

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com

December 2011

Chairman's Chatterings



TDC can now boast of its third FIA Champion. Joe Reynolds is the man, having emerged victorious from the Historic Regularity series with a round to spare. Frank Fennell was the first of our champions in the same category in 2004 and, of course, Derek Tohill did us proud last year. The start of this season saw Derek suffer engine woes and he never recovered sufficiently to mount an effective defence of his title. Nonetheless, his third place in the TouringCar category is a fantastic achievement.

In our currently gloomy times it is great to have some positive news to lift our spirits.

Compliments of the season to you all.

DON'T FORGET TO RENEW YOUR CLUB MEMBERSHIP

We wish "The Vin" all the best as he recovers from his recent surgical intervention.



Nikki Doran (pen AND camera) makes her debut this issue as does Pete Moore (pen)



Joe



Beginners' Championship Round 6 23rd October

Despite the less than promising weather forecast there was an excellent turnout of 24. It started off pleasantly enough, but then the rain began, becoming progressively heavier as the day proceeded. On the bright side, it was an opportunity for the beginners to experience conditions which they will encounter all too frequently if they continue autotesting. Also, it meant that drive-trains were not under as much stress as usual. Having



said that, Guy Foster did suffer a driveshaft failure. A replacement was fitted and he finished not too far behind. Tim was not unhappy with the wet surface as it made the quite tight tests marginally less challenging.



Andy O'Brien rewarded Niall Murray's generosity in allowing him to share the Murray Starlet by beating him com-



prehensively on his way to claiming the Premier Award. Niall had a couple of fails as well as a not inconsiderable number of

lines and pylons which contributed to his finishing fourth. Less than ten seconds behind



Andy was Mark Fagan. He finished just one second ahead of John Kane who, but for a fail on Test 7,

would have been the winner. Shane Dunne continues to improve,



Shane with his dad, Paschal

as does Zoe Briggs, who still has the handicap of a bog standard Micra - sorry Stephen, I concede that you have fitted a steering wheel knob!



Timmy Lynch was the best novice with a

noteworthy performance in his Westfield. Alan Auerbach was



next in his Starlet, a mere 0.1 s ahead of similarly mounted Jay Donegan.

Best of the experts, and fastest man of the day, was Ian White in





Tim Faulkner. I left Tim until last because I feel it is worth mentioning that most of his input is prior to the event. He rustles up the personnel and prepares all the bits of paper. The brevity of this sentence is in stark contrast to the length of time spent in completing the tasks described.

Editor



RESULTS

- 1 Andy O'Brien (Starlet) 796.6s,
- 2 Mark Fagan (Starlet) 803.4s,
- 3 John Kane (Starlet) 804.9s,
- 4 Niall Murray (Starlet) 841.6s.

NOVICES:

- 1 Timmy Lynch (Westfield) 689.7s,
 - 2 Alan Auerbach (Starlet) 748.1s,
 - 3 Jay Donegan (Starlet) 748.2s.
- Class winners:** Timmy Lynch, Alan Auerbach.

EXPERTS:

- 1 Ian White (Mini) 605.8s,
 - 2 Damien Doran (Mini) 617.5s,
 - 3 Guy Foster (Mini) 643.8s.
- Class winners:** Michael Cashman (Corsa) 647.8s, Darren Quille (Westfield) 663.9s.

his Mini. Michael Cashman was impressive in his Corsa as was Darren Quille in his Westfield, suitably grey in keeping with the day.



There were only two people who didn't get wet. One was yours truly. I was delighted to have volunteered to do the results when it transpired that these would be done with Ron Corry in the back of his Land Rover. Ron was the other dry individual.

The remaining officials, all of whom tested their waterproofs to the limit, definitely deserve a mention:- Rob Bolton, Bill White, Ciarán Freeney, John



Ciarán



Rob

McAssey, Trevor Foster (Steward) and finally, the omnipotent and, mostly, omniscient



Philip O'Reilly was delighted to get the better of Richard Meeke who shared his Starlet. Incidentally, Philip is hoping to capitalise on his luxuriant locks with some shampoo commercial work.



Stefan Walsh (TDC top?) and John Roseblade who is trying to escape from the former's Starlet.



Ian White brought along his girls. Laura and Rachel amused themselves with their Nintendos. Rosaleen made do with one of those increasingly rare entertainment devices - a book.



Bonus Pics



Séamus Anderson got off to a bad start with three fails

Anthony Freeney is resigned to a damp day



TDC Turbine



Stephen and Zöe Briggs are definitely half-full folk



Keith Byrne makes sure he will be able to see where he is going. John checks on Keith's times.



James and Damien Doran



Mark Nugent advises Kaleb Shanly as the "TDC Starlet" is off-loaded



Andy O'Brien's and Niall Murray's "guardian", Aaron Dalton



Austin Quille uses his "optional extra" to good effect

Crossword

1		2			3
4	5		6		
7					

Across

- 1 24-hour race (2,4)
- 4 1950s Chevrolet utility vehicle (6)
- 7 World Champion (6)

Down

- 1 Popular (?) Russian car (4)
- 2 Maker of A, B, C, F (1,1)
- 3 Popular Toyota (7)
- 5 80% of TDC's web-master (4)
- 6 Steve Griffin's UAC Retro guide (4)

October Solution

1	R	A	T	I	O	S
	I		N			T
	A					A
4	C	O	O	P	E	R
	G		R			L
7	A	L	P	I	N	E
	E		X			T



This was all that the rest of the field saw of the winners during the weekend



Eamonn & Paul managed second despite Homer nodding a couple of times e.g. applying the Regularity 2 speed regime to Regularity 1



Planning to do the test as the crow flies?



Davy and Ernie look on anxiously as Frank tries to locate Anthony who is keeping his usual low profile

RESULTS

- 1 Frank Lenehan/Anthony Preston (Datsun 100A) 140 marks,
- 2 Eamonn Byrne/Paul Phelan (Mini Cooper S) 192m,
- 3 Noel Cochrane/Paddy McCollum (MG Midget) 337m,
- 4 Steve Griffin/Cath Woodman (Opel Kadett) 376m,
- 5 Lucy Whitford/Kathryn Millington (Mini Cooper S) 396m,
- 6 Will Corry/Peter Moore (MG Midget) 398m,
- 7 Joe Doran/Nikki Doran (Opel Manta) 451m,
- 8 Gavin Millington/Gerard McKeown (Rover 3500) 636m,
- 9 Neil Morrison/Olly McCollum (BMW 2002) 796m,
- 10 Ernie Campbell/David Johnston (Mini Cooper S) 839m.



