

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com

December 2009

Chairman's Chatterings



And so we come to the end of another year.

I feel it was something of a year of renewal. We had a new Treasurer, Tim Faulkner, Membership Secretary, Joanna Doran and Newsletter Editor, Ian McCulloch. The new Committee members, as well as the old, rowed in and we had a great year in terms of catering for our members' needs. We didn't break the bank either, despite the Irish Classic Retro attracting fewer entries than we had hoped for.

Probably the most important feature of the year was the revamping of our website. This has been the baby of Piers MacFheorais who has done a wonderful job. His input into the Beginners'/ Novice Championship has also been marvellous. His image appears above to acknowledge to some extent his commitment, efficiency and enthusiasm.

Thank you to those I have named above as well as all the others who have made this such a good year.

There are two events coming up in the New Year, of which you will find details on the website.

- Treasure Hunt on Friday, 15th January out of the Summerhill Hotel in Enniskerry
- Multi -Venue Autotest on Sunday, 31st January in Mondello

I would ask you to support them, whether as a competitor or a helper.

Don't forget club membership forms and MSI licence forms are available on the website. Download, complete and dispatch, sooner rather than later.

I wish you all a Happy Christmas and a Peaceful 2010.

Joe



Snippets

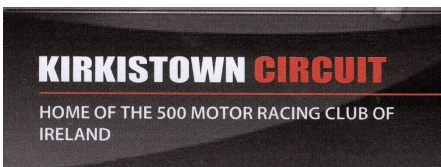
Frank Fennell is a member of the 20/20 club for those over 60 years of age who have held a competition licence for more than 40 years. There is an ambulance on stand-by outside the venue when they meet.

I forgot to mention in the Circuit Retro report that Eamonn Byrne and Felix availed of the relaxed section on the Friday night nav. to drop into Tilly Hagan (Harold's widow) for a cuppa. There was an ulterior motive – Norman Ferguson had come along as well with a starter solenoid for the Mini. He also had Joy with him, though she wasn't needed to get the car back to full health. You may have noticed that there was no photograph of Eamonn in the same report. It was suggested that this was because he and Felix were running so far behind that he was seen only very rarely.

Nigel Hughes (UAC President) distributed the prizes at the Retro but somehow avoided being photographed properly by me.

Paul Bosdet should try to get a seat with Sebastian Loeb – he'd then have somebody to look down on.

Lynn Holmes (Brooklands) is Peter Moore's mother.



Given his reputation for carnivorous discernment, Frank Lenehan surprised everyone with his approval of the Kirkistown sausage, following the lunch halt on the Circuit Retro



Frank Fennell's "no butter" policy is a foible – not one of his many pharmaceutical requirements.

I was boring Eamonn Byrne with the information that the guy who services my Golf is Martin Plant (his premises are conveniently situated for me at the bottom of Mount Pleasant Avenue).

Eamonn responded with the revelation that they had trained together. I was surprised that Eamonn had needed any training. I thought he was a mechanical virtuoso from birth. I understood that his soother was spanner shaped.

Eamonn King received his only speeding ticket in the vicinity of Portlaoise in May 1963. It cost him the princely sum of £10.00.

Trish Denning has had a fraught rallycross season thus far. In October she had a bit of a roll while getting in some practice. She decided to have the car spruced up a bit while the damage was being attended to. Since then she has been unwarrantedly "nudged" at two meetings causing even more distress to her little Peugeot, not to mention the distress to herself given the futility of it all.

Con Connolly (www.conconnolly.com) recorded her November contretemps comprehensively. I include a couple of images here to whet your appetite.



During

After

Timmy Faulkner commented that towing the TDC trailer doesn't slow him down. Frank Lenehan wondered was he referring to his driving or his talking!

The same Frank Lenehan, during a chat about the Ken Wharton event, commented that there shouldn't really be a ladies team involved because, as he put it so politically correctly, they are useless.

Larry Mooney had an interesting couple of anecdotes about the Ken Wharton.

- Originally, it was a competition between teams selected from the BBC television regions and it was televised. Eamonn Andrews approached the BBC suggesting that instead of inter-regional it ought to be international. And so it transpired in 1963 when the event was for teams of three cars. Larry was the captain for 13 years and they never won! The lack of enthusiasm for the sports car class was the Achilles heel – the North usually won.

- In that first running of the international version there was controversy. The event regulations said that the cars had to be Group 1 which they tended not to be, certainly in the Republic. Robert McBurney spotted this and protested Larry's Beetle, which had drum brakes rather than the disc brakes demanded by Group 1 for a 1500cc machine, and Cecil Vard's Mini for some equally frivolous reason. Robert McBurney's team-mates, Derek Boyd and Harold Hagan were most upset and Raymond Baxter said that he would never be invited to participate again. In fact, the episode had the effect of improving North/South relations. Somebody leant Cecil a kosher car and Larry put a 1300 engine in his machine which legitimised it and, despite this handicap, he beat McBurney.

QUIZ

The October quiz asked you to identify the driving shoes worn by David Ronaldson. They, of course, belonged to the legs adorned by the more tailored pair of trousers.

There were no winners.

Ronnie Griffin suggested that it was the pair with more lead in the right shoe.

There is an appendix to the August Quiz, in which Damien Phillips responded with "Twinny" so expeditiously. Damien had inside information – Twinny is his uncle / first cousin once removed / relative of some variety.

What I am looking for this time is the identity of the person sporting the attractive looking bulldog clip below.



As usual, the answer should go to imcc@oceanfree.net asap if you are to be in with a chance of winning the valueless prize.

Some Results

CO MONAGHAN M C NAVIGATION TRIAL AT THREEMILEHOUSE:

3rd/4th October

10 Ger Gowen/Paul Phelan (Subaru Impreza)

LEINSTER MOTOR CLUB GVB CUP SPORTING TRIAL AT NEWCASTLE, CO WICKLOW:

3rd October

4 Craig MacWilliam (Erskine-Yamaha)

WEXFORD M C AUTOTEST AT BALLYCOGLEY, CO WEXFORD:

4th October

1 Damien Doran (Mini) 400.8s,
2 Ger Lawlor (Starlet) 403.6s,
3 Piers MacFheorais (Starlet) 427.3s,
4 Seamus Anderson (Starlet) 450.5s,
5 Patricia Denning (Starlet) 455.2s,
6 James F Stafford 469.9s.

CO KILDARE M C RALLYCROSS AT MONDELLO PARK (ROUND 2 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP):

18th October

SUPERCAR A FINAL:

1 Christopher Evans (Opel Astra)

SOUTHSIDE MOTOR

FACTORS/PLATINUM BATTERIES

MODIFIED A FINAL:

6 Chris Grimes (Vauxhall Nova)

RATHGAR MOTOR

FACTORS/PLATINUM BATTERIES

STOCK HATCH A FINAL:

4 Derek Lenehan (Peugeot 106)

RATHGAR MOTOR

FACTORS/PLATINUM BATTERIES

STOCK HATCH B FINAL:

2 Bernard Bradley (Peugeot 205)

RATHGAR MOTOR

FACTORS/PLATINUM BATTERIES

STOCK HATCH C FINAL:

3 Patricia Denning (Peugeot 106)

MEC NOONAN CUP SPORTING TRIAL AT CROSS CHAPEL, BLESSINGTON, CO WICKLOW:

17th October

2 Craig MacWilliam (Erskine-Yamaha)
14m

9 Ian MacWilliam (Erskine-Yamaha)
22m

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 3 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP):

1st November

SOUTHSIDE MOTOR

FACTORS/PLATINUM BATTERIES

MODIFIED A FINAL:

3 Chris Grimes (Vauxhall Nova)

RATHGAR MOTOR

FACTORS/PLATINUM BATTERIES

STOCK HATCH A FINAL:

1 Derek Tohill (Peugeot 106) 3m 02.60s,

4 Derek Lenehan (Peugeot 106) 3m

08.61s,

CORK M C STARTREK NAVIGATION TRIAL AT BUTTEVANT, CO CORK (ROUND 2 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP):

31st October/1st November

3 Ger Gowen/Paul Phelan (Subaru Impreza)

GARDA SIOCHANA M C HAND TROPHY SPORTING TRIAL AT WHITETOWN, BALTINGLASS:

31st October

1 Craig MacWilliam (Erskine-Kawasaki)

0 marks lost

5 Richard Pain (Kilkenny VW) 2m

6 Christopher Evans (ETE-Yamaha) 3m

CONNACHT M C AUTOTEST AT HAZELWOOD, SLIGO (ROUND 3 OF HEWISON TROPHY CHAMPIONSHIP):

7th November

1 Robin Lyons (Mini Special) 714.3s,

2 Eddie Peterson (Mini Special) 718.1s,

3 Steven Ferguson (Mini Special)

720.3s,

4 Eamonn Byrne (Mini) 725.0s,

5 Sam Johnston (Mini Special) 732.1s,

6 J J Farrell (Mini Special) 738.4s,

7 Paddy Power (Mini Moke) 766.1s,

8 Chris Grimes (Mini) 766.7s,

9 Paul Blair (Striker) 771.6s,

10 Norman Ferguson (Mini) 781.2s,

11 Paul Phelan (Mini Special) 783.6s,

12 Steven Bolton (Westfield) 785.8s.

Class winners: Eamonn Byrne, Eddie

Peterson, Paul Blair, Liam Cashman

(Starlet) 813.4s, David Thompson

(Nova) 797.1s.

