the ITCC in Mondello and finished 4th narrowly missing out on a podium spot by 1 second. This was a fine performance as he had only returned from sunny Mallorca the previous day and had no testing in the car.

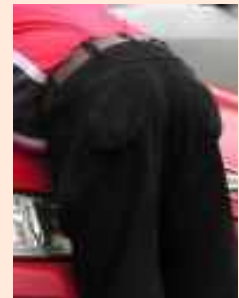


Donal, flat out thru the esses

AUGUST QUIZ



1. To whom do these legs belong? To make it easier the one on the left is shaved - if you look closely you can just about make this out



2. Who is this?

JUNE QUIZ ANSWERS

The winner (after his second attempt) was **James Mansfield**



Lancia Aurelia B24 Spider (1955)



No 2 "won" but was subsequently disqualified



FF has been doing a purge on tus which he has accumulated

More Memorabilia

come my way so I thought I might inflict a selection on you. The words come from previous incarnations of the Turbine/Tribune and are penned mostly by David M Kennedy. Viv Browne is also responsible for some. There is also a prehistoric photo whose condition gives you a hint as to its age.

the mountain of motoring detri- over the years. Some of it has

Karl Cleary has had his rallycross mini out and in the wars again. In Nutts Corner they want to know how he keeps his hair in place when he rolls the mini. In Mondello they want to know how he makes the mini go so fast, particularly when he wins rally sprints overall! Well done Karl. (If you're watching in colour, Karl's mini is the Black one).

Test Trials are in full flight with most club members doing well in their classes except that James Pringle keeps thinking his saloon is a special and is doing them better than he should. I lost one of my best excuses for my poor performances in test trials when I let Peter Lynch double drive with me on the TDC event. The Swine came 6th overall – nobody believes it's the car and not me that's slow any-more. (Peter, what's that I hear about 16v Golfs?).

There was a navigation rally on in Cork (down south) a while back which poor 87D got entered for and still hasn't forgotten. The course was one of these tight ones that nobody could catch up on time dropped, so the penalties at the end were huge ... the event was won on 197 mins penalties! We had an amount of fun on this event but the third yump in succession which I landed on had me worried. We only got sideways once or twice and Kris (the Navigator) only suggested I slow down once. We went straight from this event to the Galway test trial with about two hours sleep, so now you understand why A. Quille beat me in the novice class by 11 secs.

The Lada has been finishing well recently for Paul Phelan and David Yeates – so well in fact that they protested the results in the Beetpullers Rally so that everyone would notice where they finished. Don't give me that story about incorrect map references, you're just boasting about the Lada finishing the event. The 40 years you celebrated recently, Paul ... was that you or the Lada?

Eamonn Byrne's speech on receipt of the Brefran Cup was instantly forgettable. A man of few words and many trophies. You really should learn off a standard speech and give copies to Sam and Dermot. Should we publish an acceptance speech for general use? *{Some things never change. I expressed similar sentiments recently, just 21 years later! – IMcC}*

How many of you out there know who the committee of the club are and who you should be abusing when things don't happen to your satisfaction? That's what I thought. Well, I don't know them either, I just know their names and talk to them occasionally. When can you say you really know someone? ... Alas, I digress. Where was I? Oh yes, the committee:

Eoin O'Curry - El Presidente, Super-Marshal

Archie Davis - Retired yuppie, sometime Autotester

Vivian A. Browne - Recently married – what can I say?

Timmy Faulkner - An Accountant – need I say more?

Frank Fennell - Always wears a hat when competing

David Micks - The Club Diplomat

Ian McCandless - A northerner with a mini for sale

Roy McNamara - Who?

Colin Phillips - The Membership sec.

Clive Evans - Young Farmer of the Year 1956

George Tohill - A small parts player

Derek Vard - Another Accountant, contender for poser of the year

Paul Phelan - Lada Lover

Bernadette Murray - Our numbers girl (for tax reasons)

Myles O'Reilly - Insurance Salesman & Alfa Driver

David M. Kennedy - Stuck with the TDC Tribune and the hot line on 986023

Vivian's friend - Damien (not yet tried in action)

Letter to The Editor, TDC Turbine

Sir,

As a recent recruit to the committee of the TDC I feel that there is a need for enhanced communication within the club. I, for one, do not understand the codes and nicknames used to describe various members and the lack of support for minority religions.