Despite the inclement weather this superbly put-together event seems to have been very well received by everybody. I trust Ronnie and team's reward will be an entry next year more worthy of their effort.

Editor 

TDC Turbine

Class winners: Eamonn Byrne/
Paul Phelan, Arthur McMullan/
Susan Coulter (Ford Anglia), An-
drew Donnan/Wayne Murray
(MG Midget), Steve Griffin/Cath
Woodman, Noel Cochrane/Paddy
McCollum, Roger Gordon/
Clifford Auld (Toyota Celica Su-
pra), Karl O'Donoghue/Padraig
Farrell (Rover 214), Robert
Woodside Jnr/Dean Beckett
(Mazda MX5).

**Photos
courtesy of
Peter Boyd
(Peespeed)
mostly
and Nikki
Doran.
Thank you.**



The contenders in repose



We arrived at a very cold and damp Lisburn at 8am on Friday morning. This was going to be the day to set the tone for the rest of the weekend. 20 tests were to be done before 5 o'clock so it was a "game on". Everyone had their competitive hats on and was ready for the challenge. The first couple of tests were in and around Lisburn. Then we headed off to the drift track and the sweet smelling chicken farm, then back to The Maze for six great tests. One of these tests even went down the straight that myself and Dad famously got beached on last year...a mistake we weren't going to repeat this year. Everyone was in good spirits after a day of great tests. Then it was in for dinner and try to settle the nerves before the plot and bash night navigation. This section took us north-west of Lisburn via some very twisty roads. It was an hour of pure adrenaline rush. There were cars coming from every direction, cars sitting at junctions with the occupants scratching their heads as they tried to decide which way the

Nikki's Notes

plot and bash intended to take them. I missed a vital loop that cost me 225 marks. A rookie mistake!! Everyone regrouped in the bar where the club had some mid-night snacks ready for us. Some competitors stayed up discussing the day they'd just had. I had the sense to head to bed at a reasonable hour.

Saturday morning, 8am: another early start, but worth it. Today would take us down to Castlewel-lan where we set off just before the Rathfriland Mo-tor Club stage event began and into the Tollymore Forest to do two tests that were part of the RMC's first two stages. From there we headed east on a regularity to Newry and then to Slieve Gullion where we did some of the best special tests I've ever done. Blind crests and edge-of-cliff roads can be a bit nerve-wracking for the navigator. Luckily I have faith in my driver and was able to enjoy the experience! Saturday afternoon brought some heavy rain and wind. My heart went out to the mar-

shals who stood out in the elements and didn't bat an eyelid. After Slieve Gullion we headed back north on another regularity that took us to just outside Lisburn where we finished off the day with a test in Culcavy.

The UAC had organized a night of Bingo and a quiz to test competitors' general knowledge. The Lisburn Island Civic centre prepared a lovely buffet



Quiz losers - Paul Phelan, Eamonn Byrne, Anthony Preston, Frank Lenehan, Olwen & Paul Blair, Cath Woodman, Joe and Nikki Doran, Steve Griffin, John (and Peter) Boyd

of finger foods, which went down a treat. Our team, the Dirty Dozen, was made up of competitors, supporters and photographers, and we still only managed to come 2nd! If only Eamonn Byrne had spoken louder and told the entire table that the picture was of Skippy ... next time! We weren't very successful in the bingo either, even though Frank Lenehan swore he played it every Friday....I find it difficult to believe this – bingo is far too exciting for someone of his nature! 11 o'clock came and the eyelids were starting to close.

Sunday morning was the wettest morning I've seen all year; hopefully this wasn't going to dampen our spirits. The competition in our class between Frank Lenehan, Steve Griffin and Dad was really hotting up. I still hoped to win the class. We started with a test in M&S car park, then headed south-east down the coast for two regularities which would lead us to Kirkistown for seven tests and lunch. At this stage the rain was pelting off the windows and the car would steam up after any puddle we went through. The tests in Kirkistown were really great. Test 1, repeated as Test 5, was the most enjoyable test of the entire weekend. We had lunch in Debtors Diner, which lived up to its name. I had to try to keep the windows clear as well as worrying about what direction to go in (Dad is sideways so much of the time that it is as important to keep the side windows clear as it is the windscreen). The marshals came in for lunch like drowned rats but still had smiles on their faces. All the marshals did a great job over the weekend. The event wouldn't have run so smoothly had they not been so efficient. The day finished back in the car park of The Premier Inn for the final test. It's a pity that all the competitors couldn't watch this final test, which I'm sure was the plan. It was the Manta's final test, her last hurrah. And she did us proud. And it was the first event that she has never broken down on us too.



Nikki



Joe Reynolds & Frank Hussey were forced to retire on Friday with mechanical issues



Noel Cochrane, Robert Dickson, Eamonn Byrne, Frank Lenehan & Lucy Whitford do some virtual rehearsals

Bonus Pics



Will Corry put on a virtuoso driving performance



Autumn Lanes Rally 12th November

Pete's Prognostications

BADMC once again provided an absolutely fantastic event from start to finish. It has to be said, a certain mindset must be bred into some people when they can make something that appears completely unsuitable and turn it into something absolutely EPIC!!!



Craig Hunt, his organising team and marshals were keen on emphasising the rules from the get-go and strict orders were given to all of the time-keepers involved. The competitors knew what to expect all the way from the drivers' briefing through to the prize-giving.

Some of the most fantastic lanes available were handed over to the club for the day and as competitors we would like to extend a HUGE thank you to all the landowners, for without their lanes, farm yards, dirt tracks, sheds, silos and spare tractor tyres we would not have had an event at all.

Running first on the road was a bit of a baptism of fire, with the timekeepers wanting you to



start the tests immediately on arrival. This left little time to scan over the test diagrams and get ourselves up to speed with the specified route. On that note, it meant,

for the first loop of tests anyway, that I was going to be a busy boy in the passenger seat ensuring Will was receiving calm and precise instructions for each and every cone. By the second loop, I was merely ballast and the laughing/giggling began. By the third loop we were realising that we were lucky to have woken up and set some very, very quick times early on, as Robert Woodside Jnr, James Wilson and Eamonn Byrne were all starting to trade times with us.

James has to get a special mention here for an absolutely legendary drive throughout the day. Having hit the rear passenger wheel off a kerb at Delamont



Country Park, an expedient repair carried out, he chauffeured Mini veteran, Robert Dickson, around the countryside in a seriously competitive manner somewhat at variance with the outward appearance of his wee car.