Novice awards: Gareth Dillon

(Westfield), Keith Thompson (Starlet),

Ger Lawlor (Starlet)

GALWAY M C AUTOTEST AT LOUGHREA, CO GALWAY (ROUND 4 OF HEWISON TROPHY CHAMPIONSHIP):

8th November

1 Steven Ferguson (Mini Special)

330.8s,

2 Eamonn Byrne (Mini) 337.2s,

3 Eddie Peterson (Mini Special) 338.6s,

4 Chris Grimes (Mini) 342.5s,

5 Sam Johnston (Mini Special) 342.9s,

6 Liam Cashman (Starlet) 362.0s,

7 Paul Phelan (Mini Special) 364.5s,

8 Steven Bolton (Westfield) 365.1s,

9 Daniel Byrne (Mini) 365.3s,

10 Alan Coyle (Mini Special) 367.6s,

11 Paddy Power (Mini Moke) 369.1s,

12 David Thompson (Nova) 370.1s.

Class winners: Eamonn Byrne, Eddie

Peterson, Steven Bolton, Liam Cashman,

David Thompson.

Novice awards: Damien Doran (Mini)

417.4s, Ger Lawlor (Starlet) 424.5s.

LEINSTER MOTOR CLUB CAHILL CUP SPORTING TRIAL AT BOLEYNASS, ASHFORD, CO. WICKLOW:

14th November

4 Christopher Evans (ETE-Yamaha) 40m

7 Craig MacWilliam (Erskine-Yamaha)

44m

CO MONAGHAN M C DRUMLIN NAVIGATION TRIAL AT NEWBLISS, CO MONAGHAN (ROUND 3 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 2 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP):

14th/15th November

3 Richard Cassidy/Paul Phelan (Vauxhall Vectra)

CO KILDARE M C RALLYCROSS AT MONDELLO PARK (ROUND 4 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP):

15th November

SOUTHSIDE MOTOR

FACTORS/PLATINUM BATTERIES

MODIFIED C FINAL:

1 George Tohill (BMW Compact)

RATHGAR MOTOR

FACTORS/PLATINUM BATTERIES

STOCK HATCH A FINAL:

1 Derek Tohill (Peugeot 106) 3m 39.75s,
4 Derek Lenehan (Peugeot 106) 3m 47.46s,
RATHGAR MOTOR
FACTORS/PLATINUM BATTERIES
STOCK HATCH B FINAL:
1 Derek Lenehan (Peugeot 106)

MIDLAND M C NAVIGATION TRIAL AT BOYLE, CO ROSCOMMON (ROUND 4 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP, ROUND 3 OF SQUEALING PIG BAR & RESTAURANT BORDER CHAMPIONSHIP):

28th/29th November

4 Ger Gowen/Paul Phelan (Subaru Impreza)

CARLOW C C AUTOTEST AT MONDELLO PARK, CO KILDARE (ROUND 6 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 1):

28th November

1 Eddie Peterson (Mini Special) 513.6s,
2 J J Farrell (Mini Special) 516.7s,
3 Steven Ferguson (Mini Special) 525.2s,
4 Robin Lyons (Mini Special) 525.8s,
5 Eamonn Byrne (Mini) 535.2s,
6 Paddy Power (Mini Moke) 535.5s,
7 Ken Irwin (Mini) 540.7s,
8 Sam Johnston (Mini Special) 544.9s,
9 Norman Ferguson (Mini) 546.8s,
10 Chris Grimes (Mini) 547.6s,
11 Daniel Byrne (Mini) 553.4s,
12 Simon Echlin (Caterham) 554.7s.
Class winners: Eamonn Byrne, J J Farrell, Simon Echlin, Liam Cashman (Starlet) 575.9s, David Thompson (Nova) 567.5s.
Novice awards: Damien Doran (Mini) 641.1s, Anthony Freeney (Westfield) 803.5s

CARLOW C C AUTOTEST AT TULLOW, CO CARLOW (ROUND 7 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 2):

29th November

1 Steven Ferguson (Mini Special) 517.2s,
2 Eddie Peterson (Mini Special) 520.0s,
3 J J Farrell (Mini Special) 521.0s,
4 Eamonn Byrne (Mini) 530.0s,
5 Robin Lyons (Mini Special) 552.6s,
6 Chris Grimes (Mini) 557.1s,

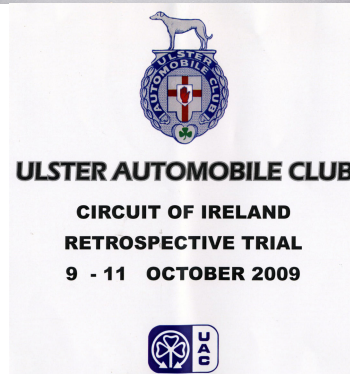
7 Alan Coyle (Mini Special) 568.7s,
8 Sam Johnston (Mini Special) 569.6s,
9 Richard Pinkney (Caterham) 572.7s,
10 Norman Ferguson (Mini) 573.0s,
11 David Thompson (Nova) 575.8s,
12 Simon Echlin (Caterham) 576.1s.
Class winners: Eamonn Byrne, Eddie Peterson, Richard Pinkney, Liam Cashman (Starlet) 610.6s, David Thompson.
Novice awards: Damien Doran (Mini) 705.4s.

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Reports

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Circuit Retro
10th/11th/12th October



A demanding night navigation section on Friday was instrumental in deciding the top finishing positions.



Frank Lenehan & Anthony Preston excelled, as they did in all of the other elements which made up this fabulous event, and registered their maiden victory in the Circuit Retro. They represent a worthy addition to the list of illustrious previous winners.

Second was the local crew of Noel Cochrane & Paddy McCollum.



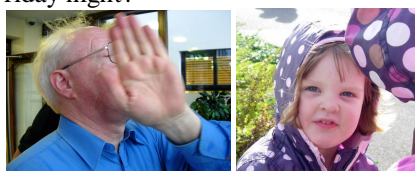
The former's autotesting prowess was evident, particularly in the last test in the Premier Inn car park in which Ronnie Kerr acted as a pylon and enjoyed several circumvolutions with him as the vertical axis. Noel may not always set the quickest time but he does always entertain.

Alan Dorman, sitting with Steve Griffin, may have been slightly disappointed with third place.



More importantly for him, though, he beat Paddy McCollum on the night navigation section – he does have a reputation to maintain. He did drop a minute (shock! horror!), courtesy of an avoidable wrong slot.

The fourth-placed crew was a bit of a surprise. A not-so-clean run on the “night nav” spoiled what was otherwise a good event for Eamonn Byrne & Paul Phelan. The good news for everybody else is that this indiscretion suggests that Felix is actually fallible. Eamonn’s fan club (Joanna and the girls) appeared at the lunch halt on Sunday and his elder daughter Emma (4) enquired of Felix, “Why did you get my daddy lost on Friday night?”



Another “novelty” on this event was that Eamonn was beaten on about eight tests. I don’t want to cast further aspersions on Felix but could this have been related to the navigators having to sit in for all tests?

Fifth were Dermot Carnegie & Iain Tullie. Dermot must have been expecting mechanical problems as Iris had sent him out in the same jumper he had worn and dirtied during the IMRC Retro – the car behaved impeccably!



This was Iain’s second visit to Ireland for a retro. Previously, he had sat with Peter Scott in the 2008 TDC event. I would venture to suggest that this outing was a more tranquil experience. Dermot’s faux-pas of the weekend occurred at Nutts Corner. Despite his many previous visits to the rallycross track, he managed to spin not once, not twice but three times during his run.

Highlight of Iain’s weekend came during the meal in the Lisburn Civic Centre on Saturday night when he won a Sebastian Loeb DVD in the raffle.



He couldn’t wait to get back to M-Sport, where he works as a testing co-ordinator / liaison person, to show it to his colleagues.

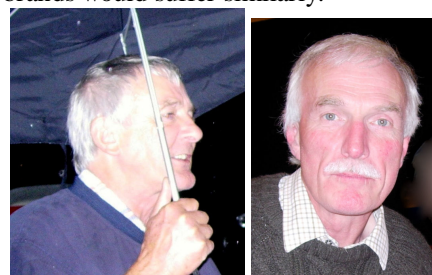
This Civic Centre outing was a great success and another positive piece in the event jigsaw puzzle.



Ronnie Mitchell took on yet another role when he drove the shuttle minibus so as to facilitate those with dipsomaniacal tendencies, e.g. Ronnie Kerr, who, when encountered in the hotel corridor on Sunday morning with a “nice to see you up bright and early”, was willing to agree only to one of these. I was fortunate enough to be sitting at a table which included Paul Phelan and so was part of the winning team in the post-prandial quiz. The prize for this was a tin of Roses and a tin of Quality Street. In their own misguidedly generous way, Eamonn Byrne and Anthony Preston gave everybody at our table a couple of sweets before going around the room and giving the balance of the almost full tins to everybody else. Definitely an instance of where it paid to be a loser. Maybe they felt guilty at not having answered any questions and thought that they would enjoy a degree of absolution by giving the sweets away.

Robert Bolton & Ian McCulloch in the former’s Wolseley Hornet (restored to

full mechanical health, if not uniform colour, after a year being rehabilitated in various infirmaries) could have had a more profitable Friday night. They managed to overcome the other hurdles encountered without too much grief. They were happy enough to make it into the top six, given the calibre of crew ahead of them. They were rewarded with a very nice brandy glass for their troubles. Ian would like to warn his fellow award winners that this particular brand of cut-glass is not washing machine friendly – I imagine that other brands would suffer similarly.



Ian put his glass in its cardboard box and, as additional security, placed it in the middle of the contents of his dirty clothes bag, for the journey home. On arrival his wife put the bag into the washing machine, shook, withdrew and switched on. It wasn’t long before the sound effects suggested that all was not well – and so it proved!

Joe Reynolds & Vincent Fagan were not far behind in seventh. Vincent had driven up in the red BGT so that Joe could give his Ferrari some exercise. This was a welcome addition to the Premier Inn car park, despite its being black. It’s not as though Joe doesn’t like red.



