

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com

October 2009

Chairman's Chatterings



Damien Phillips makes the front page this issue for two reasons.
More importantly, he was the first (only!) person to submit the correct answer to the Turbine Teaser.
Secondly, he is dominating The Beginners' Autotest Championship.
I trust he won't succumb to Jenson Buttonitis.

Mention of beginners reminds me of the next round of their championship in Mondello on Saturday, 31st October. I hesitate to say the last round as Piers MacFheorais no doubt has plans to somehow squeeze in another half-dozen events before the end of the year!



The Howard Wilde Memorial Autotest also in Mondello on Saturday, 21st November is the club's Hewison round.
Please support this event in your droves whether by competing, helping or just coming along to admire.

Mention of support reminds me to exhort all of you, when not competing yourself, to offer your services as a marshal or in some other capacity.

It is not fair to expect the "old reliables" to turn up for duty on every event.

Let's all do our fair share.

There seems to be more of a "buzz" about the club this year so it has been decided to revive what used to be the traditional Table Quiz to follow the formalities of the AGM. This will take place in the Abberley Cort Hotel, Tallaght on Thursday, 3rd December at 8:30 pm after the business meeting which will begin at 8:00 pm. See you all there.

Joe



News



In the motor supplement of the Irish Times in September there was a feature on the Dunboyne motor races. Eddie Fitzgerald (edfitzg@gofree.indigo.ie) has brought out a book on the subject. This is one of the photos which was used in the piece. It is of John Bekaert in his Lister Jaguar in 1959. What makes it interesting for us though, is that the boy in the Marian blazer is your Club's esteemed Honorary Secretary, Paul Phelan. It is hard to think that he was ever that young! The man beside him is his dad, at whose door it seems must lie much of the responsibility for Felix's lifelong obsession with motorsport. The pub behind, Brady's, was where David Yeates and Frank O'Donoghue's dads did a fair bit of "socialising".

Mention of the same David Yeates and Frank O'Donoghue brings to mind the story of David & Kitty's surprise when they returned from their honeymoon. Having settled down for the first night in their new home they were rather disconcerted to hear sounds from under the bed where Frank and his friend, Pat Fay, had hidden themselves. The surprise was completed when Pat Fay's girlfriend rode out of the built-in wardrobe on a child's tricycle.

For those of you who aren't aware, Frank O'Donoghue was a notable navigator of note in days of yore and, indeed, still competes occasionally with his son(s). I fear, though, that he is losing his touch as he managed to miss the M50 turn-off when making his way to Joe Reynolds's place on the Sunday morning of the IMRC Retro.



Vincent Fagan is pictured here with Adrian Hetherington in the Lurgan Park Rally at the beginning of August. He bid €500 for the seat at an auction in aid of the Paul Gallagher fund. They finished up 32nd. The top three were the rather more illustrious Kenny McKinstry (Subaru Impreza), Eugene Donnelly (Skoda Fabia) and Derek McGarrity (Subaru Impreza).

Such is the enthusiasm for the beginners' championship this year – the novices seem to be just as keen as the beginners – that Piers MacFheorais hijacked a Carlow event, which was in danger of being abandoned, in the middle of August to help satisfy their needs. Then he and Timmy Faulkner took on a new date at the end of August in Mondello. There are details of the latter further on.

In the IVVCC Spring Rally, Clive Evans won Category 2 in his 1954 Jaguar Mk VII. Category 3 was won by the 1964 Aston Martin DB5 of Wendy O'Donoghue.

Apparently, I did David Fagan an injustice in the last issue. He did sufficiently well in his primary degree to attract funding for his "Masters" and so will not be a drain on Vincent's resources for the foreseeable future.



Frank Hussey has recently become the proud owner of a Mercedes Benz 320SL Roadster not too dissimilar to this one. He describes it as his pulling car but I had a look at the back and could see no sign of a tow-bar.

Despite the evidence from the photograph, Tim Faulkner's last nose job did not turn out to be as successful as had been hoped.



Further reaming/excavation is apparently required. We will keep you posted, photographically and otherwise.

Having foregone the European Rallycross scene this season, Derek Tohill has acquired a left-hand drive Peugeot 106 Stop Hatch in which he will tackle UK and Irish events so as to hone his skills for a serious assault on Europe next year.



Ronnie Griffin had to scrounge a lift which delivered him to the last committee meeting looking very relaxed. He had had a very busy few days and when he arrived home at lunchtime he had indulged in a bath and a magnum of wine to help him recover – hence the need for the lift.

Tom Callanan's Tour Britannia did not go as successfully as his Tour Auto. The engine in his Vauxhall Viva expired on the first pair of special stages at the Porsche Experience Centre at Silverstone. Another Irish presence on the event was Bryan Brophy whose Hillman Imp suffered clutch failure as the car arrived for scrutineering. Nonetheless, they did manage to make

the finish of the event which was won by Nick Whale and his son Harry in a Porsche 911RS.

