

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com

October 2012

Chairman's Chatterings



Criticism comes the way of Motorsport Ireland from time to time.

I am pleased to be able to make a positive comment about their machinations. A study of Endurance Trials and Multi-Venue Autotests resulted in MI adopting a position which would have all but killed off these events. Fortunately, the procedures it has in place allowed this position to be discussed. Following considerable deliberation, the final outcome will allow the events above to continue, albeit with changes which address the main concerns identified initially.

The yellow rope could be a bit of a red herring as it suggests that the Starlet was doing the pulling. In fact the opposite was the case as the Starlet had to be pulled - out of the scenery. Those of you who don't recognise the car may wonder why something as seemingly insignificant as this should appear on the front page. The car, of course, is being driven by Eamonn Byrne and Eamonn just doesn't do scenery. Rarity value is why it's here. When the "master" can slip up it gives us other mere mortals some solace.



John McAssey's & Bill White's front page appearance this time last year didn't result in their resting on their laurels. They are out and about as much as ever. (See Page 3 for instance)



Malcolm Totten from Monaghan is responsible for the pics accompanying the Monaghan MC Endurance Trial report. Thank you. info@picturesofireland.ie is his lair.



Maurice McMonagle, Philip O'Reilly and James Mansfield add yet more literary diversity to the Turbine. Welcome.

The anonymous scribe for the Monaghan MC website has had his work comprehensively plagiarised for the report herein on their Endurance Trial for yet another reporting style.

Joe



TDC Beginners Autotest Round 3 12th August

Third time lucky!

Over a period of 27 years I have entered three autotests and on August 12th, I eventually finished one!

My first autotest was the MEC event in 1985, held in the grounds of Johnston Brothers in a then very rural Ballymount. My steed for the day was a rusty Fiat 127 with the back hatch removed for better visibility or perhaps to save weight (a trick employed later that year by Austin McHale in the mighty Opel Monza on the Circuit of Ireland). The clutch cable broke on the first test and given that no other competitor was stupid enough to compete in a Fiat, there was no spare cable at the event to get me going again.

My next attempt was at the TDC summer autotest held at Maynooth Mart in 1992. In the true spirit of clubman motorsport, Mark FitzSimon and I drove to the event in my road going Mini to double drive on the event. After a couple of tests, the clutch cried enough and we ended up marshalling for the evening. We returned to Dublin on a rope behind TDC committee member Ian McCandless's beautiful Audi 90 Quattro.

Roll the clock forward another 20 years and I decided that I should give autotesting another go. Having a free Sunday and a Starlet (bought from Shay Craw-



Maurice

ley in Cavan the night before Frank Fennell's Endurance Trial) Mark FitzSimon and I headed out to Rathcoole to give it a try. As a "mature" beginner, my biggest fear was no longer that I would make a fool of myself but that I would not remember the tests. Thankfully the format of three tests repeated proved ideal and I got into a rhythm (somewhat syncopated from where I was standing - Ed.) more easily than I had expected. True to form, after a couple of tests the clutch master cylinder failed, giving me a hat-trick of clutch failures in three different cars, in three different venues, in three different decades.

They say that what goes around, comes around. Having given our can of Radweld to a fellow competitor on Frank's Endurance Trial to help them to finish the event, two competitors on the 12th kindly offered us their cars to complete the event. We completed the tests in John Nolan's immaculately prepared Starlet and thoroughly enjoyed ourselves in the process. Having tried many forms of motorsport over the years as both a driver and a navigator, I can safely say that this event was among the most enjoyable that I have ever done.

The Starlet has been sent for repairs, the date of the next beginners' autotest has been noted and I have no intention of waiting another decade before I compete again.

Maurice McMonagle



P.S. We are very grateful to Tony Mansfield of HSS Machinery Rentals, Keating's Park, Rathcoole for the venue. Last year was the first time we were



Tony



Robert

here. It obviously inspired Tony's son, Robert. In the meantime he has built a Starlet Special



which he was eventually persuaded to compete in. It became apparent that he had also spent some time practising as he finished up in a very creditable second place.