At the end of the day though the Imperial Midget of Will Corry & myself took home the overall



Robert & Dean

win by a total of 54 seconds from Robert Woodside Jnr & Dean Beckett in the Metric MX5. Snapping at their heels were James Wilson & Robert Dickson, a mere 8 seconds behind the Jap-scrap.

Further confirmation that the cream rises to the top saw the Starlets of Eamonn & Joanna, Frank



Lenehan & Olwen Blair and the Escort of Kevin Fitzgerald & Vincent Fagan complete the top six.

Once again, a huge thank you to BADMC, the marshals, timekeepers and landowners for making it such an awesome day out for the 50 strong field of competitors.

Pete Moore



RESULTS

1. W. Corry/P. Moore, Midget, 2128
2. R. Woodside(Jnr)/D. Beckett, MX5, 2222
3. J. Wilson/R. Dickson, Mini, 2230
4. E. Byrne/J. Lenehan, Starlet, 2252
5. F. Lenehan/O. Blair, Starlet, 2308
6. K. Fitzgerald/V. Fagan, Escort Mk1, 2309
7. S. Wilson/R. Wilson, Mini, 2318
8. R. Meeke/I. Meeke, Nova, 2338
9. M. Nugent/C. Dwyer, Escort Mk1, 2343
10. D. Hayes/J. Casey, Starlet, 2352

McCulloch's Musings

It was an early start. Piers picked me up at 6:00 am and, as predicted, we arrived at Crossgar for scrutiny at 8:00 am. To pass this hurdle necessitated the purchase of a spill kit - £11.00 for what appears to be a glorified cotton mat. I presume the idea is that one retrieves the kit from the boot after you have rolled. Then you lay it out circumspectly so as to absorb as large a selection/volume of automotive/body fluids as possible.

Piers gets "into the zone" before the start



Nine venues, none too far from the next, were deployed effectively to produce 23 excellent tests. The whole event was very slick - perfect paperwork and minimal queuing at tests. (I did hear later that

circumstances pertaining to the last couple of tests resulted in a slight delay which, in the overall scheme of things, was a minor hic-cough.) A combination of good test diagrams and on the ground tape and arrows allowed the drivers to attack without worrying too much about going wrong. The BADMC version of STOP BOX / CODE BOARD was also first class. Collecting a large playing card in the box (and delivering it to the finish marshal) had the desired effect and everybody was discommoded similarly.

Our day ended prematurely on Test 15 when the geometry of the near-side front suspension was re-configured after an unscheduled interaction with a kerb. The de-



The cock-eyed reconfiguration is not obvious but it was irredeemable

rangement was sufficiently significant to require an SOS to Frank Lenehan. Frank responded in customarily magnanimous fashion, so the MX5 went home on his trailer, while Piers and I travelled in Starlet style. On subsequent perusal of the results Piers was quite pleased



Ian

as he reckoned we were in tenth place when we had to call it a day. That same perusal revealed that most of those who had travelled north had not disgraced themselves.

There was a bit of a curse on MX5s during the event. Brian Crawford, the club president, and Marcus Dickson both attacked the scenery with enough violence to necessitate retirement. Allan Harryman & Roisin Boyd must have



had issues as well because they finished uncharacteristically far down the field.

The lack of hanging around meant that there was little time for chat so how anybody else was getting on was difficult to judge. The only "excitement", if it could be described thus, in our vicinity was provided by Paul McCullough's Astra which needed push-starts from time to time.

We certainly plan to return next year.

Editor



Bonus Pics

John Boyd was there to chap-erone son, Peter, whose excellent photos can be found at PEESPEED etc.



TDC Turbine



Richard & Iain Meeke were eighth



The fearsome Frogeye in the care of Andy & George Johnston was a fine eleventh

Ronnie Mitchell was able to bask in Retro glory (insofar as Ronnie does basking of any variety)



*Colin Dwyer & Martin Nugent belied their self-effacing façade with ninth place
Dave Hayes & James Casey (no pic) were tenth*



The ubiquitous Noel Broderick and Clifford Auld were on hand to offer support, moral or otherwise



Daniel Byrne looks a bit concerned. Has he mislaid his Movember mapman, Kevin Fagan?



Another father & son pairing was Gary & Paul Woodside



The ever-enthusiastic, Andy Hughes & Neil Anderson



The MX5 of Philip & Lynne McIlvenna did survive



Maurice Eakin guided Conn Williamson but Conn's son, Paul was forced to retire.



Malcolm Clark left all of the directional details to Eoin O'Curry

Could this be the "Clive" that Frank Lenehan was looking for?



Howard Wilde Memorial Autotest 19th November

This was Round 5 of the Hewison Trophy Championship and the final round of the TDC Beginners' Championship.

It was a very close run thing in the end. On the second last test



Sam Bowden was immaculate and Steven Ferguson faltered ever so slightly to give Sam the lead. Then, despite Steven coming back at Sam

in the final test, he didn't do quite enough and Sam prevailed, just, by a mere 0.1 s.

In the results tower those typing in the numbers were unaware of this drama. Those on the ground had the good fortune to



have Felix among their number. Not content to just drive like everybody else, he kept track of the times by monitoring the marshals' check sheets as the event unfolded and was able to keep the principals au fait with the situation as it evolved.

In the large saloon class Davy Thompson (seen here on the right with Glen Irwin) prevailed



despite suffering a "fail" early on after an uncharacteristic memory malfunction. Damien Doran's (Paul Hickey is in the background)



mechanical misfortune continued and he had to retire with clutch woes.

Indeed, it all seemed to be fairly predictable apart from Sam's intervention.

The other achievement most worthy of particular mention was that of Jamie McMillan, who clinched the Beginners' Championship. It wasn't all plain sailing as he had more lines and pylons in

this one event than he had had all season. Nonetheless, he was comfortably best of the bunch – well done!

Those travelling from southern parts were worried that the event might not take place at all such was the intensity of the rain they experienced en route. However, despite a dampish start it was not a bad day at all (certainly by Mondello standards).

There was an excellent turnout of marshals to ensure that everything ran smoothly (as it did). Such was the quality of the personnel that it was possible to use the likes of Declan Lennon and John McAssey purely for line/pylon duty.

C-o-C Tim Faulkner over-



saw this slightly more intense occasion than he is used to with the same aplomb that he brings to the beginners' events.



