

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com

June 2010

Chairman's Chatterings



Frank Lenehan gets pride of place in this issue. While you won't often see his name on the list of officials for events, he deserves this accolade because of his support both as a regular and enthusiastic competitor and as an encourager and facilitator for everything to do with the Club. He is not the sort to seek the limelight, so I will refrain from regaling you with the gory details of how he contributes so as to, at least, minimise his blushes.



Would you like to follow in this man's footsteps?

Apart from many other attributes, his main claim to fame in a Club context is his being the reigning Beginners' Autotest champion.

The first round of this year's championship has already happened so if you want to be the new Damien Phillips, you need to get your act together NOW.

Round 2 is on Wednesday, 23rd June
at Woodside House (beside Sandyford Pitch & Putt).

Check-in from 5:00 pm.

Novices and experts also very welcome.

Gourmet barbecue included as part of the package.

Be there.

The event above is usually well supported but the same can't be said of many others, not just those promoted by TDC. Previously, I have made my position clear on the need for more marshals. The need for more competitors is even more fundamental so I beseech those of you who are "thinking about it" to put in your entry. Go on - you know it makes sense.

A plethora of potential Pulitzer Prize winners make their debut in this issue. Donal Arundel, Liam Cashman and J are very welcome additions to the editorial team.

Also, Tom Callanan is back with an engaging essay on his Mille Miglia experience.

Joe



Donal's Daunderings

ALMC Multi-Venue Autotest 25th Apr

So that's what Piers has been going on about for the last year or so! - "that" being Multi-Venue Autotesting.

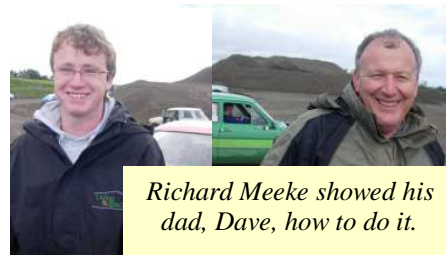
Over the past twelve months, Piers had been enthusing persistently about the joys of multi-venue tests and, to be honest, I had not quite got the essence of what was involved at the time. I thought he just liked the pastoral scenery - well, boy, was I wrong!

With a new baby, world-wide economic collapse and a broken foot, the gap since my own previous tentative six or seven forays into Beginners Autotesting was growing larger and larger, but thankfully, over a fortuitous pint last week, Piers convinced me to try the Multi-Venue variant of Autotesting - by co-driving his really excellently prepared Starlet, no less. This was definitely too kind an offer to turn down!

As the 26 cars participating in the event started lining up at Murphy's Quarry, things got off to a tricky start. Despite the fact that Piers had spent an entire day surveying the sites and designing the tests the day before, we discovered that extra gravel had just been dumped, blocking access to the "screener" test. This presented no problem to Piers who used his trusty Starlet to repeat-

edly batter a gap through that would be large enough for the rest of the cars to pass through without causing them any damage. Unluckily, a stone caught Piers's alternator belt, but with some tools kindly lent to him by Liam Cashman, Piers had the belt back in place in time for a slightly rushed blast through the first three tests.

Well, from then on - it was a blast! The tests were all truly varied; you were kept on your toes the whole time. Zero waiting around, constant motion, it was a lot to take in for a beginner



Richard Meeke showed his dad, Dave, how to do it.

like myself who was used to staring dumbly at simple tests for about 25 minutes before daring to attempt them. It was great to be able to get into second gear regularly - something you could only dream of in the normal "car park" autotests that I had previously experienced. To my simple brain, it seemed that doing 2nd gear throws on bumpy ground was the antidote to the mental calculus required to navigate a Starlet through a tight Hewison test layout. The variety of venues and the flowing nature of the test design were fantastic; it really was drive by the seat of your pants stuff.

From the hilarious and hair raising circuits of the mounds of Murphy's Quarry, to the manic traversal of the delights of every corner of Tallon's Yard, to the alternately fast or flooded Bellewstown tests, there was something for

everybody, not to mention the variety offered by the lovely Philipstown Farm location, as well as the Carberry Sand and Gravel and Windmill Lane tests.

It was a pleasure to watch the top drivers exhibit their silky skills of control and measured aggression (and in Frank Lenehan's case it looked like a healthy degree of blood-minded determination too!). There were only 4.7 seconds between the top three drivers, Eamonn Byrne, Liam Cashman and Frank Lenehan. Congratulations to Eamonn, who was the overall winner by

2.2 seconds from Liam. If it hadn't been for a pair of uncharacteristic stalls, Frank Lenehan might have been able to improve further on his excellent times, just behind in third.

I have to say that the marshals were incredibly good humoured - even in some of the unpredictable torrential downpours and hailstorms, which punctuated the otherwise glorious weather we had. They did a great job; it was very much appreciated by all!

Many thanks to the ALMC for running the event, to the TDC for helping support it and also the various site owners, competitors, marshals and spectators for making this event such a great success. A bigger turnout next time is most certainly warranted.

Donal



As MI Steward, Tim Faulkner made sure everything was above board. In deference to his role, he wore a more discreet selection from his Munster wardrobe.



"Twinny" Phillips heard that Mark Doran was competing so came along, just in case. Rachel Anderson kept a closer eye on Mark.



Ron Mullen goes for the trndy look with his £4 Boots spectacles.



Michael Reid's Midget survived the experience unscathed.



Harold Hassard had every reason to smile - almost 60 and as quick as ever.



Keith Slowey turned off his "mobile" this time so that "work" couldn't spoil his fun.



Your scribe about to leave a test site (a crime scene?)

TDC Turbine

ALMC MULTI VENUE AUTOTEST AT GORMANSTOWN, CO MEATH:

- 1 Eamonn Byrne (Starlet) 866.6s,
- 2 Liam Cashman (Starlet) 868.4s,
- 3 Frank Lenehan (Starlet) 871.3s,
- 4 Declan Hendrick (Starlet) 908.8s,
- 5 Daniel Byrne (Starlet) 922.5s,
- 6 Harold Hassard (Sunny) 925.7s,
- 7 Michael Reid (Midget) 935.2s,
- 8 Piers MacFheorais (Starlet) 945.4s,
- 9 Richard Meeke (Corsa) 957.6s,
- 10 Mark Doran (Manta) 977.7s,
- 11 Ron Mullen (Sunny) 992.3s,
- 12 Keith Slowey (Starlet) 1003.2s.



ALMC stalwart, Chris McNally, is on duty again. Alan Park gazes wistfully into the distance as he tries to dream up a cunning plan to ensure another successful assault on the Mobil (or whatever oil company is now sponsoring it) Economy Run.



John Farrell kept James out of harm's way while JJ was performing.



Is Bernard Bradley pursing his lips with a view to reviving his career as a trumpet virtuoso?

Piers MacFheorais buckles down to it.



Eamonn Byrne, urged on by Daniel, tries to run down the photographer. Despite his best efforts Daniel's image is still recorded for posterity.



Martin Devine looked for an "edge" with these very professional driving gloves. He and Brendan Lenehan double-drove.



Newcomer, Ian Downey and old-comer, Martin Nugent

RESULTS

MOTOR ENTHUSIASTS' CLUB FREEMAN CUP SPORTING TRIAL AT INCHANAPPA HOUSE, ASHFORD, CO WICKLOW: 17th April

- 1 Alan Kilkenny (Erskine-Yamaha) 1 mark,
 - 2 Ian Meredith (VW) 1m,
 - 3 Craig MacWilliam (Erskine-Yamaha) 1m,
- Juniors:
Iain Meeke (BD-Opel) 45m.

SKIBBEREEN & DISTRICT C C AUTOTEST AT BANDON, CO CORK (ROUND 5 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 22nd May

- 1 Alan Coyle (Mini Special) 539.7s,
- 2 Paddy Power (Mini Special) 542.7s,
- 3 Peter Desmond (Westfield) 549.2s,
- 4 Liam Croston (Starlet) 568.6s,
- 5 Don Giles (Westfield) 577.7s,
- 6 Damien Doran (Mini) 586.4s.