RESULTS

- 1 Peter Falvey (Nova) 627.5s,
- 2 Robert Mansfield (Starlet Special) 699.7s,
- 3 James Driver (Starlet) 738.7s,
- 4 David Mulligan (Starlet) 744.8s,



Peter



James



David

- 5 Jason Kenna (Starlet) 787.2s,
- 6 Zöe Briggs (Starlet) 824.8s.

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Zöe

NOVICES:
1 Alan Auerbach (Starlet) 609.1s,
2 John Nolan (Starlet) 653.3s,



Jason



Martin Nugent takes it out on



Does Trish Denning invite Joe Downey to double-drive because he makes her look so good?

Incidentally, Trish indulged in a garden centre detour on the way to the event which necessitated finding temporary parking for some plants.



Alan



Piers



Stefan



Andrew

3 Piers MacFheorais (Mazda MX5) 665.2s.
EXPERTS:
1 Andrew O'Donohoe (Westfield) 558.5s,
2 Stefan Walsh (Starlet) 612.9s.



Stephen Briggs, Mark Nugent, Todd Falvey, Jess Jordan, Noel Devlin



Felix does some sums



Tim Faulkner in control



Bill White



Peter Auerbach



Mark Geraghty

Danny O'Donohoe



Matthew Devlin



Eamonn King does more sums to balance (cook?) the books



John McAssey, Mark Doran, Ciaran Nutty



He (Peter Falvey) went thataway

Monaghan MC Endurance Trial

19th August

What follows is part of a very comprehensive report from the Monaghan MC website. I have left in probably more than is appropriate for this publication. However, I just couldn't resist the description of the territory traversed - it brought back memories of being confused on Sheet 8 when enjoying the delights of such as Wedlock's lane - that is if you could find it. - Ed

Sunday last saw Monaghan Motor Club run a very successful Endurance Trial in the north of the county. C-o-C for the event, Andy Mackarel, laid on a challenging and diverse route. Seventeen selectives were run in the seven venues visited. It's probably fair to say that little was known about this form of motorsport prior to this event but all reports suggest that it will become popular after an enjoyable day in the Monaghan countryside. Enda McLoughlin



from Midlands MC had a newly acquired Toyota Starlet for the event with local Monaghan man, Declan Tynan, in the hot seat. They were on the pace from the start which they carried throughout the day to take an 8 second win. Second went to autotest expert



Eddie Peterson with Vincent Fagan navigating, also in a Starlet. Completing the top three were Midlands' navigation regulars,



Sam Johnston and Colin Duffy in yet another Starlet (seen here taking a rather unconventional line).

HQ was in Sean MacDiarmid's GAA complex, Threemilehouse from where the first car left at 10.30 and headed for Wright's Quarry for the first selective. This test started with a gravel surface and some flowing corners but soon tightened up as it switched to concrete with many hairpins through the concrete slab lined course. Then it was on to what is known locally as Keenan's lane, between Threemilehouse and Corcaghan. This test was probably the most hazardous of the day and saw a few cars slide off during the day on the grassy and gravel strewn lanes. Both of these tests were repeated a number of times throughout the morning. As the day progressed the route took the competitors further west towards Newbliss and Clones. The third selective was around a farm at Boughill on the Killeevan-Magherarny road. This test was a short but very technical sprint with two "stop-boxes". Then it was on to Clonavilla farmyard outside Clones. This farm has previously been used on night navigations and the sheer size of the sheds and lanes in the Clonavilla complex provided an excel-

lent test for both man and machine. In particular, the many ramps in and out of sheds tested a driver's commitment.