John

RESULTS

- 1 Sam Bowden (Mini) 645.9s,
- 2 Steven Ferguson (Mini Special) 646.0s,
- 3 Robin Lyons (Mini) 660.4s,
- 4 Glen Irwin (Mini) 668.7s,

TDC Turbine



Robin



Chris



Timmy Lynch provides evidence that Daniel's photophobia is contagious



Mark 2 Nugent



Keith



Rory & Paddy Power



Daniel was in customarily photophobic form



Guy



Mark 1 King



Andrew Blair keeps a respectful few steps behind dad, Paul

TDC wishes committee member, Owen Whelan well as he seeks fame and fortune (well, fortune anyway) in Switzerland in 2012



Mark 3 Fagan



John

5 Paddy Power (Mini Moke) 671.8s,
6 Chris Grimes (Mini) 677.1s,
7 Daniel Byrne (Mini) 691.0s,
8 Guy Foster (Mini) 696.8s,
9 Paul Blair (Striker) 697.4s,
10 David Thompson (Nova) 700.5s,
11 Paul Phelan (Mini Special) 704.4s,
12 Mark King (Nova) 704.9s.
Class winners: Robin Lyons, Steven Ferguson, Paul Blair, David Thompson.
Best semi-expert: Rory Power (Mini) 783.0s.
Novice awards: Timmy Lynch (Westfield) 748.0s, Mark Nugent (Starlet) 861.3s, Keith Byrne (Starlet) 878.0s.
Beginners' awards: Jamie McMillan (Nova) 807.0s, Mark Fagan (Starlet) 924.6s, John Kane (Starlet) 934.6s.

Bonus Pics



Philip O'Reilly, Danny O'Donohoe



George McMillan, Richard Meeke, Ian White



Norman Ferguson on the prowl



Liam Croston



Darren Quille enjoys his cordon bleu breakfast



Liam Cashman, Trevor Foster, Ian McCandless

TDC Turbine



The girls behind the wire - Rachel, Rosaleen & Laura White



Rebecca Ferguson, companion to Liam Croston



Christopher Grimes



Rob Bolton



John Byrne went for a sartorially smarter look when the rain stopped



Elloner McDonnell, of the Power Brigade and Fiona McMillan



Mark Fagan's fan club, Sarah & James, stay in out of the rain



Trevor Athey



Bill & Rachel White



Eamonn King



Tom Devaney looks pleased - he waited for the rain to stop before taking the car out of the trailer



Todd & Peter Falvey came up from Cork to suss out whether the Beginners' Championship might be a possibility for the sixteen year-old latter to have a go at next season

Maybe this is Frank's "Clive"



Ken Irwin, Godfrey Crawford, Milton MacWilliams

RESULTS

MOTOR ENTHUSIASTS' CLUB RHODES CUP SPORTING TRIAL AT CROSS CHAPEL, BLESSINGTON, CO WICKLOW: 15th October

1 Alan Kilkenny (Kilkenny-Yamaha) 4 marks,
2 Joe McCann (JMcVW) 5m,
3 Philip Erskine (Erskine-Yamaha) 5m,
4 Christopher Evans (ETE-Yamaha) 5m.
Grade winner: Iain Meeke (BD-Opel) 16m.

CO CAVAN M C NAVIGATION TRIAL AT TULLYVIN, COOTEHILL, CO CAVAN (ROUND 1 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 15th/16th October

1 Andy Mackarel/Liam Higgins (Subaru Impreza) 1 mark,
2 Arthur Kierans/Ashley McAdoo (Subaru Impreza) 2m,
3 Garreth Beagan/Stephen Thornton (Subaru Impreza) 2m,
4 Trevor Farrell/Noel Hall (Subaru Impreza) 2m,
5 Sean McKenna/Garry Farrelly (Subaru Impreza) 3m,
6 Mickey Tynan/Ciaran Tynan (Subaru Impreza) 3m,
7 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 4m.

CO KILDARE M C RALLYCROSS AT MONDELLO PARK (ROUND 1 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 16th October

RATHGAR MOTOR FACTORS STOCK HATCH 16 VALVE FINAL:
1 Shane Colfer (Peugeot 106) 3m 36.67s,
2 Eddie Peterson (Peugeot 106) 3m 37.29s.

RALLY CAR A FINAL:

1 Noel Greene (Mitsubishi Lancer Evo 9) 3m 22.75s,
2 Lloyd Hutchinson (Mini Cooper S) 3m 24.17s.

RALLY CAR B FINAL:

1 Simon Evans (Mini) 3m 25.62s.

CONNAUGHT M C AUTOTEST AT HAZELWOOD, SLIGO (ROUND 3 OF HEWISON TROPHY CHAMPIONSHIP): 29th October

1 Steven Ferguson (Mini Special) 733.4s,
2 Robin Lyons (Mini) 749.6s,
3 Eamonn Byrne (Mini) 754.2s,
4 Sam Johnston (Mini Special) 758.0s,
5 Chris Grimes (Mini) 783.9s,
6 David Thompson (Nova) 785.5s,
7 Mark King (Nova) 796.5s,
8 Daniel Byrne (Mini) 799.1s,
9 Guy Foster (Mini) 799.9s,
10 Paddy Power (Mini Moke) 800.8s,
11 Alan Coyle (Mini Special) 813.5s,
12 Paul Phelan (Mini Special) 826.0s.

Class winners: Robin Lyons, Sam Johnston, Andrew O'Donohoe (Westfield) 834.4s, David Thompson.

Semi-expert award: Rory Power (Mini) 917.0s.

GALWAY M C AUTOTEST AT BALLINASLOE, CO GALWAY (ROUND 4 OF HEWISON TROPHY CHAMPIONSHIP): 30th October

1 J J Farrell (Mini Special) 599.2s,
2 Eamonn Byrne (Mini) 600.8s,
3 Robin Lyons (Mini) 610.5s,
4 Steven Ferguson (Mini Special) 617.7s,

5 Sam Johnston (Mini Special) 620.1s,
6 Chris Grimes (Mini) 627.1s,
7 Daniel Byrne (Mini) 632.9s,
8 David Thompson (Nova) 638.1s,
9 Paddy Power (Mini Moke) 641.7s,
10 Guy Foster (Mini) 643.7s,
11 Paul Phelan (Mini Special) 652.3s,
12 Andrew O'Donohoe (Westfield) 657.8s.
Class winners: Eamonn Byrne, Steven Ferguson, Andrew O'Donohoe, David Thompson.
Semi-expert award: Alistair Barker (Mini) 672.1s.
Novice awards: Jamie McMillan (Nova) 724.0s, Timmy Lynch (Westfield) 512.0s.