SKIBBEREEN & DISTRICT C C AUTOTEST AT BANDON, CO CORK (ROUND 6 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP): 23rd May

- 1 Paddy Power (Mini Special) 508.4s,
- 2 Alan Coyle (Mini Special) 523.1s,
- 3 Don Giles (Westfield) 541.0s,
- 4 Peter Desmond (Westfield) 545.5s,

WHEN DID
YOU LAST
COMPETE?

SNIPPET

Clive Evans was responsible for the "Letter of the Month" in the April issue of Irish Vintage Scene from which I reproduce this picture of Clive on his latest project – the restoration of this Allis-Chalmers tractor bought by his dad in 1945. It was the first tractor on the farm in Charlesland and was probably the first machine Clive ever drove. He hunted it down recently and will set the wheels in motion (he hopes) sooner rather than later.



TDC Turbine

The ITA itself was preceded by an event almost as entertaining – the erection and subse-

James Pringle International Trophy Autotest

8th May a large saloon driver at all.

David Jenkins's Buggy gave up the ghost on the second lap so he headed for home early. Sam Bowden was second overall, just half a second down on Steven, and



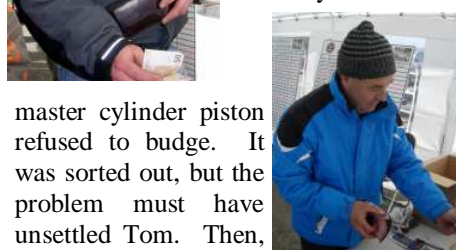
quent trying to keep it up of the TDC tent. This had obviously not been designed to cope with the winds we enjoyed in the wide open spaces of Profile Park. The above pics will, I hope, give you some sense of the spectacle.

In the main event, the first lap saw N. Ireland A pull out a substantial lead over Rep. of Ireland A, a lead they were never to lose. Everything went very smoothly for them as can be seen from Steven Ferguson's first overall,



Robin Lyons third and Paul Blair's fifth.

Davy Thompson was the only Rep. A member to make an impression. There were extenuating circumstances. Before the event had even begun the piston in Tom Devaney's brake



master cylinder piston refused to budge. It was sorted out, but the problem must have unsettled Tom. Then,



late in the day, Eddie Peterson's crankshaft pulley keyway and water pump thingy misbehaved very badly and Eamonn Byrne lost first gear. (Daniel wasn't even double-driving, though someone suggested that he might have looked at it). The mechanical issues were essentially incidental – N. Ireland A was the best team. They were certainly due a victory – 2003 was their last win.

The N. Ireland A team had to substitute Mark King with Raymond Donaldson at the last minute.

N. Ireland B failed to come up with



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Norman Ferguson tenth.



Best of the reserves was Robert Dickson in fourth overall.

The event ran very slickly. Milton MacWilliams's flashy timing system

worked a treat and there were lots of marshals to make sure that lines and pylons were observed properly.

Piers MacFheorais was making his C-o-C debut. The positive comments from all concerned were testament to a job well done by Piers and his helpers.

Thanks are also due to George Tracey for making Profile Park available. It was a brilliant venue. It seems such a pity that development on the magnificently appointed site is unlikely to go ahead (in the foreseeable future, at least)



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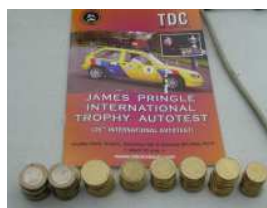
The only other team was Rep. of Ireland B for whom JJ Farrell did well despite electrical gremlins which caused intermittent power steering, and loss of first gear.





There were a couple of interesting tales in the lead-up to the event. Piers had designed the tests but Ronnie Griffin felt obliged to try them out. Piers was foolish enough to appear in his soon-to-be Retro Starlet which Ronnie duly wrung the neck of while checking them, to the decided detriment of the front tyres – not to mention his own back which needed the services of an osteopath afterwards. Ronnie's back ended up so bad that he couldn't drive himself to the osteopath. Frank (Good Samaritan) Lenehan came to the rescue and magnanimously sacrificed a Wednesday afternoon to chauffeur Ronnie to Bray. A positive aspect of this exercise was that it confirmed that Ronnie has not lost his touch. His times, in a less than ideal car, were only a few seconds off those of Davy Thompson, Raymond Donaldson et al on the day. In similar vein, Joe Doran in his capacity as Club President wanted to have a look as well, so wheeled out the Doran Corsa. Ronnie got wind of the outing and asked if he could come along. Mindful of the potential consequences – this is the theory anyway – Joe topped up the Corsa with diesel so that he had a cast-iron excuse for Ronnie not to drive the Corsa. The fact that Joe accidentally put diesel into the Manta in Cork a few years ago – he must have learnt from this – would add credibility to the above theory.

Liam Crostan brought along a personable young lady, Sarah-Louise Murphy from Kinsale. They have not known each other long, so this was a brave move. It was her first autotest and she watched for half an hour before going back to the van for a snooze.



The highlight at check-in was Robin Lyons's entry fee which was presented in a tatty second-hand envelope and consisted of a random selection of coins. Eamonn King, formerly in the banking world, felt obliged to count it. It was €1 short. Robin's dad, John, also a former banker, stumped up the deficit. One would have thought, given his background, that it would have been properly bagged! Whatever, does this suggest that times are harder in the north than we have been led to believe?

TRIALS DRIVERS' CLUB JAMES PRINGLE MEMORIAL INTERNATIONAL TROPHY AUTOTEST AT PROFILE PARK, GRANGECASTLE, DUBLIN:

1 Northern Ireland A
(Steven Ferguson, Robin Lyons, Paul Blair, Raymond Donaldson) 2895.5s,
2 Republic of Ireland A
(Eddie Peterson, Eamonn Byrne, Tom Devaney, David Thompson) 3002.6s,
3 Republic of Ireland B
(J J Farrell, Chris Grimes, Andrew O'Donohoe, Liam Cashman) 3015.8s.

Individuals:

1 Steven Ferguson (Mini Special) 691.7s,
2 Sam Bowden (Mini Special) 692.1s,
3 Robin Lyons (Mini) 703.6s,
4 Robert Dickson (Mini Special) 706.3s,
5 Paul Blair (Striker) 716.7s,
6 J J Farrell (Mini Special) 718.6s,
7 Eamonn Byrne (Mini) 722.6s,
8 Eddie Peterson (Mini Special) 731.2s,
9 David Thompson (Nova) 738.6s,
10 Norman Ferguson (Mini) 742.3s,
11 Chris Grimes (Mini) 743.9s,
12 Liam Cashman (Starlet) 766.7s.

Class winners:

Sam Bowden, Robin Lyons, Paul Blair, David Thompson.

Best reserve: Robert Dickson.



Married life is proving to be hazardous for Paddy Power - it was actually a hay bale which did sufficient damage to prevent his competing - he did bring the Moke along for a trial run to make sure.



Preliminaries in progress



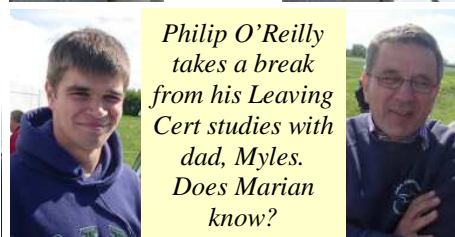
Andrew Blair tries the Jenkins Buggy for size



Ken Irwin (L) and Ken Sproule (R) Eric McIntyre (below)



Richard Pain ate little and often during the day



Philip O'Reilly takes a break from his Leaving Cert studies with dad, Myles. Does Marian know?

TDC Turbine



David Pain dropped in to check that Richard was eating properly, on his way to Mondello, with fellow MEC luminary, David Slevin



Michael Workman under the watchful eye of his minder, Robert McFarlane



Stephen & Andrew O'Donohue - is this a demonstration of brotherly love?