Once the first of the runs around Clonavilla was complete it was into Clones for a well-deserved break at McCaugheys filling station on the Monaghan Road. At the half way stage it was Eddie Peterson and Vincent Fagan who held a slender one second lead from Robert Woodside and Suz Graham with eventual winners



Enda McLoughlin and Declan Tynan in third, 15 seconds adrift. Local men Damian Hagan and Derek Mackarel were up to sixth at



this stage in their Yaris. It was back to Clonavilla for another run and then onto the outskirts of Newbliss on the Cootehill Road for three tests all within close proximity and familiar to regular night navigation competitors. First up was a concrete farm lane known as Corlougharoe. This test had the only "code-board" of the event. Then it was on to Aghareagh (or Bosco's lane as its known locally). This selective was a mixture of concrete, gravel and mud which provided great enter-

tainment for the onlookers. The last of the seven tests was close by at Correvan with a lovely flowing gravel surface out to the finish. All of these five selectives were repeated before the short haul back to Threemilehouse and the eagerly awaited results. McLoughlin and Tynan had done just enough through the latter tests to take their first Endurance Trial win ahead of some more experienced crews. Best of the "Navigation Cars" (not eligible for overall honours on these events) were Robert Woodside Jnr & Suz Graham in Robert's immaculate Mazda MX5. Arthur and Mac Kierans "borrowed!" a Civic for the day and despite their best efforts early on at breaking her, she refused to lie down and brought the Aghabog men home in thirteenth place despite adventur-



ous lines like this. Evin Hughes was navigating for Karl O'Donoghue but their day was short-lived as the Rover stopped after the first selective with engine trouble. Trevor Farrell and Noel Hall were also forced into early retirement when they burst the



sump on their Fiesta. Martin Tynan and Fintan Clerkin rung the diff out of their Vectra after the

third test, thus proving that bigger cars are not ideal for this form of motorsport.

All in all a great day's entertainment for all crews. C-o-C Andy Mackarel and Monaghan Motor Club would like to thank everyone involved in making everything run so smoothly.

P.S. Probably the most notable occurrence of the day was the "going-off" of Eamonn Byrne – something very rare. I'm actually surprised that Eamonn knew what to do in the circumstances. Needless to say it wasn't too major – that really would be unprecedented – and he and Robert Dickson recovered to take sixth place.

RESULTS

- 1 Enda McLoughlin/Declan Tynan (Toyota Starlet) 8m 34s,
- 2 Eddie Peterson/Vincent Fagan (Toyota Starlet) 8m 42s,
- 3 Sam Johnston/Colin Duffy (Toyota Starlet) 8m 56s,
- 4 Frank Lenehan/Philip O'Reilly (Toyota Starlet) 9m 46s,
- 5 Michael Reilly/Nigel McCloughry (Toyota Starlet) 10m 08s,

- 6 Eamonn Byrne/Robert Dickson (Toyota Starlet) 10m 31s.

Navigation Cars:

- 1 Robert Woodside Jnr/Suz Graham (Mazda MX5) 8m 51s,
- 2 Piers MacFheorais/William Kelly (Mazda MX5) 9m 48s,



- 3 Allan Harryman/Killian Duffy (Mazda MX5) 10m 37s.



Killian seems happy enough



Ian Downey & Seán Brunton had a "steady" run

James Mansfield sent me some pics, taken at the Birr MVAT, too late for inclusion in the August Turbine. Those photographed certainly seem to be paying attention - if only my pupils had been similarly engaged - Ed



Frank Lenehan, Zöe Briggs, John McAssey

A sharp Piers MacFheorais and less so Joe Doran



Dave & Ross McAulay

Declan's Multi-Venue Autotest

26th August

The end of the summer for all the Multi-Venue regulars can only mean one thing: Declan's Charity