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 2 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP): 31st October

SOUTHSIDE MOTOR FACTORS MODIFIED B FINAL:
1 Chris Grimes (Vauxhall Nova) 4m 05.74s,
2 Colm Mullins (Ford Fiesta) 4m 06.22s,
3 George Tohill (BMW Compact) 4m 10.76s.
RATHGAR MOTOR FACTORS STOCK HATCH 16 VALVE FINAL:
1 Eddie Peterson (Peugeot 106) 3m 56.94s.

CORK M C STARTREK NAVIGATION TRIAL AT LISMIRE, CO CORK (ROUND 2 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND OF MUNSTER CHAMPIONSHIP): 5th/6th November
1 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 7 marks.

**GARDA SIOCHANA M C
HAND TROPHY SPORTING
TRIAL AT WHITESTOWN,
BALTINGLASS, CO WICK-
LOW: 5th November**

1 Ian Meredith (VW) 2 marks,
2 Brian Conlon (Erskine-Honda)
2m,
3 Fergil Gregory (Erskine-
Yamaha) 4m,
4 Tony Farrell (Suzuki) 5m,
5 Christopher Evans (ETE-
Yamaha) 7m,
6 Ian MacWilliam (Erskine-
Yamaha) 8m,
7 Willie Fenton (VW) 8m,
8 Craig MacWilliam (Erskine-
Yamaha) 9m.

**MGCC (ULSTER) PRODUC-
TION CAR TRIAL AT JOHN-
SON'S FIELD, BELMONT, CO
ANTRIM: 5th November**

1 David Cochrane (Sebring MGB
GT) 11 marks,
2 Stephen Briggs (Nissan Micra)
15m.

**LEINSTER MOTOR CLUB
CAHILL CUP SPORTING
TRIAL AT BOLEYNASS, ASH-
FORD, CO WICKLOW: 12th
November**

1 Alan Kilkenny (Kilkenny-
Yamaha) 6 marks,
2 Christopher Evans (ETE-
Yamaha) 9m,
3 Gordon Erskine (Erskine-
Yamaha) 9m,
4 Brian Conlon (Erskine-Honda)
9m,
5 Tony Farrell (Suzuki) 10m,
6 Ollie Peden (VW) 12m,
7 Philip Erskine (Erskine-Yamaha)
14m,
8 Percy Pennefather (Erskine-
Suzuki) 14m,
9 Tony Wilson (Suzuki) 17m,
10 Clive Evans (ETE-Yamaha)
17m.

**LEINSTER MOTOR CLUB
CAHILL CUP SPORTING
TRIAL AT BOLEYNASS, ASH-
FORD, CO WICKLOW: 12th
November**

1 Alan Kilkenny (Kilkenny-
Yamaha) 6 marks,
2 Christopher Evans (ETE-
Yamaha) 9m,
3 Gordon Erskine (Erskine-
Yamaha) 9m,
4 Brian Conlon (Erskine-Honda)
9m,
5 Tony Farrell (Suzuki) 10m,
6 Ollie Peden (VW) 12m,
7 Philip Erskine (Erskine-Yamaha)
14m,
8 Percy Pennefather (Erskine-
Suzuki) 14m,
9 Tony Wilson (Suzuki) 17m,
10 Clive Evans (ETE-Yamaha)
17m.

**CO KILDARE M C RALLY-
CROSS AT MONDELLO
PARK (ROUND 3 OF MO-
TORSport IRELAND NA-
TIONAL CHAMPIONSHIP):
20th November**

*SOUTHSIDE MOTOR FACTORS
MODIFIED B FINAL:*
1 Don Shannon (Volvo S40) 3m
34.48s,

Or this?



2 George Tohill (BMW Compact)
3m 40.15s.

*RATHGAR MOTOR FACTORS
STOCK HATCH 16 VALVE FI-
NAL:*

1 Graeme Colfer (Peugeot 106)
3m 41.80s,
2 Aaron Dalton (Peugeot 106) 3m
42.55s,
3 Eddie Peterson (Peugeot 106)
3m 44.50s.

**CARLOW C C AUTOTEST AT
KILKENNY (ROUND 6 OF
HEWISON TROPHY CHAM-
PIONSHIP) (DAY 1): 26th No-
vember**

1 Steven Ferguson (Mini Special)
623.5s,
2 Richard Pinkney (Caterham)
638.2s,
3 Chris Grimes (Mini) 643.0s,



TDC put on some demonstra-
tion Autotests on behalf of
Mondello at the **Toys for Big
Boys** event in City West on
11th/12th/13th November. Two
Mazda MX-5s were provided
by Mondello, one a race car and
the other a road car.

Piers MacFheorais, Mark and
Joe Doran performed on Friday;
Mark, Simon Echlin, Colm
Flynn, John and Keith Byrne on Saturday; John, Peter Lynch and Joe
on Sunday. There were four shows a day in which Trialstar Matti
Griffin + Drifters also participated. Despite (because of?) the Space
being tight, the boys' antics were appreciated.

4 J J Farrell (Mini Special) 645.2s,
5 Paddy Power (Mini Moke) 646.2s,
6 Norman Ferguson (Mini) 648.4s,
7 Guy Foster (Mini) 650.2s,
8 Simon Echlin (Caterham) 655.9s,
9 Daniel Byrne (Mini) 658.8s,
10 Alan Coyle (Mini Special) 668.5s,
11 David Thompson (Nova) 669.7s,
12 Mark King (Nova) 670.8s.

Class winners: Chris Grimes, J J Farrell, Richard Pinkney, David Thompson.

Semi-expert award: Rory Power (Mini) 741.7s.

Novice awards: Timmy Lynch (Westfield) 726.4s, Jamie McMillan (Nova) 728.4s.

CARLOW C C AUTOTEST AT KILKENNY (ROUND 7 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 2): 27th November

1 Steven Ferguson (Mini Special) 609.1s,
2 Eamonn Byrne (Mini) 627.9s,
3 Simon Echlin (Caterham) 636.5s,
4 Norman Ferguson (Mini) 644.2s,
5 Richard Pinkney (Caterham) 645.7s,
6 Daniel Byrne (Mini) 646.1s,

7 Paddy Power (Mini Moke) 648.6s,
8 David Thompson (Nova) 656.5s,
9 Mark King (Nova) 656.7s,
10 Alan Coyle (Mini Special) 656.8s,
11 Paul Phelan (Mini Special) 663.5s,
12 Chris Grimes (Mini) 665.9s.
Class winners: Eamonn Byrne, Paddy Power, Simon Echlin, Seamus Anderson (Starlet) 864.4s, David Thompson.