Nikki Doran, Bill White, Kate & Damien Phillips get timing lessons from Milton MacWilliams



Trish Denning has a little rest



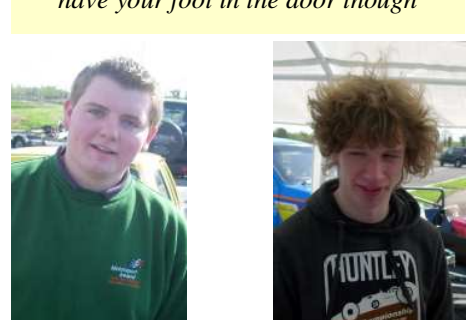
Norman Ferguson still has a few years left before he'll need to avail of the services of his main sponsor - it's as well to have your foot in the door though



Paul Phelan & Eamonn King administer



Kate functioned fabulously despite her damaged digit



The next generation - Daniel Byrne and Guy Foster. Guy has just finished a session on his van de graaff generator.



Paul's new runners

Eamonn heads off to get lunch rations



A medley of marshals - Tim Faulkner, Declan Lennon, Rachel Anderson



Richard Pain & Mark Doran stroll in the sun



Frank Fennell does his Isadora Duncan impression



James Farrell

Olwen Blair

Is Robin Lyons stalking Joanna Doran and Ruth Lenehan?



Eamonn
Zoe
Emma



Peter Lynch and Paul Tierney paid courtesy calls

Cashman's Chronicle

It was an early start from Cork but, with good weather and responding to a call from Phelix (*interesting Munster variation on Felix – Ed*) to drive for Ireland Team B, motivation levels were high so the GTI was pointed towards Dublin and off I went. Two and half hours later I met my other team members at the venue in Profile Park, Grange Castle. This venue was ideal. Although, designed as an industrial estate, its suitability for autotesting was first-class.

Our team had a lot of talent so hopes were high. The captain was many



times Hewison event winner, JJ Farrell (Mini Special). First Mate was Christy Grimes (Mini Saloon) who seems always to pilot his yellow machine to a class award. Strategist, Andrew O'Donohue (Westfield) was next. He is noted for his RWD skill in a Midget. He was also a class winner in the recent



TDC Retro. Finally came your reporter (Me) Liam Cashman (Starlet), a consistent winner in Class D.

The team met and, after the initial chit-chat and tall tales, the serious business of the day got under way. JJ was all set but after two attempts to start the Special, with JJ insisting that the battery had been charging for a week, we decided to give the car a push. Was this a sign of things to come? Andrew's car was ready to go, and with Stephen, his mechanic, double-driving what could go wrong?! Christy, as always, had his car nicely warmed up and ready to go. As for myself, well I was driving a Toyota – need I say more!

1st Test - Andrew hit a pylon - not to worry, five seconds would be no problem to this team to recover. JJ was joint quickest on the test with Eddie. Christy was fastest Mini Saloon and I was less than a second behind Dave Thompson. We were the boys!

2nd Test - JJ had two penalties, Christy had one penalty, Andrew amazingly hit nothing and Dave beat me on this test by almost 3 seconds. The challenge was now a little more difficult, but not impossible. Steady up lads was the way forward.

3rd Test - Andrew thought the Westfield was a bulldozer and tried to remove the foot path getting a max time penalty. Luckily, Stephen was there to strap the car back together.

After three tests the dream of winning was shattered, all we could do now was keep our composure and hope for the best. For the rest of the event we went well except for JJ's 'well charged



Damien Phillips tries to breathe some life into JJ's electrical system

battery' calling it a day resulting in a fail time on the final test.

After the first lap we were 62 seconds behind N.Ireland A and only 22 seconds behind Ireland A. The end result - the gap between us and N. Ireland increased to 120 seconds but the gap between us and Ireland A was reduced to just 13 seconds so overall not a bad result.

Next year we have some new plans – Andrew to bring out the Massey Ferguson, JJ to look at the possibility of a new battery (there is not enough electricity around to revive the current one), Christy to continue keeping up the good work and, as for myself, the only way to beat Dave T is to move class!



Event in progress

Overall, a very enjoyable event. The tests were fantastic, well designed, challenging whilst at the same time easy to remember. The results crew did an excellent job keeping us updated through out the day and the marshalling was first class. Looking forward to next year already.

Liam



QUIZ



1. What is the make & model?



2. Explain the extra car in the Monte Mini set below?



TDC Turbine

James Pringle ITA & Hewison Prizegiving

8th May



MI Commission President, Joe Corcoran, presents Eddie Peterson with the Hewison Trophy - his sixth consecutive win



Larry Mooney, at whose behest this trophy was commissioned forty years ago, presents the Europa Cup for Best Novice to Damien Doran



Daniel Byrne receives his award from Club Vice-President, Robert Bolton



Paul and Andrew Blair with the trophies for Best Team, N Ireland A and Best Individual, Steven Ferguson



Sue Peterson relieves the suffering caused by forsaking comfort for fashion.



You can't see it properly here but Davy Thompson was sporting a very "funky" hair-do for the function.



Rory Power was a little bit late for the Saturday Prizegiving so he had to make do with Felix on Sunday morning

Given that there were awards being presented on two accounts - both prestigious - there was a disappointing turnout at the Citywest Hotel. Indeed, without Frank Lenehan's promptings I fear that there would have been considerably fewer present. Anyway, those who did

turn up seemed to enjoy themselves and there was enough atmosphere to make an occasion of it for the worthy award winners. It isn't always recognised that an awful lot of effort is involved in putting yourself in a position to qualify for what superficially might seem to be a

Stefan Walsh was there in uplifting mode with his ever-present smile.

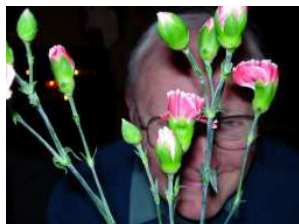
mundane piece of Dublin Crystal - all of the award winners really are worthy.



APRIL QUIZ ANSWERS



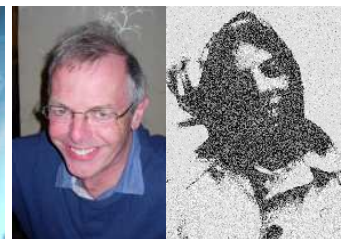
1. Dermot Carnegie's most flattering feature



2. Felix, smelling the carnations



3. Paul Bosdet, playing with in-car video "stuff" during the TDC Retro



4. Roy McNamara's sister, Hazel, at a Carlow CC test-trial in the sixties.

TDC Turbine

There were four beginners for the inaugural event in the championship.

They were supplemented by seven novices and eight experts. Piers MacFheorais had, like the previous day, laid out the tests: same pylons and lines but a less convoluted

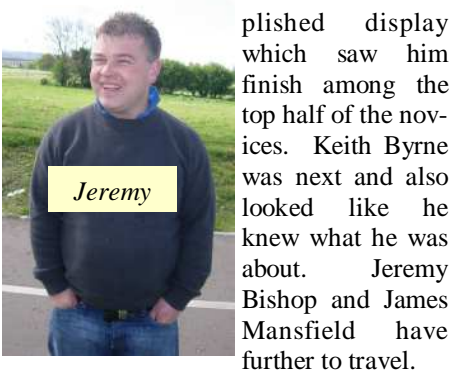


route. Also, just two tests repeated six times plus a voluntary combined test to while away the time as Felix persuaded the computer to generate results. Timmy Faulkner was C-o-C.

Jason (Jay) Donegan won the Premier Award with a very accom-



Jay & Keith



Jeremy

The top three novices were Piers, Rory Power and Patricia Denning.