Chris Grimes was beaten by just 0.1 s by Steven Ferguson in the Northern Ireland Autotest finale in Cookstown in mid September. Brother, Peter, was third. He had already secured the Championship for an amazing fifth time. The other southerners to feature were David Thompson (Nova) and Guy Foster (Mini).

I have yet to acknowledge it, but at this stage I feel it is appropriate to mention the unfortunate who types all of this drive, i.e. my long suffering wife, Val.

Owen Whelan has gone back to study and so can be described as a mature dependent student. He was seen consulting Frank Hussey at the IMRC Retro as to whether his status might have positive tax implications for his sponsor, Ciara.



Gabriel Konig's Bewley House, where JJ Farrell's Multi Venue Autotest was based, was the subject of an article in the Irish Times magazine (Jane Powers' garden piece) at the end of August, thanks not to its car museum but its fabulous walled garden. Do go and smell the flowers.



Michael Jackson's lovely 1928 Lancia Lambda Series VIII made the cover of the summer edition of the IVVCC Journal, thanks to his win in the Gordon Bennett Rally on which he was guided to victory by son, Richard. Tom Farrell also had a feature on the same car. TDC

friends John Wilkinson and Glyn Walker are married to Jeanne and Paula Norman respectively. Their dad, Grattan, was a Lancia fanatic who bought the car in 1936 for £55.00 before selling it in 1966. Michael Jackson acquired it in 1993. The photo is courtesy of the Summer issue of the IVVCC journal.



Philip & Myles O'Reilly are seen here at Mondello with the AXA minibus. The photo is courtesy of the Summer issue of the IVVCC journal.

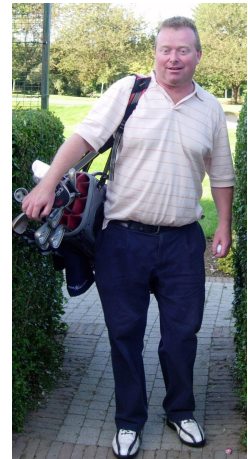


Trish Denning's dad, Pat, had his lovely 1936 Mercedes Benz 298A at the Picnic in the Park. It won the award for "Best Pre-1950 car". The photo is courtesy of the Spring issue of the IVVCC journal.



Richard Pain just happened to drop by at the finish of the IMRC Retro in the Beacon Court Hotel. The fact that he had just guided Richard Jackson to victory in the Wolseley Car Club event which had overlapped with the IMRC one was apparently incidental. They had done the rally/run in Richard's dad's, Michael's, relatively recently acquired AC Aceca – rather more exotic than

Richard's Dolomite! Michael and his wife, Mary, were also out on this event and placed well in the Lancia Lambda mentioned above.



Trevor Hamilton was best of the visitors at the Sandford Park OBU Golf Outing in Foxrock at the beginning of September. He had an impressive 41 points off 15.

Roger Wilson in his Mini is a regular competitor to our Multi-Venue autotests. In September he managed to persuade Frank Lenehan, Piers MacFheorais & Trish Denning to head north to Lisburn for The Jimmy Peak Memorial Autotest. As ever, Trish supplied me with details through the ether.



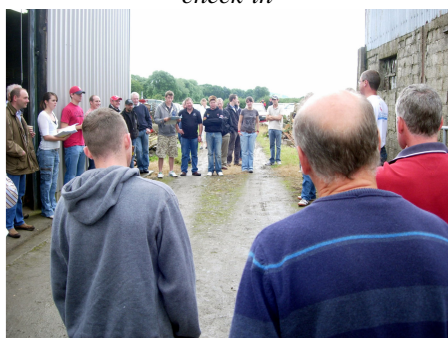
We were given a very warm welcome by the newly formed Peak Performance Motor Club. It was a great event and very well organised. We had no navigational problems as James Wilson kindly guided us around to all the different locations. Frank was his usual fast, consistent self and had the red Starlet firing on all cylinders, finishing a very creditable 2nd overall. He even received a mug, along with a trophy, for his efforts. There were 13 tests in total. I particularly enjoyed the loose surface ones. There was lots of friendly banter and rivalry between James Wilson, the eventual overall winner in a Mini, Frank, Piers (Starlets), Roger Gordon and Gareth Dillon who were both suitably mounted in Mazda MX5s aka HairDressers Porsches (their words not mine !). The debate is still ongoing as to whether FWD or RWD is the fastest way round pylons on the loose. Piers eventually succumbed to the HDPs but

Declan's Multi-Venue Autotest 23rd August

"TDC time" is a concept which seems to be slowly but surely disappearing and the vast majority gathered at the appointed time in the Burgage.



Paul Phelan and Martin Prendergast at check-in



Briefing



Eamonn Byrne's Mini at the head of the queue for Test 1 – it stayed thus for the rest of the day.