Philip O'Reilly & Emer McNamee

Multi-Venue Autotest. As usual, the event did not disappoint, with a total of 49 competitors tackling 19 fantastic and varied tests in Counties Wicklow and Kildare. The competition was hot right from the start in Burgage. Alan Auerbach took an early lead after three tests, with Eamonn Byrne & Christopher Evans (on his first ever outing on this event) on his tail. At lunch everyone had a huge smile on their face. Everybody, drivers and passengers alike, were enjoying the day's fun. Thankfully the sun came out after the previous few wet days. James Wilson came with high hopes of showing the Starlets who was



boss for the second year running but a fail on Test 3 hampered these plans. This mistake left the way clear for the Japs to dominate, with only the stray Escort of Christopher Evans keeping the Starlet regulars honest. After the field test at lunchtime it was time to head south-west for some of the best tests of the day: Barretstown. This is a special venue and is usually

the most talked about thanks to its smooth gravel and tarmac surface that encourages plenty of sideways action for both FWD and RWD cars. I for one had a ball and couldn't wait to get back there later on in the evening for the second run through. More quarries, yards and farms were tackled as the afternoon went on, including a testing Brannockstown farmyard with very unpredictable and slippery surfaces. Before we knew it we were heading back to Blessington for the final two tests of the day. However, even after those, the fun was still not over as the smells from the barbeque wafted over us all, and the usual friendly faces served up as many burgers, sausages and chicken as we could manage as a well done for all our efforts. I think I can speak for everyone when I say that a great day was had by all and that thanks should be given to all who provided their services, including



Pic: James Mansfield



Christopher looking as he drives - sideways



Alan didn't let the sun get in his eyes on the tests

marshals, timekeepers, Paul for results and Declan for running another memorable event. The three who had made the running early on continued their battle throughout the day. Eamonn ended up on top with Christopher second. Alan fulfilled much of the promise he has shown in the last couple of years with a fine third place.

Philip



RESULTS

- 1 Eamonn Byrne (Starlet) 1026.3s,
- 2 Christopher Evans (Escort) 1055.6s,
- 3 Alan Auerbach (Starlet) 1063.2s,
- 4 Eddie Peterson (Starlet) 1065.0s,
- 5 Liam Cashman (Starlet) 1073.4s,
- 6 John Nolan (Starlet) 1074.6s,
- 7 Frank Lenahan (Starlet) 1074.8s,



Eddie

Liam

Frank



I can't quite work out why John is hiding in here - suggestions welcome

TDC Turbine



Daniel



Graeme



Dermot




Brian

8 Daniel Byrne (Starlet) 1085.5s,
9 James Wilson (Mini) 1091.2s,
10 Graeme Colfer (Starlet) 1097.9s,
11 Dermot Carnegie (Escort) 1112.8s,
12 Brian Murphy (Starlet) 1115.5s.
Class winners: James Wilson, Alan Auerbach, Christopher Evans.

meant that I had a fairly leisurely departure time from home and was able to read the paper before I left. I was very impressed to see a few cars already heading for Test 2 on my way into Blessington. Declan had obviously lost none of his powers of persuasion for competitors to “get going”.

Declan got pretty well everything else right about the event as well. One of the hugely beneficial side-effects is the fund-raising element which again was very successful. This is due in no small part to Declan getting most of his extended family involved as well as “scrounging” burgers, biccies etc. from local sources. Over €4,000 was shared between Barretstown and the Laura Lynn Foundation.

Editor 

My function on this occasion as results aide-to-Felix saw me confined with him in the Hendrick front room “spreadsheets”. Felix had kept a note of the times of arrival of Time Cards etc. from last year so the atmosphere was upbeat when we managed to claw back time consistently to the tune of a whole hour by the end of the day. This responsibility also



Declan agreed to “come quietly” after the local Garda made what they pretended was a courtesy call



Jack & Seán Kearney



Paul Nolan & Dave Cormack



James Fisher



Billy Fennan



Peter Geraghty



Bill Griffin had a busy day - the clutch on his immaculate Mini packed up. A quick trip

to his Naas Road base saw his first three choices refuse to start. He settled for a Punto. Below Mick Kehoe is ignored by Bill's son, Dave.