Beginners' Autotest 9th May

In a very tight battle among the experts Guy Foster came out on top to be fastest man of the day after a titanic struggle



Guy

Davy

with Alan Coyle. Alan broke a brake calliper in the final test which, as well as causing some excitement, saw him drop to third behind the superbly driven Nova of Davy Thompson.

Daniel Byrne was best of the rest of the "large" saloons. Mention of Daniel reminds me of his debut when the original date for the event was put back by a week to allow him to reach his 16th birthday and so be eligible for a competition licence. The landowner pretended that some domestic difficulty had arisen and that a postponement was necessary. I will not name him but will reveal that his initials are F.L. and he is "sort of" related to Daniel.

On the Saturday, circumstances resulted in Richard Pain changing gear by punching the lever – a novel technique but I don't think it will catch on. At the prizegiving his hand was so sore that he was worried it might prevent him taking part on Sunday. Despite some discomfort he ended up fourth of the Corsas.

The event was run off in express fashion (I didn't get to eat my sandwiches until 3:30pm) to ensure that Tim could get to the RDS to see the Leinster/Edinburgh rugby match. He did. A good time seemed to be had by all.

Alan & Olivia -
Is this what they mean by double-driving?

TRIALS DRIVERS' CLUB BEGINNERS' AUTOTEST AT PROFILE PARK, GRANGECastle:

- 1 Jason Donegan (Starlet) 681.8s,
- 2 Keith Byrne (Starlet) 723.5s,
- 3 Jeremy Bishop (Starlet) 766.6s,
- 4 James Mansfield (Mini) 878.8s.

NOVICES:

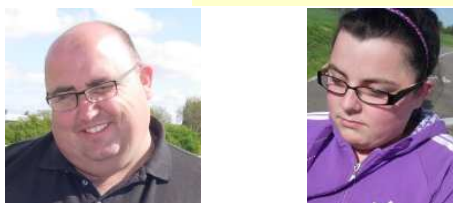
- 1 Piers MacFheorais (Starlet) 595.4s,
- 2 Rory Power (Mini) 656.4s,
- 3 Patricia Denning (Starlet) 657.9s,
- 4 Damien Phillips (Starlet) 690.1s,
- 5 Mark Nugent (Starlet) 697.6s,
- 6 Donal Arundel (Starlet) 710.1s.

EXPERTS:

- 1 Guy Foster (Mini) 487.9s,
- 2 David Thompson (Nova) 495.0s,
- 3 Alan Coyle (Mini Special) 500.2s,
- 4 Daniel Byrne (Nova) 545.3s,
- 5 Liam Croston (Starlet) 547.1s,
- 6 Richard Pain (Nova) 549.3s.



Trevor Athey & Jack Cunningham took care of Test 2



Threequarters of the Phillips: Damien looking coy, Kate doing a superb job with the paperwork on Test 1 and Eve being Eve.



Mark Doran

Dario Cavaliere was Rory Power's minder



The Meeke Boys: Richard, Dave & Iain

There was a postscript to this event which I reckon is worthy of inclusion. The logistics vis-à-vis Frank Lenehan's Corsa being driven by Daniel Byrne were a bit convoluted. Whatever, Damien Phillips ended up bringing it back to the Lenehan stately home with Daniel. Timmy Faulkner happened also to be in attendance. Frank's cars aren't obliged to use the tradesmann's entrance so Damo was using the "front" drive. However, he was reversing so progress was slow. Also, Timmy had parked rather carelessly, so when one of the residents arrived and found her way blocked she was not impressed and took advantage of the scenario to check whether or not the horn on her new Astra was working (her Renault jacket has now been consigned to the back seat). It seemed she wanted to make absolutely sure it was working properly as she sounded it for quite some time. As a PPS, she had occasion to visit N&E Motors a couple of days later. Daniel saw her coming and she was touched to be welcomed by a continuous cacophony as she made her way down the drive. Will there be a sequel?



Liam Croston

Mark Nugent



MI steward, Trevor Foster, takes a break from his duties.



Declan Lennon does some last-minute fettling



Felix took advantage of the sunshine to show off his old hat



A novel gearlever gaiter on the MacFheorais, Denning, Arundel Starlet

J's Jottings

This event was my second since joining TDC, the first having been the ALMC MVAT a couple of weeks earlier. It could be said that the multi-venue lulled me into a false sense of security as that was an excellent day out with no mechanical problems or too many driver errors.

Today's experience was very different. Firstly, the tests required a lot more effort to remember and as a result I went wrong a number of times on the first lap. The main thing I was having trouble with was circling pylons as I'd never tried it before. Thanks to help and advice from Rory, Guy and Piers I started to get the hang of it as the day wore on but more practice is definitely needed. It was a great learning experience and a great day out. I'm looking forward to the second round already.

J



John Byrne & Martin Nugent are reduced to the role of spectator / tow-car driver

WHEN DID
YOU LAST
MARSHAL?

Mille Miglia 2010 May 5th-9th

Even the name evokes memories! Similar to the Monte Carlo Rally, the title itself has such history that to actually get an entry to the event is an achievement. And so it proved. When we decided to apply back in August '09 the form itself was daunting. Nine pages of details and a complicated website proved difficult to negotiate but we managed to complete it before the Oct. 30th deadline. Instantly, over €6000 are debited from your card and you are told your application has

Tom's Treatise

been received and you will be notified whether you can have an entry ... in early Feb. '10!! The event is so oversubscribed that the 1360 hopefuls all pay in full while they wait to see if they have been successful in securing one of the 375 places ... over €8 million on deposit while they deliberate must be nice! To make it even more difficult, cars must be from between 1927 and 1957 when the original race was run and must be of a model that actually competed in the race during that time. A list is provided of eligible cars and a



breakdown of what has been entered in the last few years so that you can select a car to have the maximum chance of being accepted.

The race itself follows a similar formula each year with a clockwise loop from Brescia to Bologna on the first night, on to Rome for the second night and back via Bologna to Brescia to finish on the final night (almost a figure of eight). This year had the added attraction of a test at the Imola Formula 1 circuit and at the Ferrari test track at Fiorano in Modena, as well as stops in San Marino, Siena and Florence. Its original format was as a reliability trial over 1000 miles in, for those days, a very short period of time. It was THE prestige event of its day, most famously being won by Stirling Moss in a Mercedes in record time using a continuous roll of paper by his navigator, Denis Jenkinson to call out the hazards ahead in what was really a forerunner of our present-day Pace Note system. Huge prestige was achieved by the winning manufacturer so it was always closely contested with a great variety of makes and models in the entry.

Our chosen steed was my 1954 Triumph TR2 which I have owned for 34 years and had rebuilt last year with this event in mind, as it was the only car I owned which could qualify. When I mentioned to my good friend Frank O'Donoghue (the Doc) that I was hoping to get an Entry, he immediately volunteered the services of himself and his old friend, David Yeates, to tow the car there and back. Also, they would service for myself and co-driver, Ciaran Geoghegan, on the event. As both of them were previous National champions in the Navigation series in Ireland (although they're now more like the two old guys on the balcony of the Muppet Show), I felt it might be safe to let them out without their minds for the week. When Frank proposed a route down, stopping in Chablis and returning by the Champagne region, I generously agreed to accompany them in the jeep! Our wives also decided to come and sample the culture, along with a friend, so we had the makings of a good team as another Irish entry (Shane Houlihan/Johnny Boland in an Alfa 8C) were to travel in convoy with us.