Declan was his usual democratic self so everything ran smoothly. The only hiccup involved the tyres on Steve Griffin's Kadett.



Ronnie Griffin had been loaned the car. The tyres did not comply with the regs and although the issue was not a straightforward black and white one, the Rocket was not included in the final results. He did seem to enjoy himself though as, it seems, did most everyone else. The weather was not as inclement as the forecast had suggested it might be. Nonetheless, the test venues were pretty soggy, slimy and slippery. Also they were not as open as those in JJ's event. (Are they tighter in West Wicklow than in Meath? I'm glad there aren't any of these events in Cavan).



As a result I was somewhat intimidated and felt my ineptitude might be punished with more than time/line/pylon penalties if I got too enthusiastic. Rob, who was double driving with me, wasn't so inhibited and humiliated me by finishing four places ahead of me.

Apart from the inferences gleaned from the results, I don't really know how anybody else got on. I reckon Liam Cashman's second place is noteworthy.



You just take Eamonn's excellence for granted and, sure enough, he was fastest man of the day. I have a vague recollection of handicap awards on events like this. While derided by the purists, it represents the only hope that the likes of me has of obtaining an award. It also offers an opportunity for Felix to supplement his income, courtesy of the backhanders he pockets in exchange for a favourable handicap.

Declan had given us all starting numbers. I don't know what the protocol nowadays is regarding these – nor the etiquette when queuing for tests. On this event it seemed to be that if a gap existed it was there to be filled, irrespective of number or time of arrival. Clive Peterson seemed to be puzzled by this latter tactic so I presume it is a recent phenomenon. Would it not be more civilised if a greater sense of decorum prevailed?

In the same sort of vein, I have to report that Vice Chairman Ronnie Griffin and Chairman Joe Doran were spied indulging in cowboy behaviour in the vicinity of Test 11.

I was slighted very hurtfully twice during the day. I was in conversation with Joe Doran and in my self-deprecating way was commenting on how poorly I was performing. Joe very kindly suggested "don't do yourself down, I'll do that". My other affront was reported to me second-hand. Somebody had said that it was a pity that I wasn't as quick with my car as I was with my camera.



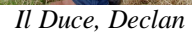
John Farrell didn't sit in with JJ during any of the tests. He intimated that it was much safer out of the car.



Eoin Longworth was looking to borrow a pen. You would think that having attended the Navigation lessons he would have been better prepared – come to think of it, neither Vincent nor I specifically mentioned that navigators should have a pen about their person at all times.



THE CHILDREN'S MEDICAL
& RESEARCH FOUNDATION
OUR LADY'S CHILDREN'S HOSPITAL, CUMMINS
www.cmrfl.org

[illegible]

A red Farmall tractor is parked on a green lawn. The tractor has a large rear wheel with a white rim and a smaller front wheel. The brand name 'FARMALL' is visible on the side of the engine compartment. In the background, there is a large house with a dark roof and a chimney, surrounded by trees and a fence.

6



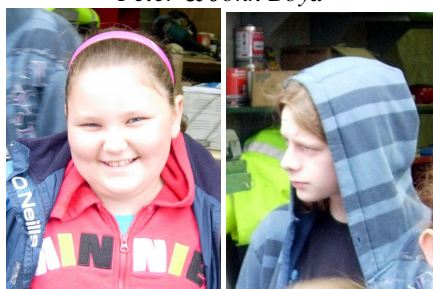
Nicholas & Colin Dwyer



Martin & Mark Nugent



Peter & John Boyd



*Michael Kehoe's niece & nephew,
Sharon & Eoin*



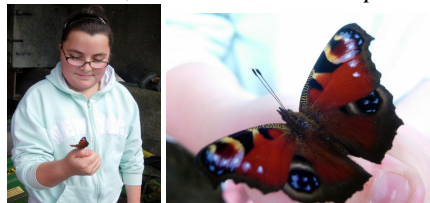
*Richard Pain adjusts the pressure in his
Dolly*



Steven Bolton & Trevor Athey



Bonnie, Eve & Damien Phillips



Kate Phillips and friend



Anne Doran, looking rural



*James Doran, John McAssey & Bill
White*



*Jack Cunningham and John Farrell
reminisce*



*Craig O'Rourke watches while Ted
Gaffney points the finger at Mark Doran*



*Owen Whelan looks happy (this was at
the start) while Simon Echlin looks on
helplessly as Frank Lenehan ~~gives out~~
offers advice to Daniel Byrne*



*Andrew O'Donohoe and Joe Doran try
to ignore Peter Lynch as he attempts to
negotiate a double-drive*



JJ Farrell recces the field



Dermot Carnegie and his guide, Mark FitzSimons



James Wilson spurs Timmy Faulkner, Joe Doran and Peter Lynch into action



Nutts and Bolts



Ben Deithrick, Anthony O'Neill and Eoin O'Curry enjoy the sunshine



Ciaran Freeney



Colm Mullins



John Maher's Starlet suffered a minor injury



Craig O'Rourke's modest backyard



*Stephen Love and, on the maps again,
Adrienne Peterson*



Dermot Carnegie was the first back to the Burgage with a clean car



Zoe Byrne enjoys her alternative to the barbecue fare



Trish Denning heads for home

TDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTD

Beginners' Autotest

30th August

This Mondello event was not blessed with the best of weather – on the bright side, dust wasn't a problem! The same format as had been employed in July was used though the tests were a bit tighter. Eamonn King was roped in to do the administration as Felix decided to “have a go”.