Semi-expert award: Rory Power (Mini) 761.3s.

Novice awards: Timmy Lynch (Westfield) 706.5s, Jamie McMillan (Nova) 804.7s.

MIDLAND M C NAVIGATION TRIAL AT FENAGH, CO LEITRIM (ROUND 4 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP, ROUND 3 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP): 26th/27th November

1 Chris Kelly/Sam Johnston (Subaru Impreza) 46 marks,
2 Pakie Duffy/Colin Duffy (Subaru Impreza) 52m,
3 Ashley McAdoo/Francis Keenan (Subaru Impreza) 54m,
4 Andy Mackarel/Liam Higgins (Subaru Impreza) 76m,

5 Darren Quinn/Nigel McCloughry (Subaru Legacy) 88m,
6 Colin Fitzgerald/Daire Hayes (Subaru Impreza) 105m,
7 Trevor Farrell/Noel Hall (Subaru Impreza) 171m,
8 Arthur Kierans/Macartan Kierans (Subaru Impreza) 192m,
9 Garreth Beagan/Stephen Thornton (Subaru Impreza) 197m,
10 Dave Fitzgerald/Glyn Gaffney (Subaru Forester) 198m,

MEC NOONAN CUP SPORTING TRIAL AT GREENAN, CO WICKLOW: 26th November

1 Christopher Evans (ETE-Yamaha) 8 marks,
2 Gordon Erskine (Erskine-Yamaha) 9m,
3 Fergil Gregory (Erskine-Yamaha) 10m,
4 Percy Pennefather (Erskine-Suzuki) 14m,
5 Alan Kilkenny (Kilkenny-Yamaha) 14m,
6 Tony Farrell (Suzuki) 15m,
7 Philip Erskine (Erskine-Yamaha) 15m,
8 Ian MacWilliam (Erskine-Yamaha) 16m,
9 Tony Hennessy (Hennessy-Harley Davidson) 16m,
10 John Bolton (Grasshopper VW) 17m.

OCTOBER QUIZ Answer



I was disappointed that nobody recognised
Dave Fitzgerald's
Nice suede pumps.
They have featured before.

DECEMBER QUIZ



1. More suede, but whose?
2. Who is keeping dry?

Answers to: imcc@oceanfree.net



Since our halfway report on Derek's season, his fortunes have not changed substantially. A consistent approach saw him finish up third. After the euphoria of his win last year, this might seem slightly disappointing but, in the overall scheme of things, it is highly commendable. Well done, Derek.

2011 European Rallycross Championship TouringCars

- | | | |
|-----------------------------|-----------------|-----|
| 1. Lars Øivind Enerberg (N) | Ford Fiesta ST | 149 |
| 2. Roman Častoral (CZ) | Opel Astra OPC | 131 |
| 3. Derek Tohill (IRL) | Ford Fiesta Mk7 | 116 |

Round 6, Belgium, Maasmechelen, August 7th

Derek qualified direct to the A Final on the second row and finished 4th after losing time in a slightly over-ambitious move in the joker lap!

Round 7, Holland, Eurocircuit, Valkenswaard, August 14th

Derek again qualified direct to the A Final on the second row and finished 2nd overall. Derek & the team continue to improve their performance.



Round 8, Austria, PS Racing Centre, Greinbach, September 4th

Derek maintained his record of qualifying direct to the A Final on the second row. This time, he was on the podium again having finished 3rd.

Round 9, Poland, Slomczyn, September 11th

Surprise, surprise - Derek qualified direct to the A Final on the second row. He finished 4th overall after a spin. Derek & the team are in a close battle for 3rd place in the Championship with just one race remaining.

Round 10, Czech Republic, Sosnová, October 2nd

This was the final round of the 2011 European Championship. Derek had to beat Koen Pauwels from Belgium to ensure a Bronze Medal in the final standings. Derek & the team managed to qualify for the front row of the A Final and carry out the job required by finishing on the podium for the fifth time



The A Final start was frantic, as usual

this season. Pauwels finished fifth overall. This result ensured third overall in the final standings and a ticket for Derek to the official FIA prizegiving.

Derek had this to say about his season:

"This was a really tough year having won the Championship outright in 2010. But, myself and the team learnt a lot this season and a Bronze medal finish is probably what we deserved. A 1st and 3rd in two years is something that we should be proud of. We will make good use of our experiences and carry on fighting to reclaim the European title in 2012. Lars Enerberg from Norway is a worthy champion and I would like to congratulate him and his team. We will take some time now to recharge our batteries and our plans for next year will be released in due course. I would like to thank my sponsors, technical partners, team, family and supporters for all their hard work and commitment in both the good and the bad times."

Monte Winter Challenge 20th-26th November

When Dermot Carnegie's medical hiccup intruded earlier this year Eamonn Byrne was offered the opportunity to partner Iain Tullie in the Classic Marathon at the end of June. This outing was blighted by head gasket failure but the two were reunited for a second chance in the Monte Challenge at the end of November. There was no obvious drama this time



and the pair were comfortable winners. In third place were Frank Fennell & Kevin Savage and in



11th, Richard and Jo McAllister. The only other Irish involvement was that of Joe Reynolds & Frank Hussey who unfortunately had to retire early on when the Magnette had terminal engine problems. Even Ronnie Griffin was unable to sort them out.



Best of the post-62 cars was the 911 of Howard Warren & Guy Woodcock, seen here at the head of a queue for a control at Courchevel.

Occasional visitors to our shores, John Bateson & Fred Bent finished 21st



Ronnie, get your gun



To those of you confused by Frank's "Clive": It is merely a scurrilous exercise prompted and encouraged by a selection of his friends(?) and relations after Frank misheard a name during their post Autumn Lanes meal.

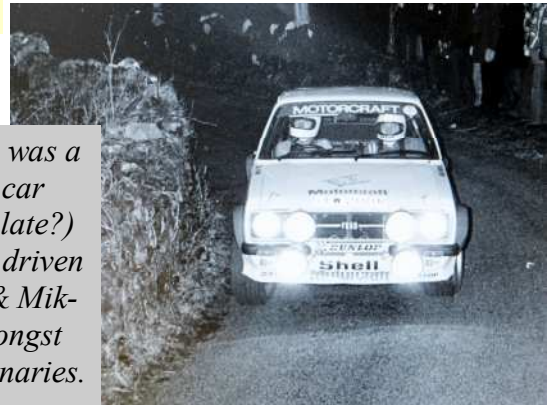
SNIPPET

In the company of Frank O'Donoghue recently, he was showing me some of his memorabilia. The most striking was a set of 18" x 12" photos, a selection of which is below. There are some more images from his archive overleaf.