As well as his Retro car he has another red MGB. Vincent obviously has a strict “need to know” policy vis-à-vis Joe as to how they are doing, as, when I enquired about their progress on Saturday afternoon, Joe’s reply was “I don’t know”.



Probably the most meritorious performance of the weekend was that of Rupert Leng & Donald Urquhart who were celebrating the tenth anniversary of their participation in this event in this particular Land Rover. The merit derives from the inherent unsuitability of the machine for the event. I have never doubted the competence of Rupert and Donald. They did many of their fellow competitors a favour on the Sunday, when, having struggled a bit, uphill, on the Slieve Gullion regularity, they were making up time downhill in spectacular fashion. Their frightening of a few stray ramblers cleared the way for those following. Rupert was affecting his customary sixties look, it having been a long time since his annual haircut in March.

Bryan Mutch & Ken McEntee were next. Bryan's intended Midget developed what proved to be an incurable misfire before the event so they appeared in a lovely MGB instead.



This had its own foibles – a wandering back-axle and an initially recalcitrant Halda.

Rounding off the top ten was the Midget of Michael Reid showing off that he can navigate as well as co-drive.



He was chauffeured by Paul Lowther, though Michael did take the wheel for the tests.

At this juncture I will digress to the Touring class which featured a ding-dong battle for top honours. Winning out, just, were Rory Dooley & Mick O'Shea in Rory's lovely Mk.1 Escort 1300E.



While Rory conceded that Mick is excellent company, he was a little disappointed in the discharge of his navigational responsibilities to the extent that he assumed some/most of them himself. Despite this extra work, Rory reckoned that being a driver is a much less onerous proposition than being a navigator.

Just pipped into second place (normally the class winner, it was probably time for a demotion) was Denis Bell's Toyota Celica GT.



He was guided by Colin McMeekin who had made his annual pilgrimage from his home in southern Germany. Colin is really a driver as well but does a good "sack of potatoes" job. He concentrates on following the intended route and doesn't bother too much with speed changes and suchlike which he finds rather tedious. If you are at a loose end

on this event, it would be well worth your while seeking out the company of either/both of these distinguished gentlemen. They are extremely convivial with a plethora of anecdotes and useless information to amuse and entertain. The foregoing observations are positive. However, Colin did furnish me with a negative. He confided that Denis has one irritating impediment – he could snore for Ireland. So much so that they didn't share a room this year!

Nicky Ward & Ian Glass were third in this class in by far and away the oldest car in the event – a 1934 Talbot 105. Despite its rather rudimentary protection from the elements they survived the persistently profuse precipitation on Friday.



Ian did his first Retro seventeen years ago in a Marauder No.5 of which fifteen were built between 1950 & 1952. At that time, when a Jaguar XK120 could be had for £1500, the Marauder cost £2000. Before leaving this class, I should mention Howard Warren's mischievous suggestion that Rory's Escort should have won a prize for "best vinyl roof".

Anyway, back to the main event. At the time of writing I don't have the full results to hand so I will proceed in more-or-less car number order. Maurice Eakin's MGA blew a fuse before the start and misbehaved again on the event itself.



Conn Williamson had been persuaded to drive although it was a little frustrating, given the car's inability to pull the skin

off a rice pudding. Davy Johnston did come up with a similar metaphor involving a soldier and somebody's sister but it is a little too vulgar to repeat here.

Davy & Ernie Campbell had their usual steady run. In days of yore Davy used to drive in the odd test on this event but he finds the steering on the Cooper S very heavy.



He suggested that turning the wheel was as difficult as turning "a pig going to hoke".

Philip Stevenson enjoyed his first outing in the Retro. He was in the hot seat of Raymond Kelly's Triumph Vitesse.



This is the latest in a long line of cars which Raymond has driven and it proved to be ultra reliable.



In contrast, the Rapier of Ken McDonald & Jack Giff did not behave well and had to go home for a new alternator over the weekend, amongst other travails.

The Mini Cooper of David Ronaldson & Paddy McDonnell also suffered mechanically.



The clutch slave cylinder failed on Friday though they got going again at the expense of a few tests.

Andrew Dorman & David Anderson disappeared off home before I had a chance to talk to them. Peter Moore suggested that they are publicity shy.



Conn Williamson's son, Paul, and Lesley Armstrong had their clutch break in Dundalk on Sunday, thus bringing to an end what had been a steady run.

John & Barry McMillan in one of the two Ecurie Cortina Mk.1s were happy enough, though Barry confessed to being twice as inept as John.



They had their customary battle with shy, retiring Ronnie Kerr, & Bob Cairns.



Both drivers sported bespoke waistcoats modelled here by Ronnie [he commissioned it for his last wedding day].

Will Corry was certainly a contender for driver of the weekend. He really should get a Westfield or somesuch and do the NI Autotest Championship to confirm that he is as good as he appears to be. Peter Moore was on the maps and was doing okay until the Sunday when an unscheduled six-mile sightseeing detour cost them a few penalties. Did the pressure get to him? Ronnie Kerr opined that it was more likely that his hair was getting in his eyes and impairing his ability to see the maps properly. Peter sat with Clifford Auld when starting off his navigating career. Will surmised that Cliff had had him for his best years.



The Midget needed some attention on Friday when it drowned out in the "puddle" at the exit of the Nutts Corner complex but this was the only hiccup.

Cliff Auld in his Triumph 3500 (homologation papers available on request) was his customarily effervescent self. He generated lots of smoke on the tests – fortunately mostly from the rear tyres rather than the engine.



He and the very competent John Lindsay were doing well until Sunday when Cliff's exuberance proved too much for the diff. He was able to get going again after a tow home for a replacement, but they had plummeted down the order.



Robert Dixon's Cooper S would have won the acoustic award, had there been one, for the evocative sound of those straight-cut gears.



For a change, (on Retros anyway) he provided some rare test opposition for Eamonn Byrne. A lack of oil pressure on Friday necessitated a trip home to effect a repair. I got the impression that Sam Baird wasn't too distraught at having to miss the "night nav".

Mark Mulligan was under the weather on Friday so could not perform to his usual high standard. As a result, he and Gordon Buckley did not feature as prominently as they had hoped. Gordon's failing a couple of tests on Saturday made Mark feel better.

Howard Warren from the exotic sounding (until you discover it is in

Lancashire) Raby Mere was over for his first Circuit Retro in his Porsche.



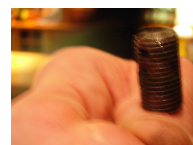
He certainly picked a good one. Whatever preparation has been visited upon the Porsche it seemed well suited to the fare on offer. Howard's purposeful piloting was also an influential factor. Dermot Carnegie, in his own subtle way, suggested that Howard would do even better were he not so fond of the pies. Afterwards Ted Gaffney, who was along for the ride, was delighted to be able to report that he had now navigated in a Porsche having already driven one in a rally and in a race as well as, excusing my indiscretion, at least one licentious liaison. Does this constitute a Grand Slam? Anyway, Ted's lack of experience, especially with the specialised style of navigating on offer on Friday night, blunted their challenge. They had a "reverse gear" problem when Howard refused to listen to the advice of their puddle note crew (Ted's wife, Karen). Howard wasn't impressed with the draughtmanship of the test diagrams – they bore little resemblance to reality – indeed "virtual" was an all too apt appellation. On the tests Ted was exhorted to "speak to me". I reckon that as drivers have little enough to do, Howard should have made a bigger effort to learn the tests himself.

Despite wife, Róisín, appearing on Saturday to spur him on, Trevor McIlroy & Roger Fynn in the former's immaculate Midget did not feature near the top of the leaderboard.



Essentially Roger is a driver and suffers from Ted Gaffneyitis, though to nothing like the same extent.

Last ~~and~~ but not least, we have the Alfa Guilia of Frank Fennell & Paul Bosdet. They were making their mark in the top six, as is their wont, until the bolt below which had hitherto been instrumental in holding the rear suspension together, failed.



This was just before lunch on Sunday and the car was rendered hors-de-combat. The penalties amassed resulted in a lowly finishing position.



Nonetheless, Paul garnered a sufficient number of points to come out on top in the Beacon Automotive Retro Challenge for which he deserves congratulations. The car was sufficiently mobile for Paul to be able to get it to the ferry so that it could be collected and fettled for the Rally of the Tests. Frank was due to cadge a lift to Dublin with Rory Dooley but there was some concern that there mightn't be room for him, given that Rory had won so many trophies – he did manage to squeeze in.

To finish, congratulations to one and all. Just one query – has the UAC been infiltrated by some quantum physics or similarly arcane influence? I noticed in the road book that I was to be cautious, not merely of "two-way" rally traffic, but of "multi-direction" activity. Just how many dimensions are there in N.I.?

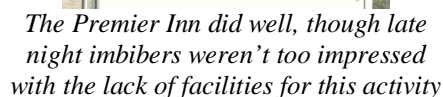
See you all, and many more, next year.