Despite “keeping an eye” on Eamonn, he was fastest man of the day. Muti-tasking doesn’t seem to be a problem for Felix despite his gender.



He thought that slightly less demanding tests would have helped to build up the confidence of the beginners, though none of them seemed to be too daunted.



The Premier Award was won again by Damien Phillips who, as usual, had brought the family along for moral support.



Glenn Kilty beat Christopher Byrne. This was a bit of a diplomatic faux-pas as he was sharing Christopher's car!



I wonder will he be offered a double-drive next time? Like Damien, they had a few members of their fan club in attendance ... as did Alan Coyle whose

morale was boosted by Amanda and her son, Dylan.



Michael Fleming in a Starlet was a new face, to me anyway.



He was accompanied by his cousin who has to get a mention, if only for her name, Pixie. Her surname is a more mundane Porter.

Richard Jackson double drove with Richard Pain.



The latter was probably just trying to consolidate the former's place in the navigator's seat by beating him sufficiently comprehensively for him to abandon any aspirations he might have in the driving stakes.

Ciarán Freeney who marshals regularly was there to watch over his two sons,



Anthony and Aidan, in their Westfield. As you can see from the photos Anthony was at a distinct disadvantage given his lack of specialist footwear.

Both though were beaten by Trevor Athey in the novice sportscar class.



Mark Doran brought along his Mk1 Escort for another dose of abuse.

Best in the Novice class was the Mini of Guy Foster, who had his dad, Trevor, along for moral support.





Also Mini mounted, albeit in the beginners' class, was Rory Power whose improved performance must have been contributed to not just a fresh coat of paint on his car, but also his trailer.



Apropos the trailer, this was used many moons ago by his Uncle Terry to transport his Mini to an RAC Rally in the sixties, in which incidentally he won his class. Paddy is another uncle so he is definitely genetically predisposed.

Felix happened to overhear this trailer story and was, needless to say, able to cap it. He reckons that he and Alec Poole were the first to use a trailer to bring a car to an event in Ireland. It was

the Thomond Rally out of Limerick in October 1968 and Alec was using an ex-works Mini in the Irish National Championship to get in some driving practice for the forthcoming London-Sydney Marathon. I happened to mention this anecdote to Eddie Fitzgerald who thought that this Mini was sold on to Sue Sinclair. He thinks it may now be in the possession of Richie Holfeld.

Timmy Faulkner again cracked the whip as CoC aided and abetted by the ever-present Piers MacFheorais.



TRIALS DRIVERS' CLUB
BEGINNERS' AUTOTEST AT
MONDELLO PARK, CO KILDARE:

- 1 Damien Phillips (Starlet) 718.2s,
- 2 Glenn Kilty (Starlet) 740.0s,
- 3 Christopher Byrne (Starlet) 747.1s,
- 4 Rory Power (Mini) 825.5s,
- 5 Michael Fleming (Starlet) 842.9s.

Class winners:

Rory Power, Michael Fleming.

NOVICES:

- 1 Ger Lawlor (Starlet) 597.2s,
2 Piers MacFheorais (Starlet) 636.6s,
3 Trevor Athey (Striker) 659.7s,
4 Stefan Walsh (Starlet) 661.2s,
5 Patricia Denning (Starlet) 672.8s,
6 Mark Nugent (Starlet) 687.5s.

Class winners:

Trevor Athey, Stefan Walsh, Ger Lawlor.

EXPERTS:

- 1 Paul Phelan (Mini Special) 517.4s,
2 Paul Coyle (Mini Special) 529.4s,
3 Guy Foster (Mini) 558.0s,
4 Richard Pain (Nova) 584.9s,
5 Mark Doran (Escort) 695.5s.