Simon Evans & Scott Abraham



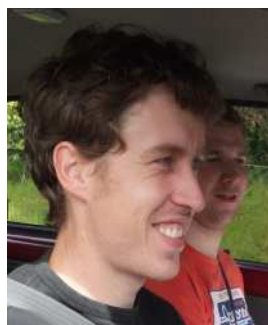
Rory Power



Kevin O'Rourke



John McAssey & Harold Hassard cast a forensic eye over the results



Damien Doran & Anthony O'Neill



Paschal Dunne

TDC Turbine



Stefan Walsh & John Roseblade



Paul Tierney



Damien & Bonnie Phillips



Stephen Briggs's mum came up from Carlow for the spin. Jean's maiden name is McCulloch but she was relieved to discover that she and I are not related.



John Heavey



JJ Farrell



John Kelly

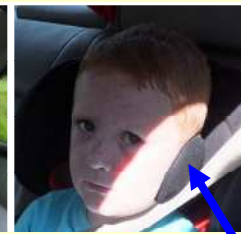


Romolo Agostinelli, John, Michael & Niall Byrne



Eoin O'Curry

Leslie Murphy, who now lives nearby, came along for a look. In his heyday, Les was a more than competent navigator. The chauffeur with whom he is most readily associated is Joe Murray



*Vincent Fagan brought his grandson, Keith, along. Keith is wearing **ear defenders** because he was told that Ronnie Griffin would be there.*



Robert Bolton



Olwen Blair (& Paul) came down to check that whether or not Frank Lenehan had been able to find his way around without her

A rather stern looking Tim Faulkner



Trevor Athey & Steven Bolton



Paul Ramoutar & Melissa Dowd



Ciarán Freeney



Catriona Boothman

Finian Reilly

Mark McCandless

SNIPPETS

The Club offers its condolences to Damien Phillips whose dad has passed away, to Terry & Rory Doo-ley who also lost their dad and to Frank Hussey whose mum died at the beginning of this month.



Paul Tierney and Malgorzata Rola are the proud parents of Jarek, born last month

UAC Circuit Retro

29th/30th September

Given how good the 2011 event had been, the number of entries was disappointingly low. Even the addition of the TT class failed to get the numbers up - a pity. A slightly redeeming feature was that the quality was high - not just of competitors, but of the Retro itself. The two-day format did not detract from the overall package. Indeed, it was deemed to be even better than last year. The three regularities, navigation on Saturday night and 39 tests provided a most enjoyable challenge. The last were amazing - many new. They had even managed to get the Maze resurfaced!

Aaron & Ronnie Mitchell



Aaron

are to be commended for their stewardship. They and their very active organising committee, with Jenny Heath as Hon. Sec., did a wonderful job.

There was good news and it was that Noel Cochrane & Paddy McCollum were victorious. Both



are extremely competent and it was good to see that rewarded at last. More importantly though, the fact that both are gentlemen meant that their win was very well received. Runners-up were Eamonn Byrne & Paul Phelan with best on navigation/regularities, Anthony Preston, guiding Frank Lenehan to third.



Minis make a splash - Eamonn & Paul above, Lucy & Kathryn below



Frank & Anthony

Best in the TT section was the MX5 of Robert Woodside Jnr



& Dean Beckett so they probably deserve their halo.

Mark Doran & Mark O'Neill



Marks two in a Mk. 1

had a bit of an "off" on Sunday morning. Joe & Nikki stopped to

help and by the time the situation was retrieved they decided to call it a day. The Manta has no power steering and such were the driving demands that Joe was finding it increasingly hard going. This contributed to the decision.

Ronnie Griffin was giving Joe Reynolds' Magnette a shake-



down before its next European outing. There was a problem early on Saturday so Ronnie & Vincent Fagan headed back to base. Ronnie fixed the car and decided to return that night, sans The Vin. Fortunately, David Ledbetter just

CONUNDRUM



Who might this man (not usually favourably disposed to two wheels) be?