**ULSTER AC CIRCUIT OF IRELAND
RETROSPECTIVE TRIAL AT
LISBURN (FINAL ROUND OF
AUTOSTATION IRISH RETRO
CHALLENGE):**

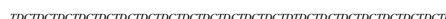
TDC Turbine

- P.S. A subsequent set of results shows Will Corry & Peter Moore in sixth place. Well done to them. Not quite sure how this happened.*

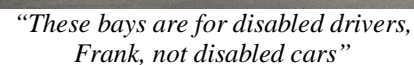
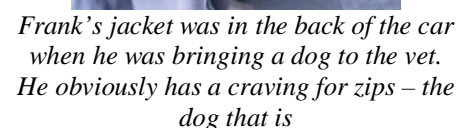
More pics



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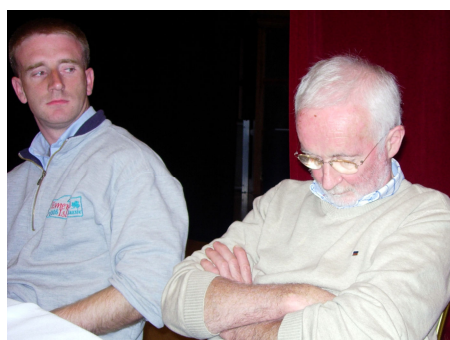
Frank buttresses one of the supporting columns in the hotel



The official rally plate fell off the Alfa but Paul came to the rescue with some very elegant duct tape work

[illegible]

Which of the competitors availed of this facility in Island Civic Centre, Lisburn?



The speeches weren't that long



Rory Dooley enjoys the alternative to “beer by the neck” – “wine by the jug”



Beacon Automotive Retro Challenge coordinators Deirdre Gallagher and Noel Devlin enjoy one of the Table Quiz prizes



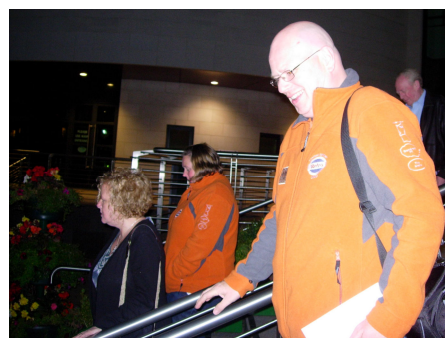
Deirdre expresses some dissension re. one of the quiz answers in her own inimitably direct fashion. Aaron survived.



Paddy McDonnell brought Jan along as a one-woman service crew



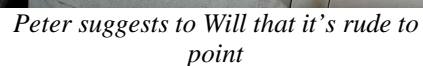
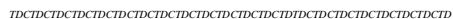
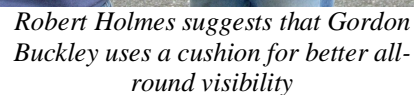
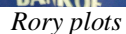
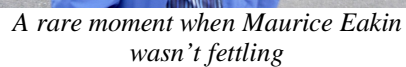
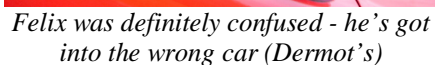
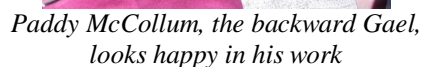
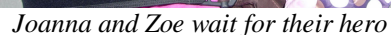
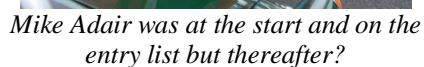
Ernie Campbell won a raffle prize – appropriately a Mini similar to his own



The stragglers head for the last bus



The stragglers on the last bus





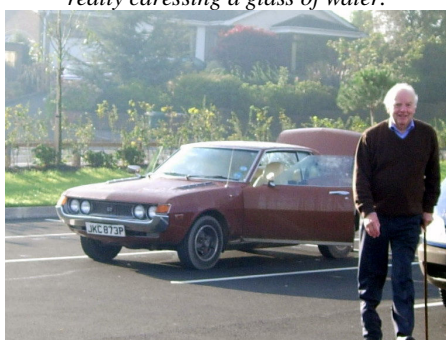
Paul and Anthony collude. Is FF asleep?



An Andy Hughes misdemeanour is avenged



No, this is not a Photoshop creation. Denis is really caressing a glass of water.



Colin looks forward to pottering around in the Celica for the rest of his stay



Frank Lenehan explains the finer points to visitor, James Wilson



The three wise men, Stooges, Musketeers – take your pick



Kerry and Peter engage



Ernie Campbell at ease. Is he ever otherwise?



Robert Dickson doing his usual Peter Pan impression



Peter Allen (and Valerie) turns the tables



Ken McDonald wonders if Colin McMeekin always looks so forbidding

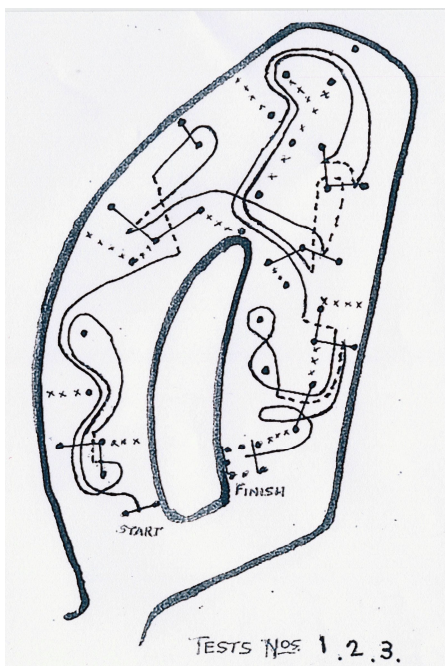


Ecurie Cortina on the move

Following Friday afternoon's drama when Eddie Peterson's gearbox had to be replaced, Saturday dawned dark, overcast and very wet – the forecast was bad and it looked as though everyone was in for a soaking. The Republic of Ireland team had been drawn fourth of the five teams in starting order, which was good news as it allowed our drivers to study other drivers on each test to see what pitfalls there might be. One last minute change was that Liam Croston from Skibbereen, the Irish large saloon reserve, was drafted on to the Welsh team, as their driver, Lee Matthews, couldn't make it because of illness.



Liam was driving the yellow Nova which the late James Pringle had used on our winning teams in 2004, 2005, 2006 and 2007, thanks to its present owner, Frank Lenehan.



The tests were not quite as straightforward as those in the Beginners' Championship

The Mini saloon class started first, with Eamonn Byrne quickest from NI's Robin Lyons and Dave Mosey from Yorkshire. Large saloons were next up, with Raymond Donaldson setting the pace ahead of David Thompson and John Moffatt, while England's Richard Pinkney was best of the sports cars from Ashley Lamont and Steven Bolton. Last class to go were the Mini Specials, where Eddie Peterson set a cracker of a time, 1.7 seconds ahead of Steven Ferguson, who also had a pylon.



British champion Alastair Moffatt dealt the home team's hopes a major blow by leaving out part of the test, collecting a fail.

So, after the first test, Ireland held a lead of 4.3 seconds over Northern Ireland, with England another 16.6 down. This test was repeated twice more, and again, Eddie set the pace on the second run, with Eamonn next, half a second slower, ahead of Alastair Moffatt and Ferguson, leaving the team order the same, with the Irish lead increased to 6.2s. Thompson went ahead among the Novas, with Lamont best sports car from Pinkney and Bolton.

The final attempt at the first test layout saw Peterson still unbeaten, improving his time again, followed by Byrne and Ferguson. Pinkney, using some extra sticky Michelins, was close to the Minis and easily best sports car.



David Thompson was again quickest Nova, and his two main rivals,

Donaldson and John Moffatt, both had penalties here, giving the Leitrim driver a healthy class lead. Overall, the Irish team lead was up to 13.6s over last year's winners NI, with England another 16s down. Wales, including Liam Croston, were fourth, with the Ladies' team completing the results sheet.

Tests four and five featured a changed layout, and this time, it was Steven Ferguson who set a blistering best time on four, ahead of Alastair Moffatt, Byrne and Pinkney. Peterson made two separate mistakes, dropping 5.8s to Steven F, almost halving the team's lead. However, Robin Lyons had a slow test plus a pylon, and the other two classes more or less balanced each other out, so the outcome was a slight increase in Ireland's advantage to 16.1s. England were closing rapidly on Northern Ireland for second place, and it became obvious that penalties, as always, were playing a large part in the outcome.

With four of the planned seven tests complete, the Ireland quartet were still penalty-free, compared to three for NI and two plus a fail for England. While the rain had eased to a drizzle and sometimes stopped briefly, the surface was still quite slippery in places and times for the second run through this test were generally slower, with many more pylons also being attacked. Peterson took another quickest time, but Pinkney was only 0.4s slower, with his tyres working really well in the conditions. For NI, Lyons and Donaldson added a penalty apiece, leaving Ireland 20.3s out in front and England now just 2.2s behind the Ulstermen.



The final test layout was shorter than the first two, although still long by Irish standards (best time 61.1 against 75.2 and 74.4). On test 6, with a reasonable

A disastrous four more penalties for NI let England through into second place, and as the last test began, our lead was 16.7s.

A man wearing a red jacket is driving an orange open-wheel race car on a dark asphalt track. The track is marked with numerous blue and yellow cones, indicating a slalom or similar driving exercise. The background shows a line of trees and a building under an overcast sky.

Alastair Moffatt improved on his previous time by 1.3s, but despite being careful, Eddie was only 1.1 slower to leave the final winning margin at 17.5 seconds – Ireland's fifth Ken Wharton win in six years and the eleventh in total. England were runners up with Northern Ireland another 12.2 behind. Eddie was the individual winner ahead of Steven Ferguson, with Eamonn (3rd overall) and David (9th) both taking comfortable class wins. Steven Bolton was third sports car, behind the visibly much quicker machinery of Richard Pinkney and Ashley Lamont.

Eamonn Byrne has now been on the winning Ken Wharton team nine times since his first success in 1990, while this is Eddie Peterson's fourth, beginning in 2005. Both Steven Bolton and David Thompson were on our second placed team last year, but this was their first victory in the prestigious event, and naturally, they were over the moon at joining the very select band of Ken Wharton winners.