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More pics



*Alan Coyle and Ger Lawlor in their
matching Munster Autotest
Championship polo shirts*



*Damien Doran consorts with the Boyd
paparazzi*



Trish Denning, John McAssey



Stefan Walsh looks for his keys



Hewison Autotests
5th/6th September

**CORK M C AUTOTEST AT VERNON
MOUNT, CORK (ROUND 1 OF
HEWISON TROPHY
CHAMPIONSHIP):**

- Class winners:

Novice awards:

MUNSTER C C AUTOTEST AT
VERNON MOUNT, CORK (ROUND 2
OF HEWISON TROPHY
CHAMPIONSHIP):

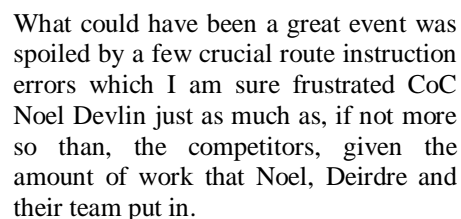
- 1 Eddie Peterson (Mini Special) 444.3s,
2 Steven Ferguson (Mini Special) 450.4s,
3 J J Farrell (Mini Special) 450.9s,
4 Eamonn Byrne (Mini) 452.1s,
5 Sam Johnston (Mini Special) 456.4s,
6 Paddy Power (Mini Moke) 456.9s,

Class winners:

Novice awards:

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

Eamonn Byrne and Paul Phelan overcame their lowly number two seeding to win comfortably the IMRC Retro on the weekend of 18/19/20 September.



One of the special tests on Sunday was also rougher than most of the competitors would have liked. I would have to say, though, that most people seemed to have a smile on their faces most of the time when I was around. The fine weather certainly had the majority in a good mood.

While it comes as no great surprise that Eamonn and Paul won, there was a rare lapse from Eamonn on Sunday afternoon when he attacked a tree on Frank Lenehan's driveway. Nobody managed to record the incident as it happened but you can see below the distressed (not too distressed, mind you) bush and bumper after the misdemeanour.



The second placed crew would certainly not have been predicted beforehand. Despite abusing his freshly rebuilt Escort in a few events before this one, Mark Doran pedalled his machine to great effect – (I occasionally wonder about Darwin's Theory of Evolution – sometimes children never become as competent as their parents, yet in other instances it is vice versa).



Sister Nikki, obviously smarting from being relieved of her seat with her dad, Joe, was in determined mood and realised enough of her potential to guide Mark to this fine result. Apart from an unscheduled forestry tour on Saturday night, Mark reckoned the girl done good.

The final podium position (had there been a podium) was claimed by Frank Lenehan & Anthony Preston.



Anthony was his customarily taciturn self when I enquired about how they had got on but reading between the lines, I suspect that he felt that they might have won had Frank driven more quickly and had had the Cherry a bit better prepared (it needed an alternator change on Friday night). I presume that Anthony performed in his usual effective fashion. They were in the most popular Class 5 and suffered, as did others in the class, at the hands of the on-fire Mark Doran.

Frank Fennell & Paul Bosdet, also in Class 5, were best of the rest. Frank has a fly-off handbrake in the Alfa Giulia. Like Father Dougall, he couldn't keep his finger off the button on Friday night. A piece of tubing from a Hoover was deployed to keep his itchy fingers out of harm's way for the rest of the weekend. Paul wondered if then the handbrake could be described as vacuum assisted.



Even with its vacuum assistance the handbrake struggled to be effective on some of the surfaces, e.g. Sturdy Products on Sunday. Paul also commented that he performed best on the sections which were subsequently

cancelled. The glitch at the start of the night navigation section resulted in his doing what was effectively an inadvertent recce for the first part of the route. He found it much easier second time around.

Lucy Whitford & Kathryn Millington were fifth in their lovely Cooper S. Lucy had done a couple of autotests recently and she certainly looked impressive around the pylons.



Her highlight was probably on Sunday morning when she matched Frank Lenehan's time in his own yard. I'm not sure whether it is her dad or husband, Stephen, who fettles the Mini. She did suggest though that for Stephen to get enthusiastic about something it must have four wheels and a steering wheel. Kathryn was her usual competent self.

There was more Doran infiltration into the top six. Joanna shepherded Owen Whelan competently and Owen made up for some recent disappointing test showings.



I'm not sure what her motive was, but Joanna was moved to remark that Owen drove impeccably.

Seventh were Joe Reynolds and Vincent Fagan.



Vincent obviously enjoys sitting with Joe as he went to great pains to tell me what a brilliant driver he is.

Steve Griffin & Alan Dorman, also in the class of death (5), made a couple of slips on Saturday's regularities but Steve retrieved the situation on both occasions – ca. two minutes each time – before they encountered the next ITC.



Murphy's Law usually intervenes when I make a mistake and there is an ITC around the next bend after the error.



Next was the mature (in years that is) pairing of Dermot Carnegie & Kevin Savage. It was Dermot's birthday (a popular Beatles song plus one) on the Saturday so to make it a more notable Saturday than usual his wife, Iris, daughter, Vicky, and granddaughters, Ava & Alanna, appeared at the lunch halt in the Coach House in Roundwood.