With Ernest Kidney

STW 200R was a famous car (number plate?) which was driven by Clark & Mik-kola, amongst other luminaries.



With Billy Coleman in the Stratos which provided a challenging "drive"



The "Doc" (just), Billy Coleman & Michael O'Carroll in the Teilifís Eireann Volvo

With Bertie Fisher in one of the last Tarmac Escorts. It's spec wasn't quite kosher and they were asked not to park near any other Escorts - a wheel-base anomaly



STW again

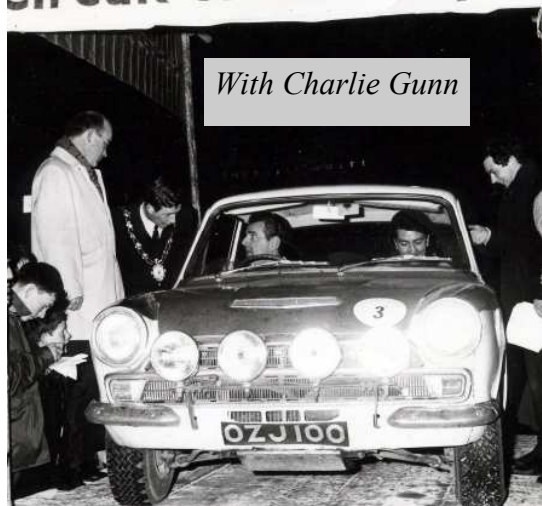


With Ernest Kidney, again



This was one of the first Gartrac Escorts. Pictured at Longleat are Sydney Meeke, "Twinny" Phillips, The "Doc" & Bertie Fisher

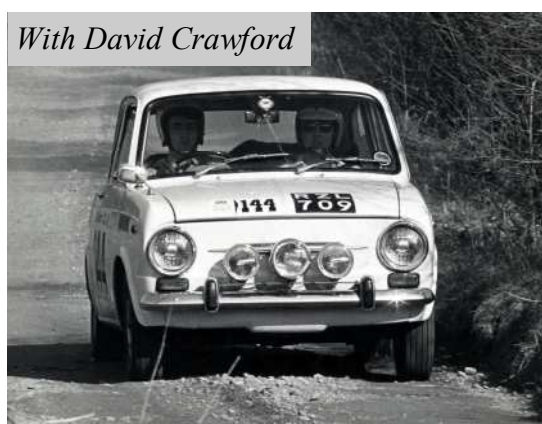
Circuit of Galway



With Charlie Gunn



Frank also had driving aspirations. Here he is at an Autocross in Ballymore in 1986



With David Crawford



He later progressed to Rallycross in which he favoured Sunbeams



With Frank Fennell



Picturesque Rallycross mayhem at Mondello



With FF again

Latterly, Frank amused himself with the occasional Retro. Here he is guiding Tom Callanan.





The winner of the October caption competition is **Jonathan Bradshaw** who suggests that:

Eamonn has just told Ruth she is going to be dropped for Emma or, if she is unavailable, Zoe.
AND

“Look Ruth, I’m bringing Felix to the Retro cos I can rely on him to read the route instructions properly”

A recent Facebook contributor styling him/herself “Autotest Enthusiast” has come to my attention. Below is a sample of old Ken Wharton images from his photo album.



Synchronised Snoozing - Frank Lenahan and Davy Boyce



George McMillan in his legendary Spyder



I mentioned to Felix that I had come across a photo of a young Dermot (Carnegie). He was surprised as he thought that cameras had yet to be invented when Dermot was young. Incidentally, Dermot’s convalescence is proceeding as predicted.



I don’t know what Christy Grimes and Jimmy Pringle were talking about but I would surmise that Frank and Davy were comparing dreams.

Ken Wharton revisited

Chris Grimes, Ronnie Griffin, JJ Farrell, Joanna Lenahan, Christopher Grimes, Eamonn Byrne, Andrew O’Donohoe, Davy Thompson, Frank Lenahan (just), John Farrell, Richard Meeke, Simon Echlin, Philip O’Reilly, John Boyd

In the last issue justice wasn’t really done to the victory in the Ken Wharton.

Felix has rectified this shortcoming as you will discover on the next couple of pages.



In the lead-in to the annual Ken Wharton Memorial Autotest, the long established team event organised by Hagley & District LCC at Arrow Mill Hotel, Alcester, in Warwickshire, it looked as though the usual three countries would be in contention – hosts England, last year's winners Northern Ireland, and the Republic of Ireland, with five victories in the previous seven years.

The Irish team consisted of former double Hewison champion J J Farrell, ten times title holder Eamonn Byrne, Simon Echlin, who finished the British season as runner up in the BTRDA series and David Thompson, runner up in the MSA Autotest Championship.

Test 1 saw MSA champion Alastair Moffatt's Mini Special set the pace, ahead of Echlin's Caterham and his sports car rival Richard Pinkney, driving for England. However, the home team's hopes of taking their first win since 2003 were shattered when Roger Holder's borrowed Nova stuttered to a halt with fuel problems, earning a fail. Davy Thompson was the first of the main team drivers to blink, taking a pylon, but immediately afterwards, NI counterpart Mark King did exactly the same, to balance the books.

When everyone had completed the opening test, Ireland were 1.7 seconds ahead of NI, with England a further 21.3 behind and Wales in their accustomed position.

The same layout was repeated twice more, and the Manorhamilton Nova driver managed to collect the very same pylon second time around, with Robin Lyons getting the equaliser for the North

this time – with the result that after two tests, Ireland's lead was now 0.9s – close stuff indeed. Moffatt was again quickest, this time from triple champion Steven Ferguson (Hewison, Northern Ireland and MSA top man). Another stoppage for the luckless Holder meant that England were already more than 50 seconds down on the leaders.

Third time through the test, Ferguson was best, ahead of J J Farrell and Moffatt, with the Irish quartet's lead up to 4.7s – still less than a pylon. Individual positions were Moffatt-Ferguson-Farrell-Echlin-Byrne-Pinkney, all covered by 7.1 seconds.

The second test layout was shorter, and with just two runs, Ferguson and Moffatt took turns to take 0.6s from each other, pulling away from the rest. Both of the leading teams managed to avoid any more penalties, and the overall margin, which had been 4.7 after three tests, was exactly 4.7 after the next one, and down to 4.0 after test 5 – a truly titanic battle between eight top autotest drivers !!