Scrutiny begins on Wed. morning in a huge Show area on the outskirts of Brescia where trailers etc. can also be abandoned for the duration. The combined brains of Frank and David (Felix and Oscar?) AND a SatNav are completely baffled as to where this huge complex has been hidden - no signs, arrows or any clues to its location are obvious and only successful 'Times' crossword experts can find the Entrance. When we eventually find it, Scrutiny itself is uneventful except that they will not allow us run with a roll hoop in place. I am puzzled by this as it's obviously only a safety feature and does

not affect performance. Luckily it's only bolted in so a quick trip round to the 'Odd Couple' soon gets it sorted (although now we have no proper seat belts as they were mounted to the roll hoop - this doesn't seem to be a problem with the organisers) and we get our "Passed Scrutiny" sticker. Cars can be left overnight too, so we get to see all the other entrants. There are some stunning cars and high profile crews like Sir Jackie Stewart (1955 Mercedes 300SL Gullwing), singer Jay Kay of Jamiroquai (1955 Maserati), former Grand Prix stars, Jochen Mass and Jacky Ickx, Pink Floyd drummer (and serial classic car enthusiast) Nick Mason (1954 Frazer Le Mans) and Mille Miglia regulars, former Mercedes Formula 1 teammates David Coulthard and Mika Hakkinen in (of course) a pristine Mercedes Gullwing.

Early Thursday is given over to the sealing of cars in the Piazza, attended by huge crowds (as transpires to be a feature of every public area during the event) and the various sponsors' tented pavilions, many of which present you with sundry "gifts", getting a form stamped en route. When all the stamps have been correctly entered you may present yourself at the Chopard tent (the owner is competing) and receive your memento - a special Mille Miglia watch with your competition number engraved on it with a special strap designed as a tyre pattern ...valued at €6,000 it's a pretty impressive freebie!! The atmosphere is fabulous and the machinery likewise with



sponsors' guests being entertained around the square in the shadow of the tall buildings which surround it. As the time approaches for the start there are fantastic lines of cars which you would never see on a normal event (OM's, Bugatti's, Amilcar's, BNC's, Cisitalia's, Aston Martin's, BMW's, Riley's, Lancia's, Bristol's, Healey's, Maserati's, Frazer Nash's, Osca's, Ferrari's, Talbot's, Allard's, Citroen's, DKW's and of course Triumph TR 2's!!). I counted 15 Mercedes 300 SL's and 9 Alfa 6c and 8c's. Many of the cars are worth in excess of €1 million (some over €5 million) and they are still driven very enthusiastically.

The Start is late on Thurs (first car is away at 7.30 pm) but due to the number of cars they depart every 20 seconds. Huge crowds line the street up to a Grandstand starting ramp with floodlights, compères, and leggy models all being filmed by hordes of T.V. crews (there are 1,472 Italian journalists alone on the event with 50 National T.V. slots) which gives it a similar flavour to a Hollywood film Première. The first evening's route is not terribly long, but the crowds along it, particularly at Controls which are always situated in the pedestrian zones of the towns we visit, make progress slower than expected. On the way, we encounter our first Regularity which is a little different from the norm on other events in

Europe. It is very short (maybe a mile) through a closed section of town with hairpins etc. and with three timing lines along the way. The times are taken to 1/100th of a second and are recorded from a strip in the road without stopping. There is nothing to prevent you stopping before a Timing line so most of the experienced crews seem to drive straight through until the first pre-timing line and wait to go the final few metres to the line when they feel they are "right". No times are given out anyway so you really have no idea how accurate you have been (How CAN you get a 50 year-old car accurate to that precision anyway?). Final Control for the evening is outside the town, followed by a motorcycle flanked parade into the centre of Bologna for the usual ramp reception. By the time we get through all this it is 1.30 am and we still have to get the car into Parc Fermé and get the complimentary bus to the Hotel. Luckily we meet my wife, who has had the forethought to buy and uncork a nice bottle of Red which we demolish in Parc Fermé!

The start in the morning is at 7.30 am so it's a short night's sleep. It's a 13-hour day so, although the specified speeds aren't terribly high, the combination of crowds, small towns with tight streets, and older cars with steering boxes and drum brakes still provide quite a busy challenge as you pass through the beautiful countryside on the way to Rome. We have fitted an thermostatically controlled electric fan which gets plenty of use. The battery doesn't seem to be getting enough charge which is causing more of a concern. By the time we arrive at the Final Control in Rome's Olympic Stadium we are using sidelights (and only when necessary) as we are worried that there won't even be enough power to allow us push start the car. Our only tactic is to keep driving slowly round and round the perimeter of the large car park holding area so that the car doesn't get hot enough for the fan to cut in until we are allowed to leave. Unfortunately, another parade into city centre is planned (which will involve crawling along between barriers holding back crowds so the fan is bound to working overtime).

On the way in we get not one puncture, but two, which are pointed out by bystanders every few feet so we end up pushing it over the final few metres to the ramp. A quick decision is taken to leave repairs until we are a little fresher in the morning as it is already 10.30 pm and none of us have had a chance to eat. Luckily, the Hotel is not far away and they are very accommodating of thirsty travellers. They also have a handy courtyard for fettling the machine.

We have cause to regret our decision to postpone the attempted repair at 6.00 am when we wake to heavy rain (this isn't supposed to be part of rallying in Italy in an open top car in May). Our crew are already on the job and we have swapped batteries with my wife's hire car. They had to repair the tyre with one of the emergency can repairers as there is

nowhere open to mend it properly. As an ex-navigator I decide my most useful contribution is to walk to the Start ramp and retrace my steps back through the one-way system which means we just make the start without dropping time but neither Ciaran nor I get breakfast and we're wet through before starting out on the longest leg. Three hours later, a roadside pizzeria allows us the opportunity to change the wet stuff and grab a bite to keep us going. Back in Rome, the wives are getting grief from the Hotel owner who explains that it is highly illegal to leave a locked rental car ticking over in the Hotel courtyard for 4 hours (we weren't brave or stupid enough to leave them with a flat battery). This battery is also discharging so we are very careful not to use anything and disconnect the indicators for luck. What is supposed to be a leisurely hour's break in Buonconvento for lunch sees us run straight through, without leaving the car at all, to stay within time. As the light starts to fade we are focused on the amp meter all the time. The Fiorano test track at the Ferrari factory is done without any lights at all and we have taken to tucking in behind other road users and only switching on side



lights when there is traffic approaching. This is working fine until we come up behind a Guardia Civil (Police Car) and I don't dare push my luck. A few miles of this is not helping our time schedule and when he gestures for me to pull alongside him I fear we may be in trouble. Not a bit - Avanti ... Go!! He holds the other traffic back to allow us a clear run with NO lights ... brilliant the way Italians love

their motorsport!

Next control is in Parma and due to heavy spectator traffic our service crew and the rental car's now freshly charged battery are a long way behind and it will be difficult to reach us before the end of the event. As we leave the control the ominous wisps of steam from the radiator tell us we need to stop. Luckily, there is a handy café where the owners ply us with coffee and snacks while we wait for the car to cool sufficiently to allow us to put water in ...very civilised! The 'odd couple' are very concerned that we may have damaged the head gasket but I have their coffees waiting and remind them it's a TR ... the engine was derived from a tractor so it's virtually indestructible. My theory proves to be correct. We fire up with no ill effects and get back to work.

At last, we arrive back in the outskirts of Brescia and the relief of road lighting. The last few miles are a bit nerve wracking as the ammeter now reads empty and we are concerned when we are held at controls on the way. Another parade at slow speed is on the agenda back to the finish ramp and half the town is closed off. We decide to skip this as we have already visited the final control and manage to make our way through back streets to get back to the showgrounds. The entire team makes it back to reunite (and swap batteries back) and we have now been going for about 20 hrs so it's been a 'hard day's night'. On our way back to the Hotel we spot a

late night pizzeria that's still open for business ... a surprise at 3.00 am. As we wait for our order the parade of Ladies of the Night, Transvestites and others is a fittingly "exotic" finale to our experience ... we have arrived unknowingly in the Red Light district and it's like a floor show going on all around us!! 3.00 am is probably rush hour here!