The day had already been made more memorable when the poor Guilietta suffered another indignity. A rear suspension link bracket snapped along

with a shock absorber bottom mount. Daniel Byrne came to the rescue and welded the car back into action, albeit with a mono-shock rear suspension. While Dermot conceded that this had caused the handling to change, he, rather cruelly I thought, opined "It's a pity we can't change you". His birthday was also marked at the supper halt at Germaine's in Baltinglass when Peter Boyd of Peespeed and his dad, John, procured a couple of balloons with which to decorate the Guilietta.



The impaired night leg saw his day end disappointingly. In a rather enigmatic quote whose meaning escapes me, Kevin described Dermot's driving as being "fantastic in the biblical sense".

Having let Nikki go, Joe Doran engaged the services of experienced map man Frank Hussey who managed to secure him a place in the top ten (just!).



Apart from Class 5 competitiveness they suffered nothing untoward. Frank did go home happy though, thanks to Kerry's win over Cork in Croke Park.

Best of the Newcomers was the Craig O'Rourke/Diarmuid Murphy crew. Craig's previous navigator had blotted his copybook when he wrote off Craig's grey Starlet on the O'Rourke driveway. When they arrived home from the last event Craig had offered him a "go" which resulted in the mishap. The tree wasn't too badly damaged. Anyway, the white Starlet was pressed into service and Diarmuid recruited.



The boys enjoyed their weekend, despite their Declan Hendrick sumpguard falling off. Diarmuid did admit to making plenty of mistakes. However, thanks to the scrubblings he "got away" with most of them. He was hurt, though, by Craig's incessant derision. Maybe Craig was similarly abusive towards the sumpguard.

Robert Bolton & Ian McCulloch in their Midget were forced to retire during the first regularity on Friday night when the clutch release bearing failed. This is an "engine-out" job to fix so there was no chance of a restart on Saturday.



The pair did do their bad penny impression for the remainder of the weekend and turned up in a marshalling capacity. Fortunately, the breakdown had occurred in the vicinity of a marshal, William Kelly, who towed them back to civilisation. William works for a Kingspan renewable energy division in Leeds and comes home regularly for such as this event.

James O'Mahony & Paddy McDonnell enjoyed a fairly quiet weekend.



Indeed, such was its mundanity, as far as they were concerned, that they headed home at lunchtime on Sunday. As you can see from the photo below James is quite a photogenic chap to the extent that I inquired as to whether he had ever been a photographic model.



He hadn't but he did admit to having sat for a portrait painter. Not only that, but it was a nude study! The fact that the painter was an attractive female was incidental. Anyway, the painting was duly shown at an exhibition at the Kilkenny Arts Festival where it achieved some acclaim. Indeed, it was considered sufficiently attractive by a gay attendee that he sought James's permission to produce prints. Even though James's face was not recognisable, his uniquely shaped bald patch would have revealed his identity. And so James said "No" and forewent the opportunity to become a gay icon.



Blessington man Martin Nugent's (Class 5 again) local knowledge didn't help much as he and Colin Dwyer enjoyed the better than expected weather.



John Byrne (guess which class?) gave his "limo" its usual extensive work-out as John Ellison guided the Sunbeam around Wicklow's and north Wexford's lovely scenery.

John & JJ Farrell in their gorgeous Escort were another pair with little to report.



One of their distinguishing features is that, while JJ does all the map-reading, he and John do share the driving on the tests. Would there be a way to accommodate double-driving so they could compete against each other as well as their peers in Class 5?

Patricia Denning and Jo McAllister paired up again. Piers MacFheorais had reverted to a more conventional exhaust system configuration on the Starlet.



Trish did her best to dislodge it but the only lasting damage she inflicted was to an unfortunate bunny rabbit which made the mistake of crossing her path during the Special Test through the forest on Saturday. As all four wheels were off the ground just before the encounter,

there was little Trish could do. The bunny is now in that great hutch in the sky. Jo found the route instruction errors frustrating. Trish would like more quarries – not as in rabbits to chase, rather locations in which to thrash the Starlet. After the event, Trish suggested to Daniel Byrne that he might like to borrow the Starlet that night to 'go out on the pull' – she reckons it is a great babe magnet. She was very disappointed when Daniel declined her kind offer.

Ronnie & Aaron Mitchell followed up their mechanically traumatic Saturday night in Cork with a similar episode.



The Gilbern was assaulted by the local topography which caused the Panhard rod to fail. A 100-mile round-trip to retrieve the car from the depths of Wicklow and trailer it back to base saw them hit the sack at 5:00 am. John Byrne built up his appetite for breakfast by wielding the Beacon Automotive's welding torch to effect.



Aaron suggested that their not being in the top ten was because his dad is a terrible driver! I suppose most sons of his age would be of the same opinion about their father's driving ability.