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15

Individuals:

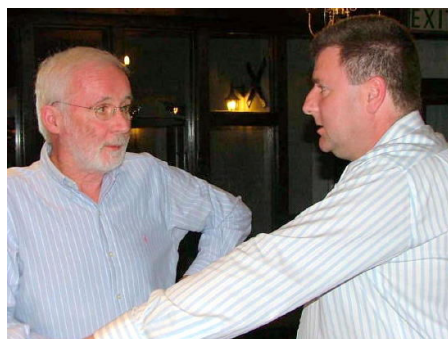
1 Eddie Peterson (Mini Special) 512.6s,
2 Steven Ferguson (Mini Special)
518.8s,
3 Eamonn Byrne (Mini) 523.8s,
4 Richard Pinkney (Caterham) 525.3s,
5 Ashley Lamont (Westfield) 528.5s,
6 Alastair Moffatt (Mini Special) 534.4s,
7 Dave Mosey (Mini) 538.4s,
8 Robin Lyons (Mini) 544.8s,
9 David Thompson (Nova) 548.4s,
10 Steven Bolton (Westfield) 556.6s,
11 John Moffatt (Nova) 560.8s,
12 Raymond Donaldson (Nova) 579.0s.
Class winners: Eddie Peterson, Eamonn
Byrne, Richard Pinkney, David
Thompson.

Reserves:

1 Sam Bowden (Mini Special) 527.3s,
2 Stephen Wild (Freestyle ABS) 531.6s,
3 Chris Grimes (Mini) 538.1s,
4 Stephen Morten (Striker) 541.8s,
5 Simon Echlin (Caterham) 541.9s,
6 Paul Phelan (Mini Special) 550.4s

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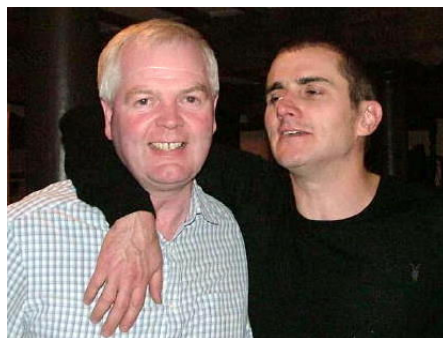
The fun wasn't over yet, as you can see from the smiling faces at the post-event festivities.



*Frank Lenahan & Ronnie Griffin
reckoned their advice was instrumental
in ensuring victory*



David Thompson's secret weapon is revealed when he takes the tiger out of his tank



*Eamonn voluntarily looks at the camera
(shock! horror!).
Is he attempting to divert his friend?*



Liam Croston demonstrates his clairvoyance (and balance) as he gets some early practice in negotiating the November floods in Cork



The winners do some more posing

“Treasure Hunt”

for

Navigation Practice

Summerhill Hotel, Enniskerry
Friday, 15th January 2010, 7:00 pm

ALMC Multi-Venue Autotest
25th October



Grandfathers dominated the results of this event, filling the top three places and last place. A fifth member of the species finished fourteenth of the eighteen starters.

Keith Slowey, seen here with Trish Denning, started the day well but he was “on call” from work.



Murphy's Law prevailed and, despite not having his services availed of in similar circumstances for about a year, this was his unlucky day and he had to disappear half-way through the morning.

Signing-on was in the City North Hotel at Junction 7 on the M1 to which we returned for lunch after nine tests.



Then it was another six before coming back to the hotel again for results and awards. One of the morning tests had to be called off when the farmer feared that his calving cows would be discommoded. Needless to say, this was at the extremity of the route. However, there was another test very close by, which rendered the journey worthwhile. I'm not so sure that Piers MacFheorais

would agree as he attacked a shed door frame during his run and inflicted some damage to the passenger side of his Starlet.



Piers himself and Declan Hendrick were responsible for the design of the tests. Their endeavours were well received, with the majority being open with plenty of room for manoeuvre. Very little reversing was involved and most of the surfaces were drive-train friendly. The tests were also easy to remember. The format was good, with three tests at each of Bellewstown Race Course and Murphy's Quarry. Both locations were used twice which made the event nice and compact. Tulip diagrams, with distances in km (Retro cars don't recognise these), made getting from one location to another fairly straightforward.

The event was certainly good enough to recommend those multi-venue inclined folk to make an effort to come along next time – a more user friendly date is being sought for this. There seemed to be a huge number of marshals out, with every line and pylon under intense scrutiny.



There were a few faces from the past in attendance, such as Chris McNally and, from more recently, like William Murphy.



Also Dave & Deirdre Popham whose daughter, Dawn, was secretary of the meeting.



There is certainly nothing ephemeral about this family group – they appear in glorious 3D.



Noel Devlin was doing the results, with Deirdre supervising. Noel's son, Matthew, was also there.



Not unlike Noel, he seemed to spend most of the day attached to a laptop, though I reckon he wasn't quite as gainfully employed as his father.



C-o-C Conor Crowley seemed to have everything under control and he deserves credit for masterminding such an enjoyable event.

Frank Lenehan had been over at the Ken Wharton autotest the previous day to perform his role as manager/motivator/winder-up of the opposition (particularly Norman Ferguson!). Given the Republic's victory, he obviously discharged his duties effectively.



He flew into Dublin on Sunday morning and was picked up at the airport by MI steward Tim Faulkner. Commenting on the journey from the airport, Frank said "I used to drive like that – now I drive to survive".



Trish Denning had driven Frank's Starlet up to the hotel. The convoluted arrangements were worthwhile as he won quite comfortably in the end.

Dermot Carnegie, still wearing the jumper with the oil stain on its sleeve, was second in his Cooper S.



There are no other photographs of him as I was cut to the quick when he remarked that he was delighted to have been placed well away from me in the running order. Dermot had Mark FitzSimons along to navigate.



Clive Peterson was third, also Cooper S mounted.



These three and Declan Hendrick, who was fifth in his Starlet, travelled in convoy for the day. Declan also had a guide with him, Philip Creighton.



Dermot reported that Declan was in such a hurry to eat that he failed to stop astride the finish line of the test before lunch.

I was reprimanded in the last Turbine when I suggested that Mark Doran abused his Escort.



Maybe "he caresses it with gusto" might be a more apt description. Whatever, he drove it to a fine fourth place, beating dad, Joe, comprehensively. Joe's Manta is not quite as nimble – Joe, himself, probably isn't either.



Joe didn't actually deserve to do well as he arrived with his car still covered in IMRC Retro dirt – not a good example to the younger, impressionable competitors. It was reassuring for the elderly among the entry that Mark O'Neill was alongside Mark. His nursing skills

would have been useful had the excitement become too much.

Piers MacFheorais also had a good run, to complete the top six.



His neat and tidy style is obviously very effective.



Damien Doran had Anthony O'Neill along for more navigation practice in his Clubman. Note the very fetching matching roof and interior trim.





The Starlets of John Maher, Owen Whelan and Mark Nugent had a ding-dong struggle which finished in this order.

John McAssey had his Mini back in action.



He had Ger Lawlor along to provide him with a personal battle which John duly won. Ger has a couple of old Minis himself – too good for this sort of thing –

as well as some tractors – “once you have one, you want five”.



Robert Bolton demonstrated once again why he drives and Ian McCulloch navigates.



John Byrne and son, Keith, made the trip from Wexford.



Keith will be sixteen early next year and did sufficiently well in the Junior Cert. for him to be able to look forward to an autotest Starlet for his birthday present.



Trish Denning had a fraught afternoon with six line faults (not all of which she felt were justified) which saw her fall out of contention. Dermot opined that a chill in her kidneys, from the draught through the passenger door that Piers had incapacitated, was the reason for her performance being compromised. Trish did finish her afternoon in a good mood, after setting a very competitive time in the second last test – a thrash around Murphy’s quarry. Incidentally, when Piers was asked if he had beaten Trish, he replied, “With what?”



I am sure the word will be put about and there will be a bigger turnout next time.

ALMC MULTI VENUE AUTOTEST AT GORMANSTOWN, CO MEATH:

- 1 Frank Lenehan (Starlet) 828.0s,
 - 2 Dermot Carnegie (Mini) 840.4s,
 - 3 Clive Peterson (Mini) 860.3s,
 - 4 Mark Doran (Escort) 873.3s,
 - 5 Declan Hendrick (Starlet) 885.4s,
 - 6 Piers MacFheorais (Starlet) 899.9s,
 - 7 Damien Doran (Mini) 904.7s,
 - 8 John Maher (Starlet) 915.4s,
 - 9 Owen Whelan (Starlet) 918.9s,
 - 10 Mark Nugent (Starlet) 929.4s.
- Class winners: Dermot Carnegie, Declan Hendrick, Piers MacFheorais, Mark Doran, Damien Doran, John Maher.

More pics



Mark O'Neill and Owen Whelan



Louise Conaghy



Mick O'Shea, fresh from his Circuit triumph with Rory Dooley



John and Declan anticipate



Clive Peterson refuses to share his test diagram – it's mine



Declan and Philip wait for their tea (and biscuits)



Rob relaxes



Kiel Moore, navigator for Mark Nugent, and Tim Faulkner, just back from moving his car from its "causing an obstruction" position – not a great example from the MI steward!



Damien Phillips (getting in the mood for next Saturday) and Kate



Martin Nugent, keeping an eye on Mark



Piers, just before his mishap. Did the wind power push him over the edge?



Christopher Byrne likewise



Ger Lawlor is a good boy – nice clean plate



Lunch was nice but it was difficult to get a good grip of the cutlery



John Maher looking smug at lunch



Mark Doran on the grass at Bellewstown



Rob still looks relaxed



Trish does bouncing duty for Ian



The start of the quarry throw



Joe looks to avenge a Turbine insult



Trish walks alone



The Club trailer is pulled by another stranger. Does the Taxi Regulator have a special rate for this eventuality?



Are Noel Devlin, Tim Faulkner, Martin Nugent & Deirdre Gallagher masters of all they survey?