Most of the members seem to be "Spinners". This group defy all reason and logic. They seem to get great pleasure in driving cars in ever diminishing circles. A simple crossroads cannot be taken at face value. No, a pylon must be erected in the centre and the unfortunate car will be made to go backwards and forwards three times and twice round the pylon before it is allowed to turn left at the junction. These

people cannot hide as they all have enlarged left hands from “pulling the handbrake”. A priest I once knew said that habits like that would make you blind. Many of this group insist on doing it topless ... strange people these.

On Sunday 14.11.93 at a well-known motor racing circuit in the county of Kildare at a rallycross meeting an incident took place and a reward could be offered for information regarding a collision be-

tween two of the committee; both were driving while coloured Ford Escorts, one being a Mk2, the other a Mk3. Any information regarding this crash should be sent to me, the editor, or alternatively to Frank Fennell or George A. Tohill. If no information is available, perhaps George should consider having his glasses changed or Frank should consider wearing his. I ask this on behalf of my brother, Pearse Browne, who co-drives with George but was not there on the day due to injury.



Another opportunity to “Spot the ‘celebrities’”

Derek Tohill

European Rallycross Championship Standings Division 2 (after Round 6)

Knut Ove Børseth	Norway	Ford Fiesta Mk7 RWD	91
Ole Kristian Nøttveit	Norway	Citroën Xsara RWD/Mazda RX-8	82
Derek Tohill	Ireland	Ford Fiesta Mk7 RWD	77
Lars Øivind Enerberg	Norway	Ford Fiesta ST RWD	63
Roman Častoral	Czech Republic	Opel Astra OPC RWD	54
Patrick Mertens	Belgium	VW Polo Mk4 RWD	51



TDC Turbine

MOTOR ENTHUSIASTS' CLUB RACE MEETING AT MONDELLO PARK:

STRYKER RACE 1:

13 June 2010

- 1 Alan Watkins 12m 42.96s, ,
- 2 Stephen Ross 12m 45.50s,
- 3 Cormac Galvin 12m 46.67s,
- 4 Paul Yeomans 12m 48.12s,
- 5 Damian Roddy 12m 51.04s.

LEINSTER MOTOR CLUB RACE MEETING AT ANGLESEY, WALES:

FIAT PUNTO ABARTH RACE 1:

4 July 2010

- 1 Clive Pratt 11m 06.65s,
- 2 John Denning 11m 07.29s,
- 3 Alastair Kellett 11m 07.82s.

Fastest lap:

Pratt 1m 22.233s, 67.85 mph.

FIAT PUNTO ABARTH RACE 2:

- 1 Alastair Kellett 16m 38.50s,
- 2 Gordon Kellett 16m 40.94s,

Results

3 John Denning 16m 42.11s.

Fastest lap:

Denning 1m 22.171s, 67.90 mph.

CORK M C AUTOTEST AT TOGHER, CORK (ROUND OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP):

10 July 2010

1 Paddy Power (Mini Special) 454.2s,

2 Alan Clarke (Mini Special)

480.4s,

3 Liam Croston (Starlet) 494.7s.

Class winners:

Damien Doran (Mini) 563.5s,

Liam Croston.

IMOKILLY M C AUTOTEST AT RATHCORMACK, CO CORK (ROUND OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP):

11 July 2010

1 Paddy Power (Mini Special) 440.1s,

2 Peter Desmond (Westfield)

468.5s,

3 Don Giles (Westfield) 470.4s,

4 Damien Doran (Mini) 476.3s,

5 Liam Croston (Starlet) 478.7s.

Class winners:

Damien Doran, Liam Croston.

CARLOW CAR CLUB RACE MEETING AT MONDELLO PARK:

ITCC RACE 2:

18 July 2010

1 Martin Tracey (Ford RS500)

15m 34.92s,

2 James Hughes (Integra) 15m

47.37s,

3 Thomas O'Rourke (Astra) 16m

01.18s,

4 Donal Arundel (Mazda MX6)

16m 01.25s.

Trish Denning sent me details of TDC input into the ALMC Stages Rally on 18th July and at Mondello on the same day. The photos are courtesy of Peter Boyd.

Andy Hennessy and Vincent Fagan in the Anglia were going very well all day in the slippery condi-



While it was certainly a warm day, Andy & Vincent's solution seems to be rather extreme

tions but were unfortunate to suffer a crankshaft problem on a road section before special stage 7, Vincent reported that they had a ball anyway and the engine suffered no long term damage.