This event really is different! For regular entrants of really competitive events like the Winter Trial or Rally of the Tests it would be a total shock. I have always admired the competitors on these events in the Vintagents class but I regard them as total supermen now. Many of the cars on the more competitive events are prepared at huge cost and handle superbly having tyres and suspension to a high standard. This event is more a celebration of these rare and unusual, beautiful cars by using them in a competitive way rather than just putting them on display in a museum. I never saw or considered the results as I felt it would be unlikely that I would make the top 200! The cars have a co-efficient to compensate the older cars handsomely and it is always won by something of the earlier

era (usually with an Italian crew). The penalties are arranged so that the car with the maximum amount wins and with the co-efficient being a multiplier and penalties to the hundredth it is a totally unique experience. The event has many sponsors who are delighted to be associated with it and pay heavily for the honour (at the prize giving the Chopard watch company announced that they had now completed 20 years of support ... and he was pleased to now confirm his sponsorship for a further 20!!). The car companies like Jaguar and Mercedes Benz also put huge effort into being associated with it, using their most valuable cars and star drivers. Any event that is oversubscribed by a factor of four and with 4 million spectators actually on the route must be doing something right. The organisation is a huge operation run on very business-like lines and extremely efficiently. It probably adds value to the car if it was one which you intended to sell afterwards but really, it's Italian, it's unique and a really unusual rally to compete on.

Tom 

In days of yore, I was the Registrar for the Hella/ECCO Championship - a nine round night navigation series based mostly in Leinster. In 1988/1989 my enthusiasm got the better of me and I put together an end-of-season review. I came across it recently and it struck me that some of the "names" might be familiar to you so I have included some extracts to fill up a bit of space. The technology was pretty basic way back then and, as you can see, the photos didn't photocopy too well!

ALMC Try-Out Rally, 28th January 1989

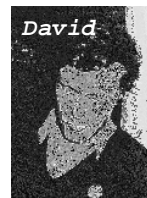
Despite their alternator packing up for the last few time points Ronnie Hawe and George Hamilton ran out comfortable victors. The event was the sixth round of both ECCO and National Championships and from the start at the Nuremore Hotel in Carrickmacross brought competitors around a vaguely "figure of eight" route relative to the town.

At the petrol halt Hawe/Hamilton in the Kerry-Lee Sunbeam were joint leaders with Kevin O'Rourke and Rory Dooley in the O'Rourke Joinery RS 2000 on one. There were a number of crews



not far behind, including David Yeates and Shell Gemini Lada Riva, and Winston Whyte their RS 2000. So the scene was set for a half. It certainly turned out to be exciting who didn't just drop the odd minute. It than that, i.e. getting lost! Between TP18 unmarked road proved to be a much more at- to the intended route down a mucky white.

sexford must have been highly amused at the antics of frantic rally crews trying to regain their bearings. Hawe/Hamilton took the correct slot and, although they had to use "dips" to conserve their battery in the latter stages, they were unchallenged thereafter. Poor Whyte/Nairn got it right too, but the RS 2000 bogged down on the approach to TP19 and they both had to push with the throttle jammed open to extricate themselves and they lost a lot of time.



Paul Phelan in the and Alan Nairn in nail-biting second ing for most crews was more fundamental and TP19 a very clean tractive alternative The residents of Es-

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SNIPPETS

The state of Larry Mooney's eyesight is causing some concern after he suggested that Eddie Peterson reminded him of that fella out of "Braveheart". We presume he meant Mel Gibson.

There was a nice surprise in the Club trailer after the ICR. TDC is now the proud possessor of two wheels fitted with new snow tyres, two spotlight covers, two mudflaps and a battery. This anonymous munificence is hereby acknowl- edged.

CORK M C WEST CORK CLASSIC RETRO AT CORK (ROUND 2 OF AUTOSTATION IRISH RETRO CHALLENGE):

- 1 Eamonn Byrne/Paul Phelan (Mini Cooper S) 101 marks,
- 2 Dermot Carnegie/Kevin Savage (Ford Escort) 187m,
- 3 Frank Lenehan/Anthony Preston (Datsun 100A) 213m,
- 4 Robert Bolton/Ian McCulloch (Wolseley Hornet) 243m,
- 5 Steve Griffin/Paddy McDonnell (Opel Kadett) 308m,
- 6 Trevor O'Callaghan/Eoin Longworth (Rover 600) 709m,
- 7 Geoff Long/Peter Murphy (Turner) 794m,
- 8 Ronnie Mitchell/Aaron Mitchell (Gilbern Invader) 886m,
- 9 Tim McKie/Gavin Millington (Rover 3500) 889m,
- 10 Craig O'Rourke/Diarmuid Murphy (Starlet) 1006m.

Class winners:

Robert Bolton/Ian McCulloch, Dermot Carnegie/Kevin Savage, Geoff Long/Peter Murphy, Trevor O'Callaghan/Eoin Longworth.

This was Billy Tobin's best event yet. A combination of great weather and appropriate challenges for the crews made for an excellent weekend. Another noteworthy feature, though I would have to say that this is a perennial Cork MC attribute, was the massed band of marshals who all fulfilled their duties to good effect. Some are, of course, better than others and my vote for the most efficient marshalling team went to Claire and Claire O'Mahony. I nominate her on the double because, despite being on her own, she was more efficient than the majority of two-man units.



Claire, MI Steward, Michael Daly, Billy, Dick O'Brien

Being men of leisure, Rob and I moseyed down on Friday and were the only ones to arrive in time to be scrutineered by not just Robert, camper van, Corrigan but also his apprentice, Kieran



Coleman. Kieran's motorsport involvement has been, until recently, courtesy of his



son's karting exploits. These have been suspended for academic reasons, so Kieran felt that scrutineering would allow him to maintain his interest.

The rumours of a poor entry proved to be well founded unfortunately, and only ten cars took part – a poor reward for all of Billy's hard work. The cancelling of an event because of lack of interest is a bit of a Catch 22 situation. Almost all of the preparation has been done by the time it becomes apparent that the number of entries is small. A way of gauging the level of interest might be to ask prospective competitors to put down a non-refundable deposit of, say, €100/€150 two months in advance. If the response is sufficiently encouraging the event goes ahead – if not, it is cancelled.

A few more bodies did appear

Cork Retro

15th/16th May

later on: Dermot Carnegie & Kevin Savage, Geoff Long & Peter Murphy (separately) and Tim McKie & Gavin Millington. It was the last crew's debut together in this type of event. They had won the NI Navigation Championship a number of times many years ago. Their cars then were an Imp, a Dolomite Sprint and a 205GTi so, despite a rather sedate looking Rover P6 3500 they could not be discounted.

Having been welcomed by Billy, Noel Devlin and a sartorially resplendent Deirdre Gallagher (she had been at a funeral), some



Noel



Kevin



Ian

plotting was done before the select few enjoyed a leisurely night-cap.



On Saturday morning the other six arrived: Aaron Mitchell finished work in Belfast at 1:30 am. He and Ronnie hit the road at 2:30.

Similarly discommoded somnambulistically was Craig O'Rourke who had been up 'til the small hours at the Official Opening of the Aviva (Lansdowne Rd) Stadium. He and Diarmuid Murphy hadn't been able to do the TDC Retro so were looking forward to their outing.



The Frank Lenehan two-car piggy-back express made it down in some sort of record time. Eamonn Byrne, who isn't the greatest passenger it has to be said, was conspicuous when

they arrived, thanks to his whiter than white knuckles. I think Anthony Preston and Paul Phelan were just disappointed that they hadn't had a longer snooze in the back of the Jeep.



Steve Griffin and Paddy McDonnell arrived separately as I presume did the only local man, Trevor O'Callaghan, and Eoin Longworth from Longford. The last two are big men who certainly needed the spacious accommodation afforded by Trevor's Ronda/Hondover



Accord/600. They were handicapped from the off by a non-functioning Brantz so Eoin concentrated on getting the route right, though he did avail of the odometer (not a huge amount of use vis-à-vis regularity speeds). This tactic yielded dividends in that they ended up sixth. Incidentally, I said above that Eoin is big. Indeed he is, but he is actually one and a half stone less big than the last time he was out and looking a lot healthier.