TDC TDC TDC TDC TDC TDC TDC TDC TDC TDC TDC TDC

Beginners' Autotest

31st October

Despite it being Halloween, nobody turned up in Fancy Dress (on purpose). Such is the sartorial sense of some of our members that you would wonder at times. Damien & Eve Phillips did make an effort – well done!



Eve

It was an unseasonably glorious morning/early afternoon and, although the Club Chairman arrived after the appointed start time (Tsk! Tsk!), the machine operated by Tim Faulkner swung into action.



I'm not sure how focused Tim was on the event. His Munster rugby fetish must have been causing him some concern.



It was vital that they beat Ulster in the late afternoon if they were to recover from a poor start to their season.

The usual format of two tests run four times each was adopted to be followed by a "combined" test with "thrash" to finish off.



As the time for the combined test approached ominous looking dark clouds appeared. Sure enough, after only a couple of cars, the heavens opened. To complement the downpour, there was some thunder and lightning. Tim made the decision to abandon ship after just the one run. Somebody's Law then intervened and the sun came out again. Representations to Tim saw him rescind his decision and we continued into a second run. Almost inevitably, Mr Somebody intruded again and we were treated to another dose of prodigious precipitation. The staff maintained their stations and this run was also completed, before everybody headed for home. The results were put up on the website later and the prizes will be distributed at the Howard Wilde Hewison Autotest on Saturday, 21st November, also in Mondello.

It turned out that Damien Phillips suffered a slight hiccup in his quest to become Beginners' Champion when Rory Power beat him into second place.



Bonnie blamed his posing in his elegant Halloween mask before the first test, resulting in a loss of concentration and a poor time.



Whatever, Rory deserves congratulations – his genetic predisposition is becoming more manifest.



Third was Damien's double driver, Robby Brunkard who, despite an unavoidable (work) late arrival (with Josh) had a good run.



He was also hampered by still being in his work footwear – not ideal for caressing the pedals. Christopher Byrne and Glenn Kilty arrived with the Starlet on a tow rope behind the BMW 320.



Despite ministrations from lots of wizards the Starlet refused to start (it does seem to be in need of a makeover).



They proceeded to use the BMW, with which they became ever more proficient as the day wore on.

TDC Turbine

The car's agility also improved as the surface got wetter. In their own personal battle Glenn got the better of Christopher.

Alan Coyle was best of the experts.



Second was Mark Doran whose Corsa hadn't seen the light of day for some time. I was particularly impressed with his ability to conduct this FWD machine so neatly when his RWD Escort has been his mount for the last while.



Dad, Joe, was hors-de-combat thanks to a gammy leg (the origin of the gamminess is a mystery to him) so he was press-ganged into a marshalling role.



Andrew & Stephen O'Donohoe had only finished assembling the latter's Westfield at 6:00 am. Stephen declared himself too tired to compete but Andrew flew the flag, albeit with a couple of cat-naps along the way.



His progress was hampered by a contrary first gear and Malcolm Clark finished comfortably ahead of him in his Striker.



Guy Foster won his Mini skirmish with Damien Doran and was best of the novices (all ten of them).



Damien was not helped by a clutch which gave up the ghost near the end.



Sportingly, Rory Power lent him his car for the last test. Damien rewarded his generosity by bashing the Mini off one of the barriers which was used to separate the tests.



A tail-light lens was the only casualty. Ger Lawlor, despite being harassed by Stefan Walsh, looked very sharp in separating Guy and Damien.



He was the best of the massed Starlet ranks of Piers MacFheorais, Stefan Walsh, Trish Denning and Mark Nugent.



Next was Philip O'Reilly in his Mini.



- 1 Rory Power (Mini) 566.5s,
- 2 Damien Phillips (Starlet) 576.5s,
- 3 Robby Brunkard (Starlet) 589.6s,
- 4 Glenn Kilty (BMW 320) 738.0s,
- 5 Christopher Byrne (BMW 320) 773.2s.

1 Guy Foster (Mini) 455.8s,
2 Ger Lawlor (Starlet) 464.2s,
3 Damien Doran (Mini) 464.4s,
4 Piers MacFheorais (Starlet) 501.1s,
5 Stefan Walsh (Starlet) 508.1s,
6 Patricia Denning (Starlet) 519.8s,
7 Mark Nugent (Starlet) 567.9s,
8 Philip O'Reilly (Mini) 606.2s,
9 Aidan Freeney (Westfield) 638.0s,
10 Anthony Freeney (Westfield) 656.5s,
Class winners: Damien Doran, Aidan
Freeney, Stefan Walsh, Ger Lawlor.

1 Alan Coyle (Mini Special) 423.5s,
2 Mark Doran (Corsa) 446.8s,
3 Malcolm Clark (Striker) 479.6s,
4 Andrew O'Donohoe (Westfield)
510.3s.

More pics



A photograph showing two men inside a red car. The man in the foreground, wearing a red shirt and a red cap, is looking towards the camera. The man in the background, wearing a blue sweater and glasses, is sitting in the driver's seat and using a laptop on his lap. The car's interior and windows are visible.

24



Does Bonnie share Damien's confidence?



Does the size of Alan's steering wheel aid (I'm not referring to the piece of yellow tape) have any psychological significance?



Mark Nugent can never escape Martin's eagle eye



Myles O'Reilly takes a break from his stewarding duties to remove the windows from Philip's Mini – a very sophisticated two self-tapper arrangement holds them in position



Andrew gets some advice from Stephen



Stefan's 2-bed detached Peugeot



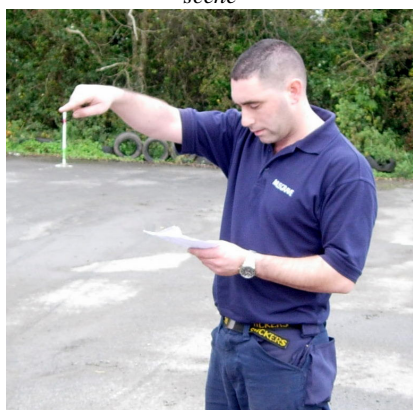
The cream of the club's hierarchy surveys the scene



Malcolm gets a frosty reception at the MacFheorais/Denning café



Stefan gets full value out of his rear tyres



Alan has difficulty pushing the pylon into the concrete



The atmosphere is more convivial at the Doran equivalent which exudes "Sunny south-east" vibes



When he has to change a wheel he has a very efficient jacking set-up



Rory Power has a patent pending for his handbrake locking device



Damien and James discuss strategy



Damien might be more competitive with a more conventional steering arrangement



Craig O'Rourke made a guest appearance



Stefan's previously derided Pug provides welcome shelter

Rally of the Tests ***29th October – 1st November***



*Thank you to
FF for most of
this article.*

*He is pictured
here striving for
the Trish
Denning pink
look*

There was plenty of Irish representation, all of whom did pretty well. Frank Fennell, who was third overall with Kevin Savage, has kindly supplied me with details of how they got on.



Paul Wignall and Mark Appleton were worthy winners of this very difficult event and led the Alfa Romeos of Carnegie, Fennell and Jayne Wignall to great success for the Italian marque – all the cars were prepared by Kevin Savage Services. Frank, along with Paul and Jayne Wignall won the coveted team prize under the Ecurie Cod Fillet banner.

To take the Irish competitors in their entry list order, No. 2 was Frank Fennell and Kevin Savage.



Having won it three times and been runners-up twice, their third overall might have been a bit disappointing. However, a broken speedo and two

punctures allied to a loss of nine minutes in Warcop Range (Frank suggested that it was sufficiently local for Kevin to have performed better here!) meant that they were actually quite pleased to have finished so high up.

No. 5 were Frank Lenehan and Cath Woodman. They were runners-up last year and fifth in 2007 but this year they didn't do so well. Cath was not on her best form and two punctures and a fuel pump failure saw them down in 13th place overall, albeit with a class win.

No. 9 were Dermot Carnegie and Iain Tullie.



They performed very well, though a lapse by Iain in Warcop Camp, where they dropped seven minutes, allowed Wignall/Appleton to pip them by just 23 seconds. Fennell also reckoned that, like Kevin, Iain should have known Warcop better.

No. 12 were the two Michaels – Gabbett and Jackson – who have been keeping a low profile since this event last year. An inauspicious start a clutch shaft break at Test 1, Derwent Manor, on Friday morning. A detour to Geoff Hall in Cornforth had the problem solved and the gallant lads got back into action and clawed their way up from the bottom of the leaderboard.

No. 14 were Tom Callanan and Chris Towers. Their Lotus Elan S3 was formerly campaigned by Drew Wylie, Irish Classic winner, Douglas Richardson and Sam Meyer. The machine didn't prove to be particularly suitable for the event and a catalogue of woes, particularly a charging problem, forced them to retire.

At 18 were Joe Reynolds and Paul Bosdett. Fennell has actually written his name as Boswell. Apparently, there was a St. Boswell and Frank reckons that Paul has to be a saint to sit with Joe

No. 76 were Ted and Karen Gaffney in a Lancia Fulvia owned by the Castleknock Car Consortium (Calcars). (Tom

A wide-angle landscape photograph showing a valley with rolling green hills. A river or stream flows through the lower left of the frame. In the background, a large, rounded hill rises against a sky filled with large, dramatic clouds. The foreground shows a mix of green grass and some bare, brownish patches on the slopes.

As well as the competitors mentioned above sundry Irish spectators were in evidence. The Bolton based Mick Murphy Reilly O'Shea, from Navan, was the chauffeur for Galway's Barolo Brophy. The Vauxhall and TR expert, Joe Stephenson, from Calcars was serving his apprenticeship to this type of rallying. At the Darlington Football tests on Friday morning Frank and Collette Hussey were seen. Frank wasn't able just to watch. He couldn't resist offering his expertise to some of the less experienced navigators. Later on Friday none other than Rocket Ron appeared. He claimed he was just passing by. He stayed for the weekend and looked particularly smart in his Molesworth Street gear on Sunday night (did he have a goat in tow? – Ed.)