Andy had enjoyed another

News

outing in May. This time he took along Peter Murphy for company in his Imp on the Loughgall Country Park

Neil Tohill/Gerard Tohill in a Subaru Impreza STI were flying all day and finished a very credit-



The Tohill boys "full of the rack" (it's a racing term for full lock!!)

able 24th overall out of 130 starters. This pairing were on the pace all day and their 4wd Subaru seemed to suit the ever changing road conditions.

Patricia Denning ran as a 00 car in her Peugeot 106.

"I was very lucky to have been given the opportunity by ALMC to



Trish, minimising tyre wear on the rear

run as a 00 car in my first rally on their recent stages rally .Ger Lawlor bravely (madly) sat with me and did a great job on the notes. I'm happy to report that we completed all 9 stages in wet tricky conditions without a visit to the ditches and I put this purely down to autotesting and to the RGSOM. The penny is finally starting to drop as I found myself doing things naturally without thinking - it's only took two years but better late than never....."

**Round 3, England, Lydden Hill
Race Circuit, Wooton, 29th
May – May 31st**

Derek Tohill

The Swedish round of the 2010 FIA European Rallycross Championship completed the first half of the season. Derek was third.

Derek Tohill (Dublin) entered the 3rd round of the European Rallycross Championship (ERC) in the South of England near Dover with high hopes of gathering some useful championship points. The Irishman did more than expected with a spectacular drive to take victory and maximum championship points.

Derek commented afterwards *“The team deserve this so much; we never stopped working all weekend and never gave up. We all believe in each others ability and this ensured the car was just perfect for me on Monday.*

This gave me the opportunity we have been working towards since the beginning of the season. It’s the first time somebody has beaten Borseth in a fair fight in a long time. Yes, he has been beaten a couple of times but mainly due to his mechanical failures. This has moved us up to 2nd in the championship standings and will give us a bit of momentum we badly needed to keep spirits high, roll on Hungary!”



Derek commented *“This is a good result for our championship; it was very difficult for me as a driver this weekend. The car ran well but it was a very difficult competing in the back yard of so many drivers. It’s a circuit which rewards experience but we got there come Sunday afternoon and the gap was so small in the end. We are happy with a podium place in this very special place. It is every Rallycross drivers dream to score a podium position in Holjes, Sweden. It felt very nice to see the Irish flag being raised at this special venue. The fans are so passionate, the event is extremely well organised and all of the drivers want to compete here. Our team stayed focused all weekend and we got the job done in the end, it was a great effort from everybody. Finland this weekend should present a nice opportunity for us as it’s a circuit new to the calendar and new to all drivers. This will leave*

things at a level playing field. The car has been re-prepared in Sweden by the guys in Gunnarsson so we are well prepared. Let’s wait and see...”

**Round 4, Hungary, Nyiradi Motorsport Centrum,
4th June – June 6th**

Sunny and warm weather conditions at Nyirád were a nice change for the Rallycross Rebels team. The Irishman had a tough weekend with small gremlins still being experienced with the teams new Ford Fiesta MK. 7. It all meant the Irishman would have to do things the hard way as he was not a direct qualifier into the main A final. This he managed but first corner shenanigans put a slow to his gallop and he did well to finish fifth

**Round 5, Sweden, Höljesbanan, Höljes, 2nd July
– July 4th**

With 26,850 spectators, the organizing club Finnskoga MK, set another Swedish record regarding the number of spectators for its European Rallycross round at Höljesbanan in North Finnskoga, Sweden.

Round 6, Finland, Kouvola, July 9th – July 11th

For the first time a European Rallycross event took place at the Tykkimäen Moottorirata near Kouvola in the south-east of Finland. Derek was third again.

Derek commented afterwards *“This was probably the toughest result for me personally to accept in all my time competing in Rallycross at all levels. I just pushed too hard in the last lap when I should have controlled the pace but hindsight is wonderful. It just wasn’t meant to be in Finland, we had many problems throughout the weekend that was tough on all of the team. To feel this low after a podium shows how high our expectations have climbed. This is a good sign and bodes well for the remainder of the season, to really enjoy the highs sometimes you need to experience severe lows. We are now ready to enjoy the highs!”*

The European Rallycross Championship resumes in Belgium from August 6th – 8th.