UAC Circuit Retro

29th/30th September

happened to be hanging around and he filled the breach.

A couple of ambiguities on the navigation section caused problems. The way this element is timed, with penalties being carried from one passage check to another, can be particularly punitive.

On Sunday morning, on the first regularity, what looked like a crossroads was, in fact, a flyover. This caught out many. Probably the most notable was Gavin Millington, who had been drafted in to partner Christopher Evans late on.



Christopher cuts it fine

They were well in contention up to this but the hiccough saw them fall well back. Indeed, Gavin suffered the ignominy of being beaten by sister, Kathryn (sitting with Lucy Whitford) - even worse, it was courtesy of a tie-decider.

UAC are determined to run the event again next year. I have heard nothing but praise for this year's Retro. They certainly deserve your support - you will not be disappointed.

Editor



RESULTS

- 1 Noel Cochrane/Paddy McCollum (MG Midget) 65 marks,
- 2 Eamonn Byrne/Paul Phelan (Mini Cooper S) 150m,
- 3 Frank Lenehan/Anthony Preston (Datsun 100A) 242m,



- 4 Michael Reid/John Lindsay (MG Midget) 247m,
- 5 Lucy Whitford/Kathryn Millington (Mini Cooper S) 255m,
- 6 Christopher Evans/Gavin Millington (Ford Escort) 255m,
- 7 Dermot Carnegie/Paul Bosdet (Ford Escort) 293m,



Compare the lines



- 8 Steve Griffin/Cath Woodman (Opel Kadett) 294m,
- 9 Roger Fynn/Clifford Auld (MG Midget) 509m,



Clifford makes a polite gesture

- 10 Neil Morrison/Graham Couser (BMW 2002) 734m.



Class winners: Eamonn Byrne/Paul Phelan, Frank Lenehan/Anthony Preston, Michael Reid/John Lindsay.

RETRO TT:

- 1 Robert Woodside Jnr/Dean Beckett (Mazda MX5) 1787.1s,



- 2 Karl O'Donoghue/Evin Hughes (Rover) 1915.7s,



- 3 Robert Woodside Snr/David Allen (Ford Escort) 1918.9s.

CONUNDRUM contd.



Here he is again



Frank Lenehan was so pleased with his Queen Elizabeth Jubilee lollipops (see page 3 August Turbine) that Olwen Blair went the whole hog for the Ulster Covenant centenary.



Brains Trust - John Boyd, Anthony Preston, Paul Bosdet, Frank Lenehan, Dermot Carnegie, Robert Dickson

All of the Retro pics are courtesy of



Is Frank attached to a Van de Graaff generator?



Christopher & Ronnie keep their distance



Robert Dickson & Sam Baird



Graham O'Donoghue & Dallippe Lallo



Multi-skilled Michael Beattie keeps Paul McCulla on the straight and narrow



Conn Williamson & Maurice Eakin




Brian Crawford & Gavin Campbell brave the elements



Nikki Doran has time to wave

Jimmy Peak MVAT 29th September

The Jimmy Peak MVAT was my first time attending an event organised by the Peak Performance Club. There was a great diversity of cars entered and unlike most MVATs I've attended before there were more Minis than Starlets taking part!! The first test was located right next to sign-on so it was a great opportunity to watch the local drivers lead the way. A great idea by the organisers was to put the cars in groups as they left the first test with each group having a car with a navigator or at least a local driver familiar with the test locations to help us visitors find our way around without having to refer to the roadbook. The day consisted of a great variety of tests around Lisburn and all sixteen tests were relatively smooth so they were great for the Mini. I'll definitely be entering future Peak Performance events! Everybody involved in the organisation deserves a big thank-you. The other competitors who headed north for the event were Mark & Adam Geraghty and John Nolan, who finished in a fine sixth place.