The event itself proved reasonably predictable. Felix was in top form and apart from forgetting to make a timing adjustment on Sunday morning to allow for the Brantz being slightly "out", he didn't put a foot wrong. Neither, of course, did Eamonn.



Felix and Frank Lenehan, both looking pensive

Dermot & Kevin had a steady run. Dermot was grateful for his power steering on Saturday night when the route required lots of arm twirling. Kevin had some good fortune on the plot-and-bash section when a WA was not documented by the marshal. Ian McCulloch, and others possibly, also benefited from his generosity. I thought the instructions for this bit were unnecessarily abstruse but Felix said that they were the norm on navigation events these days. As Diarmuid



O'Donovan, who set this element, is a current exponent it didn't come as a surprise to Felix. Incidentally, the night section (apart from the above gripe) was superb, I thought.

The route had no car breaking bits and the timing was such as to keep it interesting without being suicidal. Anyway, back to Dermot.



Dermot won the prize for the most dust

He is becoming increasingly more comfortable with the Escort, though he occasionally seems to have difficulty finding reverse.

Anthony Preston had a WA which was noted by the marshal about



two thirds of the way through. This was essentially the difference between second and third. Frank Lenehan had a ding-dong battle on the tests with Dermot and

Steve Griffin which gave them all an interest right until the end. I spotted money changing hands between Frank and Dermot on Sunday morning and wondered if it was bribery or gambling. Disappointingly, it was just Frank settling up with Dermot for some tyres!

The WA gift didn't make any

difference to Robert Bolton and Ian McCulloch as they finished more than fifty marks ahead of Steve and Paddy McDonnell. Ian "enjoyed" a new experience on Saturday night when he suffered "mal-de-navi" for the first time. He has felt queasy very occasionally in what is now over thirty years on the maps but never before has there been any substance to his discomfort. The consensus was that the leisurely dinner service in the Maritime Hotel in Bantry had resulted in the digestion process being delayed. This, combined with a very choppy route for the first few time points, led to the perturbation. They completed the route and enjoyed the rest of the event despite the hardship of knowing that they would have at least 50 penalties before they started, thanks to being in the same class as Eamonn.

Steve and Paddy McDonnell were next. Paddy took a while to "get into the groove". By the time he did get his act together he and Steve had fallen too far behind to be a threat.

As previously mentioned, Trevor



and Eoin were sixth. They were followed by Geoff Long and Peter Murphy who had an

unspectacular run until Sunday lunch-time when the Turner broke a half-shaft.



As this is an Austin A40 item its robustness is questionable so Geoff always carries a spare. By the time the diff was taken apart to remove the bits it was all over so lots of penalties accrued. Having been very self-critical of his performance on the TDC Retro (with Andy Hennessy), Geoff was sufficiently impressed on this occasion



Aaron phones home or is it "Childline"?

to suggest that there is hope for Peter yet.

Ronnie and Aaron Mitchell had their own private test battle as they alternated seats for this element.

They always accompany each other on the tests, though I think Ronnie sometimes regrets this practice, given Aaron's youthful exuberance. At one stage he was asking for volunteers to take his place – "Would you sit with him?" I only saw Ronnie under the car once (at the start) attending to the exhaust which seems to be perpetually distressed. The smoothness of the route was such that no further attention was required, so he didn't need to employ the nice new trolley jack / axle stand kit he had acquired on eBay.

Tim McKie and Gavin Millington are both engineers, so function would come to them more naturally than style. The Rover bore this out with its interesting piebald paintwork. What



paint there was had patinated nicely so as to complement better the vinyl



roof. Despite or, more probably, because of, their backgrounds, a damper mount had the temerity to fail on Saturday afternoon. They were able to cobble together a repair but felt that it would be prudent to sit out the night section. This tactic had quite an impact on their finishing position! They were sufficiently impressed, though, to express an interest in returning next year.

Bringing up the rear was the least experienced crew of Craig O'Rourke &



Craig

Diarmuid Murphy. Their highlight was being first away from the Commons Hotel on



Diarmuid

Sunday evening! Diarmuid went wrong early on Saturday night and was OTL (just) subsequently. He made the decision to try to complete the specified route for the experience. Only one TP had "gone home" so, despite amassing lots of penalties, he must have done OK. Otherwise, he and Craig were happy with how things had gone.

Having made some complimentary comments at the start I will finish



Deirdre Gallagher waiting for time cards in Rosscarbery

similarly. In many events recently, the penalties I reckon I have incurred have not tallied with those generated by the results service. Such have been the discrepancies that I have tended not to even bother trying to get them changed. However, on the TDC event, and this one, the results have been great. Here, Noel Devlin seemed to have a results sheet for each time card almost before you had handed it in (one of the positive consequences of a small number of entrants). The small entry certainly provided variety. No



Eamonn with the spoils of victory

two cars were the same. Let's hope there will be a "next year".

I have a few postscripts:

- When Steve Griffin arrived for documentation, Billy half suggested it was closed – until Steve said he had money.



Mention of Steve reminds me to bring to your attention his shirt of many col-

ours (remnants?). Might his second name be Joseph?

- Apropos Dermot's driver's door damage incurred on the TDC Retro, Kevin reckoned that it reflected unfavourably on Dermot's driving prowess – not the dunt itself but its positioning - it should have been on the navigator's side. Dermot's excuse was that he thought he was driving the Alfa.

- When Eamonn arrived he wondered what number he was running. He couldn't remember whether, or not, he had won it last year - such is the blaseness of continuing success. Anthony wondered when Eamonn hadn't won it?

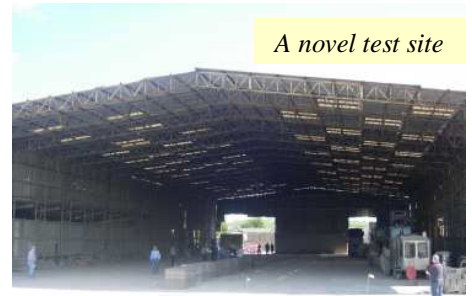
- After the bit of trickery on the navigation section, Kevin recounted a tale of an event in the North of England in which the references were supplied using the numbers from the sheep counting system (akin to Roman numerals, universal). Now that sounds really arcane – indeed, given the involvement of sheep, it might have had more sinister ramifications!

- Even though Joe Doran was otherwise occupied for most of the weekend, he (and Colette) just couldn't stay away.



Miscellaneous Trivia

A novel test site

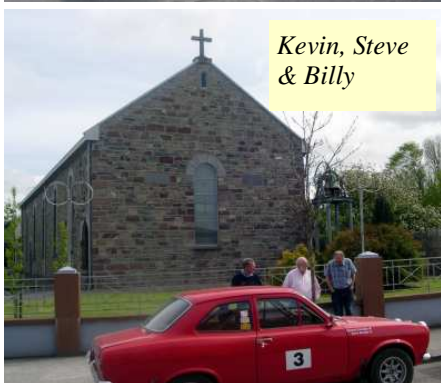


Sophisticated mod to minimise discomfort in Felix's shoulder arising from Eamonn's aggressive driving style

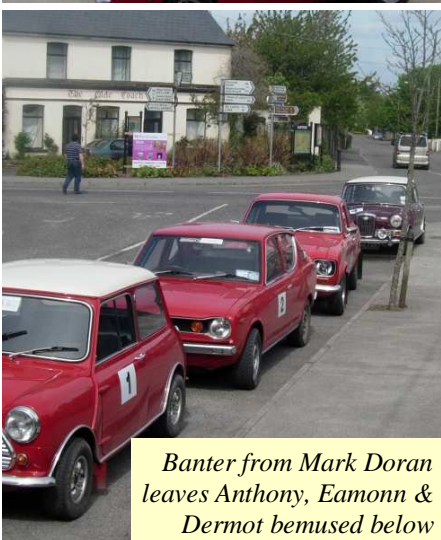


Dermot's fancy new jack

Beautiful Banteer



Kevin, Steve & Billy



Banter from Mark Doran leaves Anthony, Eamonn & Dermot bemused below



Gavin enjoying his sunny Sunday in West Cork



Observing the "walking" ritual



Bantry looking good



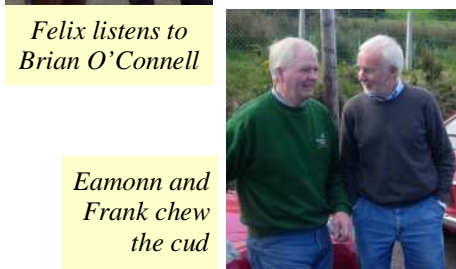
Gavin & Tim get disappointing seats for the Monaco GP