The alternator on Andy Hennessy's Anglia packed up on Friday night but he and Peter Murphy were able to get going again after the intervention of Noel Broderick. Even more exciting though, also on Friday night, came just after the start of the regularity. Having negotiated

the Devil's Elbow down the road from Johnny Fox's, they were forced to come to a halt at the entrance to Ballybrew Quarry to allow a stag to mosey across the road. Noel Broderick had to come to the rescue again on Saturday night when they suffered a puncture.

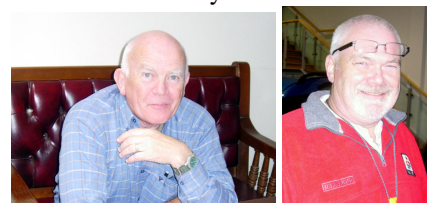


Noel conjured up a pair of matching rear wheels and tyres before they put the car to bed. Peter reckoned they should have abandoned the event at this stage to go and buy a Lotto ticket – their chances of winning either were about the same. When asked to comment on Peter's performances, Andy responded with "two wrongs don't make a right"! Interpret that as you will.

David Ronaldson & Clifford Auld started in identical driving shoes – the competition this month is to tell me which shoes are David's, A or B.



Again, your answer to imcc@oceanfree.net, the first correct one garnering the sought-after accolade of kudos in the next Turbine. Back to what David & Cliff started in. This was a Mini Cooper which hiccupped its way to a halt on Saturday.



I didn't see David Brabazon or Simon Harrison at the finish so I presume they headed for home sooner rather than later.



Pat Neville gave son, Peter, his annual run off the leash, which he used to challenge for the John Byrne/Ronnie Griffin entertainer of the event on tests award.



Alan Coyle navigated magnificently thanks to the TDC Navigation lessons

A perspective view of a paved road with double yellow lines, flanked by dense green trees and foliage, leading towards a bright horizon.

It was a pity about the shortcomings. I was very jealous of Noel Devlin's turn of phrase when he referred to them as "CoC ups" in his email accompanying the results. He and his team had put in a huge amount of effort and deserved better. I hope they won't be deterred from showing us how it ought to be done next year.



Eamonn & Felix drive off into the sunset

- 1 Eamonn Byrne/Paul Phelan (Mini Cooper S) 107 marks,
- 2 Mark Doran/Nikki Doran (Ford Escort) 165m,
- 3 Frank Lenehan/Anthony Preston (Datsun 100A) 182m,
- 4 Frank Fennell/Paul Bosdet (Alfa Romeo Giulia) 196m,
- 5 Lucy Whitford/Kathryn Millington (Mini Cooper S) 223m,
- 6 Owen Whelan/Joanna Doran (Toyota Starlet) 243m,
- 7 Joe Reynolds/Vincent Fagan (MGB GT) 259m,
- 8 Steve Griffin/Alan Dorman (Opel Kadett) 262m,
- 9 Dermot Carnegie/Kevin Savage (Alfa Romeo Giulietta Sprint) 335m,
- 10 Joe Doran/Frank Hussey (Opel Manta) 350m.

Lucy Whitford/Kathryn Millington,
Frank Fennell/Paul Bosdet, Joe
Reynolds/Vincent Fagan, Frank
Lenehan/Anthony Preston, Owen
Whelan/Joanna Doran.

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

Note: Some (the better ones) of the photos accompanying this report are courtesy of Peespeed – Thanks Peter



David Yeates studies the map to little avail until Frank O'Dinoghue comes to the rescue



*Hazel and Brian Dorman on the way up –
Doug Richardson on the way down*



Peter Allen of UAC came down on a Circuit Retro mission with wife, Val, who was showing off her understated footwear



Vincent Fagan doesn't seem to be too impressed with the time Dave Popham is giving him



Timmy Faulkner didn't realise he was an Olympic standard sprinter until Mark Doran headed in his direction



Craig O'Rourke in triumphant mood



Frank Hussey gives Nikki and Joanna Doran the cold shoulder



Felix on the prowl



Steve Griffin, before & after



Steve's Kadett sporting a set of Joe Reynolds's wheels



Noel Broderick and Timmy Faulkner before Joe Doran attacked the bale – Frank Hussey was also a victim of the assault (Freudian?)



The door afterwards



Frank Lenahan puts the bale to one side in case it is needed as evidence on another of his toys



Paul Bosdet's peace offering for his wife Jo McAllister suggests removing the price-tag



Philip O'Reilly seems to be enjoying Andy Hennessy's unique brand of humour



Should not Tony Phillips and Mark Doran be behind the bars?