At this point, just after half distance, the individual order was Moffatt-Ferguson-Farrell-Byrne-Echlin-Pinkney, with Lyons and NI sports car driver Paul Blair close behind. Among the "large" saloons (the Novas), Thompson was 2s up on King, so although Alastair Moffatt headed the Mini Specials, Byrne, Echlin and Thompson were narrowly in charge in the other three classes.

In recent years, the norm for the Ken Wharton has been seven tests, but this year, with the event a week earlier than usual, there was more daylight available and it was

decided to have three runs at the final layout. Steven Ferguson clawed back a tenth of a second on Moffatt, and 2.1s on Farrell, but in the other three classes, Ireland gained a whopping 8.2 on their Ulster rivals to bring the lead to 10.1 seconds, with two tests left.

Towards the end of test 7, the threatened rain came, just as the Mini Specials started, gifting Robin Lyons a best time. Thompson, Echlin and Farrell all beat their opposite numbers, increasing the Ireland team lead still further to 16s as the final test loomed.

Robin Lyons took 1.2 from Eamonn Byrne, leaving the Wicklowman with a 4.6s class win; Davy Thompson was 0.8 quicker than Mark King, to take the Nova class by 9.1s, and the team lead to 15.6s with two classes still to come.

Starting the final test, Simon Echlin led the sports car class by 1.3s from Richard Pinkney, but the Yorkshireman pulled out all the stops and gained 2s to snatch a last minute class victory. However, more importantly, Echlin was 2.7s quicker than Paul Blair, who also collected a penalty, putting the Irish lead over the vital 20 second figure before the final class, the Mini Specials, started. This meant that even if J J Farrell's Heinz car were to break, or he failed the test, the team couldn't be beaten – cue celebrations all round from the delighted contingent who travelled.

After Ferguson and Farrell had done their thing, the final winning margin was 22.2 seconds, with the disappointed England another 59.6s down after a day of problems. For Ireland, it was the sixth

Ken Wharton victory in the last eight years, and the twelfth in total, with Eamonn Byrne on ten of those winning teams. Simon Echlin has been there four times, David Thompson twice, while for J J Farrell, it was his first time to taste the champagne. There were class wins for Byrne and Thompson, with Echlin in second place and Farrell third.

And what of the reserves ? Without any doubt, the most unfortunate driver at Arrow Mill was Richard Meeke. As is usual, all the cars were checked over on Friday afternoon and given their final preparation. Come Saturday morning, scrutineer Martin MacKenzie looked them over and passed them as OK. Just before the start, Richard set off down the hotel driveway to give the Nova a last throw and – snap went the handbrake cable. A spare was produced from someone's van and it was then discovered that when John Moffatt built the car some years ago, he used a one-off, very non-standard cable for some reason. Cutting a very long story short, despite the efforts of a search party which scoured all the local motor factors and dealerships, no suitable cable could be found, or made, anywhere and the Kiltarnan driver's Ken Wharton debut was, quite literally, a non starter. What absolutely appalling luck.



Christopher receives some useful rear-wheel tips from Uncle Andrew



Steve Layton, Davy Thompson, Simon Echlin, Eamonn Byrne (Where was JJ?)

Multiple champion Sam Bowden dominated the reserve event in Norman Ferguson's blue Mini saloon, beating Chris Grimes for the class, and was close behind Moffatt and Steven Ferguson of the team drivers. NI Nova reserve Paul Mooney beat England's Lee Valentine in that class, while Trevor Ferguson was 5s ahead of Andrew O'Donohoe among the sports cars.

The Mini Specials reserve class was unkindly (albeit accurately) dubbed the "over 60s" by the commentator, and Paul Phelan managed to be comfortably best of the geriatrics, 43s ahead of former MSA champion Mike Sones, with Norman Ferguson bringing up the rear after two fails and several other penalties.

As always, a most enjoyable prizegiving dinner followed, but space doesn't allow for any embarrassing details !!!! - just some photos to give you a flavour - Ed.



The demon barber of Cookstown, Norman Ferguson, tends to Ronnie's golden locks

RESULTS

- 1 Republic of Ireland (J J Farrell, Eamonn Byrne, Simon Echlin, David Thompson) 2222.8s,
- 2 Northern Ireland (Steven Ferguson, Robin Lyons, Paul Blair, Mark King) 2245.0s,
- 3 England (Alastair Moffatt, Dave Mosey, Richard Pinkney, Roger Holder) 2304.6s,
- 4 Wales (Dave Evans, Rob Rolston, Ian Chapman, Richard Bass) 2592.8s.

Individuals:

- 1 Alastair Moffatt (Mini Special) 534.5s,
- 2 Steven Ferguson (Mini Special) 538.7s,
- 3 Eamonn Byrne (Mini) 545.7s,
- 4 Richard Pinkney (Caterham) 547.2s,
- 5 Simon Echlin (Caterham) 547.9s,
- 6 J J Farrell (Mini Special) 548.2s,
- 7 Robin Lyons (Mini) 550.3s,
- 8 Paul Blair (Striker) 565.9s,
- 9 Dave Evans (Blitz Special) 570.8s,
- 10 David Thompson (Nova) 581.0s,
- 11 Dave Mosey (Mini) 587.8s,
- 12 Mark King (Nova) 590.1s.

Class winners: Alastair Moffatt, Eamonn Byrne, Richard Pinkney, David Thompson.

- Reserves:* 1 Sam Bowden (Mini) 540.7s,
 2 Trevor Ferguson (Striker) 581.3s,
 3 Chris Grimes (Mini) 581.5s,
 4 Paul Phelan (Mini Special) 583.4s,
 5 Andrew O'Donohoe (Westfield) 585.2s,
 6 Chris Chapman (Striker) 618.6s.



Ronnie kept a watchful eye on his table - Christopher & Chris Grimes, Eamonn Byrne, Joanna Lenehan, Anthony Preston, John & Peter Boyd

Class winners: Sam Bowden, Trevor Ferguson, Paul Phelan, Paul Mooney (Nova) 623.4s.

PP



TDC Temptations

The AGM and allied attractions will take place on Saturday 14th January in the Ramada Hotel, Bray.

In the morning there will be some elementary navigation tuition.

In the afternoon, a Treasure Hunt (family orientated)

And in the evening, AGM, Beginners' Prize Giving & Table Quiz.

Do come along to any, or all, of these activities.

Please sign up on the website