The cowboys leave their mark



Looks like an interesting explanation Kevin is giving to Rob



Felix listens to Brian O'Connell

Eamonn and Frank chew the cud

A Mélange of Marshals



John Quill, Dick O'Brien, Dick O'Rourke



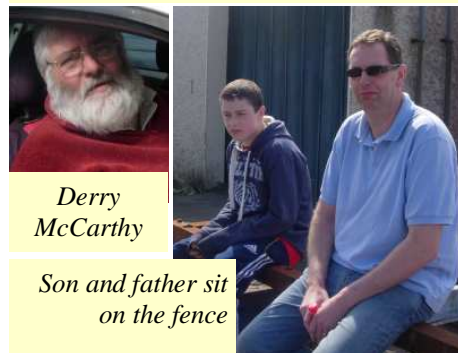
Paul Sheehan, Bryan McCarthy, Tadhg O'Sullivan



Brendan & Edel Fahy, Brian O'Connell



Rachel Anderson, Mark Doran, Michael Daly



Derry McCarthy

Son and father sit on the fence



Laurence Hartigan points the finger

Nigel Coulter with son & heir

MEMBERS' MOTORS

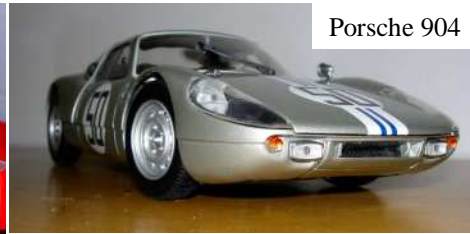
Tim's Toys



This is the sight that hits you when you first enter Tim's grotto/den. The display is in, more or less, chronological order from the 1929 Alfa 2300 Spyder, bottom of cabinet on left, to the Porsche Boxster, top right, of the early 2000s.



Alfa 8C



Porsche 904



Shelby Cobra



Porsche 910



Ferrari 312P



Porsches 303/3 and 917



Ford GT40



Porsche 906 Carrera Streamliner



Ferrari 330 P4s



Ferraris - Enzo and F50s X 2



These are VERY old Dinkys - the little guy (MG R) is the first model offered for sale by the company



Alpine set of Healey 3000, Mini & Cortina

TDC Turbine

Tim's Toys



No collection would be complete without a Mini or two

Auto-Union Typ C



Tim doesn't just buy "off the shelf"



Neither does he just "do" cars

MEMBERS' MOTORS continued



In deference to FF



Alfa 33

Faulkner's Folly



Midget Made in N.I.



Boxed Rally Cars



I thought I'd seen everything. Then I spied this chest of drawers - on the right are the contents of just two and half of the drawers



This BMW 2002 Tii is special because Tim's dad, Dermot, competed in three of them (and a 1602)

The Maserati 250F is Tim's favourite



Thanks, Tim

Nevertheless, they finished in third place which is their best result for quite a while.

Despite falling for the TP18/TP19 trap Yeates/Phelan salvaged second place to keep their National Championship hopes alive. On their unintended route to TP19 they passed through TP20 - fortunately for them it was unmanned. When asked why he did this Paul said he hadn't plotted it at this stage. (There were three short sections of plot-and-bash of which this was one). Even more fortunate were Robert Bolton and Ian McCulloch, back in the Peugeot again. They were running directly behind Yeates/Phelan and as Ian hadn't a clue where he was, they followed blindly and were delighted to arrive duly at TP19. They had lost six minutes in the first half with a puncture incurred after taking to the ditch to avoid an oncoming tractor. It was equipped with the customary 1W headlamps making its approach very easy to spot! They were surprised to finish as high as fourth after their two hiccoughs.

One of the main features of the night was the high attrition rate. It certainly wasn't due to the weather conditions which were ideal. Maybe it was the longer than usual route of 100 miles, or more probably the less than motorway quality of the road surfaces in Co. Monaghan! Amongst the retirements was the course-car piloted by Stan Gibson with C-o-C, Vincent Fagan, on the maps. Unfortunately, the map did not have a large boulder indicated on a mucky "white" at the beginning of the second half marked and it duly demolished the offside front suspension.

Peter and Joan Murphy were lucky to finish third in class. Peter Murphy put the Sunbeam off between TP13 and Control B for about five minutes, but then they couldn't find TP14 as Joan was using an old edition map. They had transferred some details from the up-to-date edition at the start but TP14 was on one of the plot-and-bash sections and they hadn't catered for it. This inauspicious start to the second half necessitated copious skipping which was responsible for most of their high total.

Kevin O'Rourke and Rory Dooley were eighth in the O'Rourke Joinery RS 2000. Although level with Hawe/Hamilton at petrol, they fell away thereafter between TP14 and TP15 and confusion between TP18 and TP19. Frozen Foods/Embankment Industries Samba of Philip Armstrong Frank managed to get lost twice, once like everybody else and TP19 and again between TP13, where they were down only he juxtaposed two crossroads relative to their position on cleverest move of the night was to hand back the route card bash section to the marshal at TP1. When he later realised wait for O'Rourke/Dooley running behind them to catch up, to formation!



Philip

ter with a puncture between Twelfth was the Annek and Frank Hussey. (nearly) between TP18 two, and Control B when the road. However, his for the first plot-and-his error they had to glean the relevant in-

Stan Gibson and Vincent Fagan

Stan is a motor mechanic who first worked for PMPA and then Belgard Motors. He has recently struck out on his own and

is operating from a surprisingly spacious lock-up garage in Walkinstown. Stan is a very talented driver who works miracles with his under-powered Escort 1300. He became interested in motorsport through neighbour, Michael Herbert, a leading light in ALMC. As well as navigation rallies, he has competed in the occasional quarry-cross. His main ambition is to get a decent navigator!

Vincent has recently set up VF Engineering, which serves the printing industry. Michael Herbert was also responsible for inflicting Vincent on the sport! He is totally devoted to navigation rallying, so much so that he has competed in a couple of those masochistic events they organise in N.I. At one time he did have aspirations to be a dirty old man, but he failed the oral! He does not appreciate Stan's opinion of his navigational expertise - he doesn't reckon many navigators would put up with having to pull the car out of the ditch as frequently as Vincent does! In fact, his main ambition is to actually remain in the passenger seat of the car for an entire event!



Peter Murphy

Really a navigator rather than a driver. Age? - let's say he was a War Baby! (Who said Which War?). He is a Technical Services Manager in the Gas business. Joined ALMC in 1969 and attended the Navigation lectures which were given by a certain Mr. Paul Phelan! Couldn't afford to compete at that time (and still can't) and marshalled on events for many years.



Rory Dooley and Kevin O'Rourke



Kevin is 26 and hails from Ballymore Eustace. His main ambition in rallying is to have a good laugh (he certainly gets that by having Rory sit with him. He doesn't have much time to pursue other interests (except women - or, at least, one in particular).

Rory is 25 and comes from S.C. Road. He is the youngest of four children, one of whom is regular ECCO navigator, Terry. Rory's past successes include several class awards on stage and navigation events. Rory's other interests include swimming and golf. He won a number of swimming medals while at school and subsequently. In golf he has won a packet of three golf balls! Rory's immediate ambition is to win an ECCO event out-