The “Tests” will have an Irish start in 2010 with two days competition here followed by three days in the UK.

21st November

A photograph of Stephen Ferguson, a young man with short brown hair, wearing a red long-sleeved shirt with 'Gulf' and 'Castrol' logos, and dark trousers. He is sitting in a white go-kart with yellow accents. The kart has 'Auto Test Special' written in yellow script on the side and a red sign that reads 'DRIVER: STEPHEN FERGUSON'. The kart is on a paved track with other vehicles and a checkered flag in the background.

While this may have been a Hewison round and the above mentioned guys deserve credit, it was the grand finale of the TDC Beginners' & Novice Championship. Worthy winners were Damien Phillips & Ger Lawlor. We look forward to seeing how they get on in the more esteemed company they will be keeping henceforth.



Damien



Ger

Given the torrential rain for most of the day and my pen-pushing role on the second test, I didn't get to hear too many individual details so photos which are presented in, more or less, overall finishing order will have to suffice. Christopher Byrne & Glenn Kilty didn't make it. The new loom for their stricken Starlet arrived during the week but proved to be the wrong type. Damien Doran's engine woes were rectified by taking it apart and putting it back together again – no capital expenditure required: just time. Despite his ageing father and uncle turning up to marshal, Steven Bolton deemed the weather too inclement to venture forth. He might well have been right, though it actually wasn't that cold and it did clear up later. (His father suggested he was a wimp!)



Sam Johnston



Eamonn Byrne



Paddy Power



Robin Lyons



Daniel Byrne



Simon Echlin



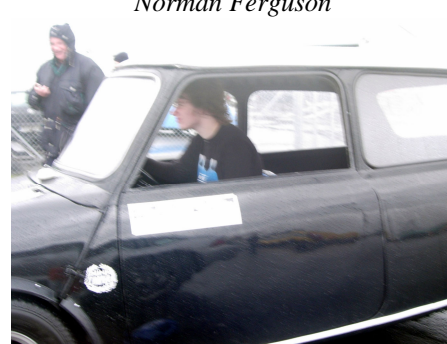
Paul Phelan had to abandon his glasses – he is getting wipers fitted by Specsavers before the next event



Christy Grimes



Norman Ferguson



Guy Foster



David Thompson



Alan Coyle



Paul Blair



Liam Cashman was very lucky on our test. On his first run, the watch became waterlogged and stopped prematurely so he had a rerun. Liam confessed later that he had gone wrong but Rob was so preoccupied with getting the watch going again that he didn't notice.



Andrew O'Donohoe



Tom Devaney



Liam Croston was fortunate to make it up from Skib. On Thursday, a passing lorry had generated a sufficiently large tsunami, as it passed through a puddle, to drown out Liam's trusty VW van (it very nearly swept him off the road). Some water was ingested but Liam had switched off instantly. Removal of the glow plugs and a few tentative revolutions saw the water expelled – lucky.



Richard Pain (complete with extensions)



Damien Doran



Trevor Athey



Stefan Walsh



The O'Donohoe Caterham is still not quite right, but at least Stephen got to give it a whirl.



Piers MacFheorais who again did a brilliant job drawing the tests



Trish Denning (as pretty as ever in pink)



Robby Brunkard



Last, ~~and~~ but not least, C-o-C Ronnie Griffin managed the event to great effect in his own inimitable style, aided by an intrepid band of masochists, most of whom are pictured below.



TRIALS DRIVERS' CLUB HOWARD
WILDE MEMORIAL AUTOTEST AT
MONDELLO PARK, CO.KILDARE
(ROUND 5 OF HEWISON TROPHY
CHAMPIONSHIP):

- 1 J J Farrell (Mini Special) 576.6s,
2 Steven Ferguson (Mini Special) 576.7s,
3 Eddie Peterson (Mini Special) 581.9s,
4 Sam Johnston (Mini Special) 591.6s,
5 Eamonn Byrne (Mini) 598.6s,
6 Paddy Power (Mini Moke) 604.4.s,
7 Robin Lyons (Mini Special) 605.5s,
8 Daniel Byrne (Mini) 621.8s,
9 Simon Echlin (Caterham) 631.0s,
10 Paul Phelan (Mini Special) 633.9s,
11 Chris Grimes (Mini) 635.2s,
12 Norman Ferguson (Mini) 644.4s.

Class winners: Eamonn Byrne, Steven Ferguson, Simon Echlin, Liam Cashman (Starlet) 677.9s, David Thompson (Nova) 48.0s.

Novice awards: Damien Doran (Mini) 715.7s, Stefan Walsh (Starlet) 771.4s, Ger Lawlor (Starlet) 749.8s.

Beginners' awards: Robby Brunkard (Starlet) 918.7s, Damien Phillips (Starlet) 925.8s, Rory Power (Mini) 941.8s.

TDC T D C T D C T D C T D C T D C T D C T D C T D C T D C T D C T D C T

Autotesting – the activity for all the family



30



Grandpa, John, was there to look after JJ & James. Was he taking his responsibilities seriously?

Incidentally, when I was recording the times in the comfort of Rob's car, I was wounded to the quick when he suggested that I was being typical of all navigators in taking the easy option. What I didn't like to say was that most drivers are only semi-literate so I was taking the only option.



Andrew Blair acts as a runner for Paul



Josh Brunkard waits for a gust of wind to take him paragliding



Bonnie & Damien look confident



The Josh/Robby mutual admiration society (and why not?)



James and Damien discuss strategy

Ritual



Are Eddie, Steven & Sam excluding Piers?



Trevor (the other one) and Guy



Between tests – Daniel, Ken, Robin, Godfrey Crawford (aka Joe Ninety after a prehistoric cartoon character - so old I can't even remember him – whom he is supposed to resemble) & Simon



Is Robin actually listening to Ken?

Supporters



John McAssey must enjoy suffering – he just came along to spectate



If it was rugby, these two would be alickadoos – Jonathan Bradshaw (Byrne cousin) & Milton McWilliams (NI mentor & timing gear custodian)

Diversions



Tom Devaney didn't bother putting up his soft-top



Andrew O'Donohoe did



Andrew's sophisticated arrangement for keeping dry while avoiding potential pedal entanglement



Ger, availing of the Norman Ferguson courier service



Christy has his spare gearbox handy



Does Eamonn give Christy a tip for cleaning his windscreen? I thought this practice was illegal now



David, doing what comes naturally to him



*Felix had to go back for his cap on Test 1
Was he going so fast that it had become
dislodged?
Does he have enough hair these days to hold
a cap securely in place?*



We were sharing Mondello with drifters

A job well done



AGM / Prizegiving / Quiz
3rd December

A late venue change from the Abberley Court to Pearl's Chinese restaurant above Crough's Pub a few miles up the road seemed not to have an adverse effect on the numbers attending.

The AGM itself started promptly at 8:30 p.m. and the formalities were dispensed with quickly and efficiently.



All those who had contributed to the success of the Club's year were thanked.

Just one person had the temerity to bring something up under AOB. It was a request for another Navigation Lesson session. Joe suggested that if there was a demand, one could be arranged. He did reckon, though, that those present had little need of such tuition given that they had found their way (not straightforward) to Pearl's.

There were guys like Garry Keogh there who came along, primarily to get his licence renewal form stamped.



Garry hopes to combine a little bit of motor sport with his model plane flying activities next year.

The quiz attracted an encouraging eight teams of four and one team of five and was presided over by Ian McCulloch and his correctors / scoreboard operators, Frank Fennell & Paul Phelan.



Ronnie Griffin acted as an occasional collector.

After five rounds there was a break during which the President, Joe Doran, presented the prizes for the beginners and novice championships.



Joe & Beginners' champion, Damien Phillips



Novice champion, Ger Lawlor, marking the occasion with a nice cup of tea

Another four rounds saw an exciting tussle after which the five-strong team prevailed – just. As punishment for having the extra man Frank Fennell decided that 1st place deserved 1 bottle of wine and 2nd place, 2 bottles of wine.



The winning team of Derek Tohill, Trish Denning, Dermot Carnegie, Peter Lynch and, below, Rory Dooley, who was off having a smoke when the photo above was being taken



Runners-up, Eamonn King, Eoin O'Curry, Tim Faulkner & David Ronaldson

The Pearl treated us very well with some great finger food (there was so much of this that even Peter Lynch had enough!) and very attentive service.

A selection of those who enjoyed / endured the fun appears below.



Larry Mooney, Alan Coyle, Steven Bolton



Joanna Lenehan, Simon Echlin



Bonnie Phillips's outfit toned in very nicely with the napery



Keith Byrne's shoes weren't quite so complementary



Double Trouble Trishes



Nikki Doran's escort, Dennis; Mark Doran minus Escort; Frank Lenehan



Dermot with a clean jumper!



Shane & Jason Griffin about to tuck into their reward for chaperoning Ronnie home

MEMBERS MEMORIES

Peter Lynch has been rooting through old cuttings and photos, a very few of which are reproduced here. If you are good over Christmas there may be more for your delectation in the next issue.