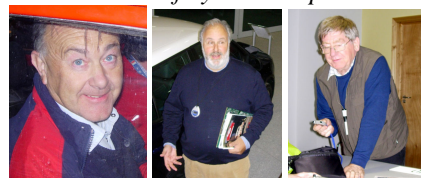
Ciaran Nutty's new toys



Kevin Savage shows off his "best" side



Kathryn Millington checks that the bairns are safely tucked up in bed



Jame O'Mahony, Simon Harrison, Peter Murphy



The sophisticated Mitchell refuelling rig in action



Ian McCulloch displays a losing smile



Aaron Mitchell gets a time



It was good to see Paul McGeown out and about



Joe Reynolds puts a new chip in the machine



Diarmuid Murphy looks the part



Iris Carnegie and granddaughter, Alanna come to Grandpa at the Roundwood lunch halt



Birthday boy undecorates the Alfa



Billy Tobin, William Murphy



Frank Hussey looks like he needs a snooze



Rory Dooley & his immaculate Escort in Roundwood



Aaron & Ronnie Mitchell take a post lunch sugar hit



*Frank Lenehan and Eamonn Byrne
discuss strategy*



Frank Fennell walks while Owen Whelan poses



*Robert Bolton and David Ronaldson
exchange pleasantries*



Three of the Doran Dynasty – Nikki (I'm sure the rude gesture is unintentional), Mark and Colette



“Well, it was like this,” explains Colin Dwyer to Martin Nugent and Timmy Faulkner



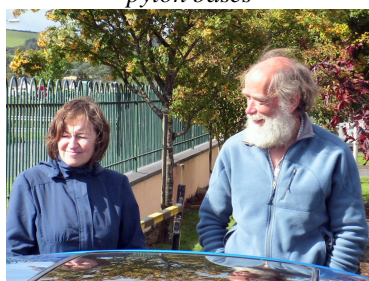
*The Callanan ménage – Michelle,
Clodagh, Tom & Marie*



Robert Bolton takes the sun with Michael Daly



Deirdre Gallagher goes prospecting for pylon bases



Gail and Geoff Long



Paul Bosdet and Dermot share tall stories



Lunch at Russborough House



Joanna and Zoe Byrne

P.S. The photo at the beginning of this report is of Peter Jenkins in a “works” Skoda on the 1962 Circuit of Ireland

[illegible]

Navigation Trial
2nd/3rd October

Felix remains a glutton for punishment

CO MONAGHAN M C NAVIGATION TRIAL AT THREEMILEHOUSE:

- 1 Arthur Kierans/Daire Hayes (Subaru Impreza) 3 marks,
- 2 Michael Carbin/Evin Hughes (Subaru Legacy) 6m,
- 3 Trevor Farrell/Noel Hall (Subaru Impreza) 6m,
- 4 Andy Mackarel/Liam Higgins (Subaru Impreza) 10m,
- 5 Garreth Beagan/Stephen Thornton (Subaru Impreza) 18m,
- 6 Richard Cassidy/Sean McCaffrey (Vauxhall Vectra) 18m,
- 7 Kevin Keenan/Barry Garvey (Subaru Impreza) 23m,
- 8 Mickey Tynan/Ciaran Tynan (Subaru Impreza) 23m,
- 9 Gerard Callaghan/Kevin Gallagher (Subaru Impreza) 25m,
- 10 Ger Gowen/Paul Phelan (Subaru Impreza) 30m.

[illegible]

AGM & Table Quiz

Abberley Court Hotel, Tallaght

Thursday 3rd December
8:00 / 8:30

FRANK'S FOWL / McCULLOCH'S MISUNDERSTANDING

I was in conversation with Frank Lenehan during the IMRC Retro and mention was made of chicks. As is my wont when such a reference is made that I whipped out my wallet and extricated the photo of my two chicks.



As it happened, of course, my rather urban interpretation of chicks wasn't quite what Frank was alluding to. While he is as besotted with his grandchildren as I am, he also dotes on real chicks as you can see from the photos below.



How it starts



Mum and baby



*A simple tiny domestic silkie
You would need five of her eggs
to make an omelette*



Why Frank bothers



*A visitor passing through –
stayed three weeks before moving on*



Goldie



Dovecote at Woodside

Bill White gave me a couple of old copies of CARSPOUT at Declan Hendrick's autotest. Below is a photo from one of them of the prizewinners in the 1990 N.I. Autotest Championship.

I have put the names at the bottom of the page.

You might like to try to identify them before you have a look.



Turbine Teaser



Tony Phillips's nickname is "**Twinny**" - something to do with twin-cams, I believe.

Damien Phillips sent me the correct answer about thirty seconds after Piers had put the Turbine on the website. He is obviously as quick at this sort of thing as he is on the tests.

Watch out for him at the Quiz on AGM night – Thursday, 3rd December

MEMBERS MOTORS

This feature has again succumbed to prevarication

Sorry

Christmas is coming!

1990 N.I. Autotest Championship

Christy Grimes, Ron Mullen, Frank Lenehan, Ian Crosier, Sam Bowden, Paul Blair, George McMillan, Gilmore Magee, Hill Scott, Ken Irwin, Eamonn Byrne, Karl Cleary