Richie Holfeld and Rosemary Smith



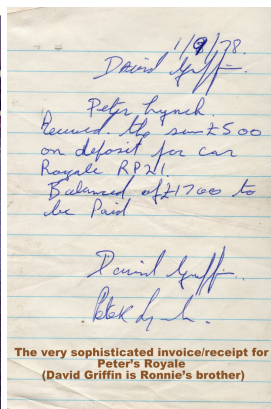
Frank Fennell and Huntley Lauder with the Bosch Fiat 128 which was tenth overall in the Circuit of Munster in 1977



Peter in a Midget at the Dublin Sport Hotel Justin McCarthy and Michael Jackson are looking on admiringly FF's gold Renault 16TX is in the background



Dermot Carnegie at a Ken Wharton a long time ago



The very sophisticated invoice/receipt for Peter's Royale (David Griffin is Ronnie's brother)

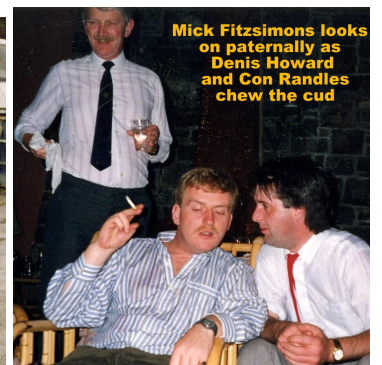
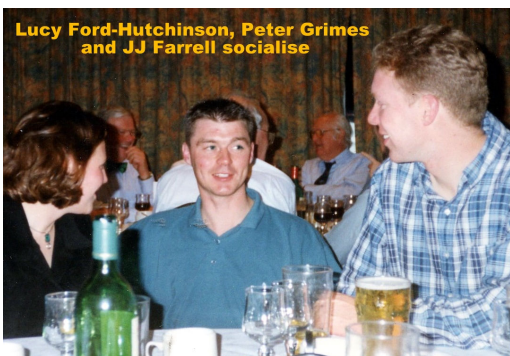
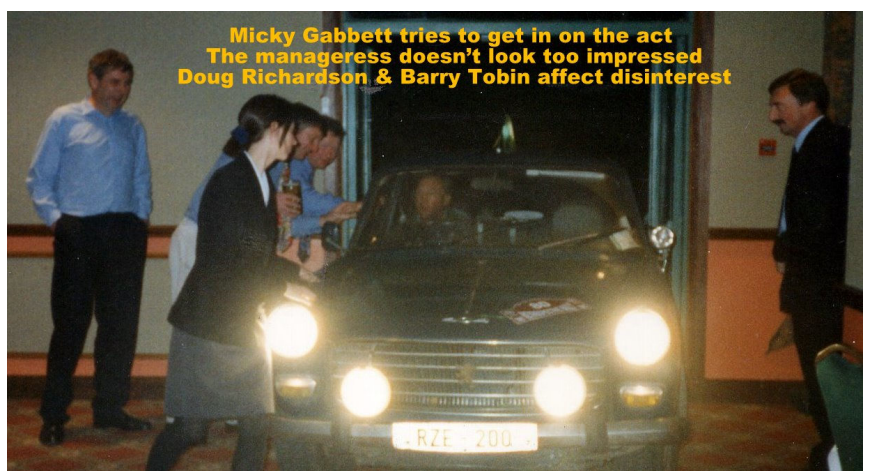
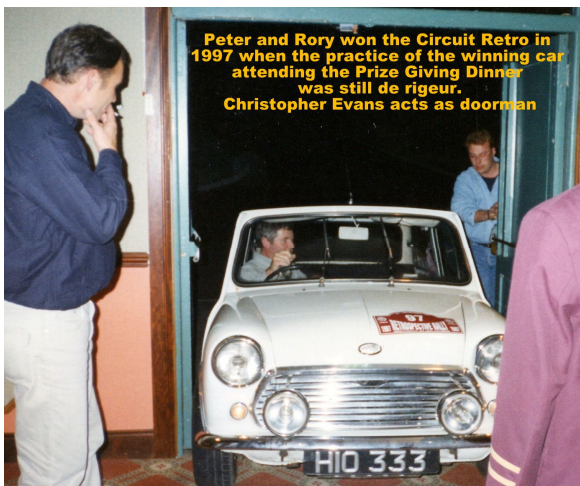
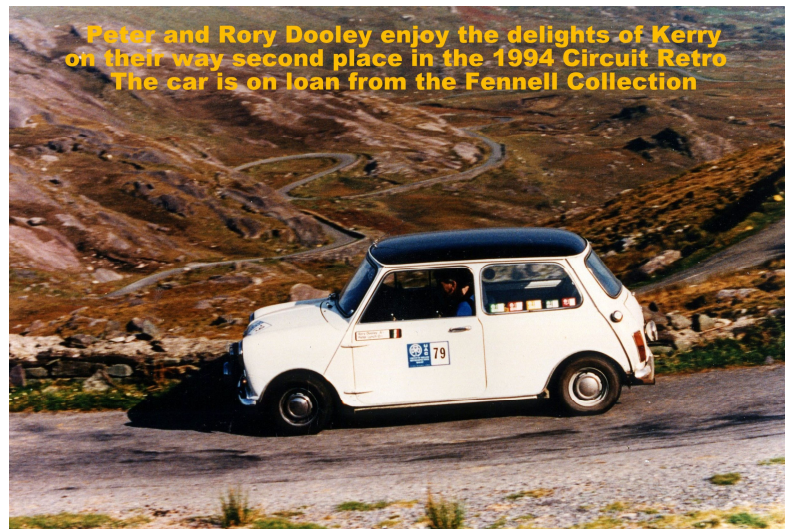
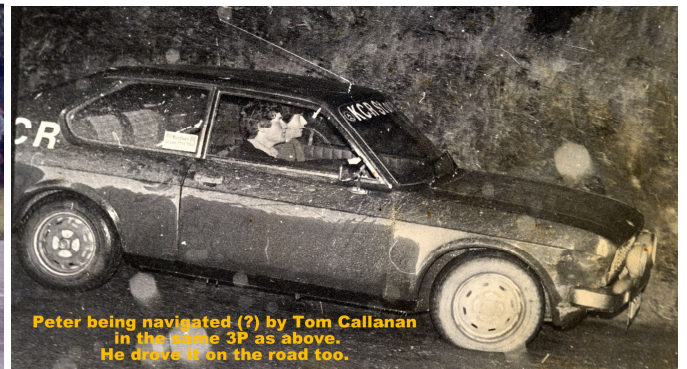
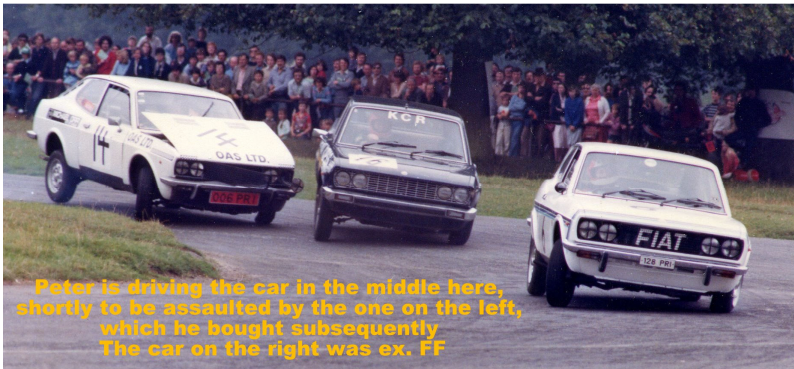


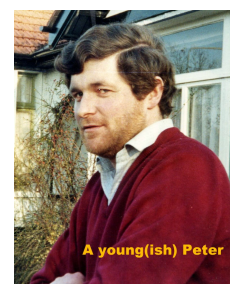
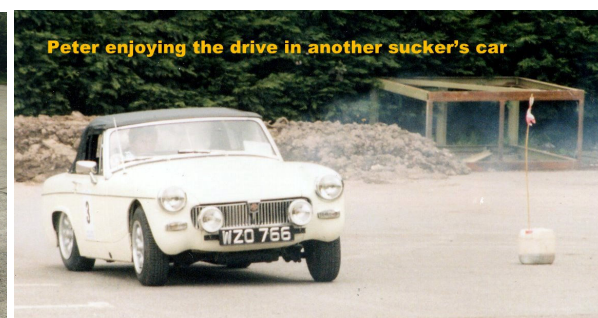
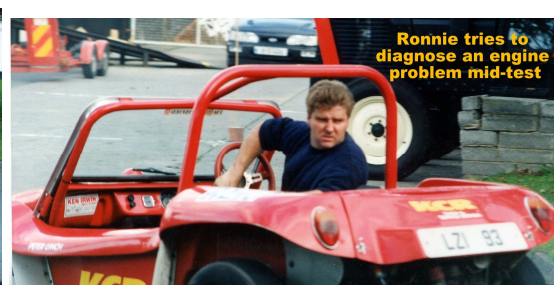
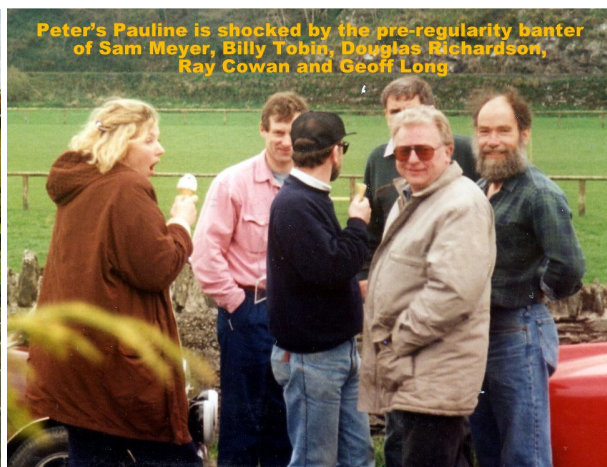
Peter's Royale RP21 Red Hurley was interested in the car as well



A Ken Wharton team from the eighties Eamonn Byrne, James Pringle, Peter and Frank Lenehan

TDC Turbine





Ronnie's Multi-Venue Autotest

www.tdcireland.com

Mondello Park Circuit, Kildare, 31st Jan 2010