James Mansfield (J) 

RESULTS

1 Will Corry (MG Midget) 687.10



Will

2 James Wilson (Mini) 700.56
3 Ashley Lamont (MG Midget) 721.36
4 Harold Hassard (Sunny) 742.56

Pics by James as well

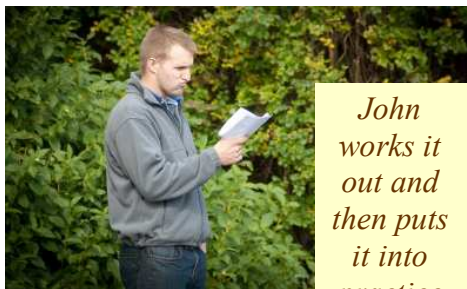
5 Richard Earney (Mini) 754.39



Richard got the better of his dad, Colin



6 John Nolan (Starlet) 758.43



John works it out and then puts it into practice



Angus Johnston

Sam Wilson



Vale of Clwyd Classic 1st September

The Club was represented on this event by just two of our members, both intrepid. Their fortunes varied hugely. Ronnie Griffin was taking the BGT for a spin and, with An-



thony Preston providing guidance, he had high hopes. Unfortunately, Anthony "enjoyed" a "first" when his digestive system malfunctioned to such an extent that they were forced to withdraw.

Dermot Carnegie accompanied by



Paul Bosdet did rather better. They won the event. Dermot is seen here being presented with



his trophy by C-o-C Guy Woodcock.

Not content with photographing every event in this country it seems that Peter Boyd is now covering the whole of the British Isles.

Thanks for the pics, Speedy.

Wexford MC Autotest

30th September

I brought the blue Starlet out of its two-year retirement and was looking forward to rekindling my love affair with it as well as getting some much needed practice in. I "learnt" (and I use the term loosely) to autotest in it and have previously enjoyed its charms on occasions. Many of them were spent in the car park of Mondello with the ever-patient Ronnie Griffin for company.

I have a great collection of various tyres in the garage and have to admit to being somewhat baffled in the run-up to this event as to which ones to use - needless to say there were many phone calls to Piers (MacFheorais) and I now realise that A021's are too grippy, 135's too skinny for the front, 155's too fat for the back - the list goes on and on. I even found a set of brand new Matador tyres in the garage. Nobody seems to have even heard of them, never mind how they got there. So I decided to give them a try. If any experienced autotesters would like to put a definitive list of the best tyres to use, I would be eternally grateful as it would save me a fortune on my mobile phone bill. I never got to see how good or bad my tyre choice was as the car suffered a rare malfunction on the first test and that was that but I'll be back!

The weather was brutal, the term "sunny south east" is a complete myth - it rained all day. The warm hospitality made up for it, though, as the lunch and coffee were fantastic. C-o-C Pat Caulfield, Eleanor McDonnell and the entire team of Wexford Club members really did a great job in the awful conditions and the hardy marshals deserve a clap on the back.

I suspect Peter Falvey is going to need a bigger trophy cabi-

net as he put in another flawless performance to take fastest begin-



ner of the day. Timmy Lynch was very entertaining to watch as he took top spot in the rear wheel drive car class. Damien Doran was



firing on all cylinders and took the Mini class honours. Kilkenny man, Stefan Walsh, was in great form



A soggy Stefan

and flying all day. However, I heard he had decided to get the tests done as fast as possible in order to get home to see "The Cats" in the replay of the All-Ireland. Stefan's van needs the fan belt tightened and when I suggested this to Stefan and Timmy Lynch and they eventually made out what I was saying above the

loud squealing, Timmy remarked that it's not the only thing that Stefan needs to fix! Stefan's quick response was "Up the Cats" - well it certainly sounds like a bag of cats.

James Mansfield is in training for the Le Mans Endurance race as he had been up north the previous day and had a long trek down to Wexford. The ever-improving Zöe Briggs took the ladies' award and is another one to watch for the future.

I had a very enjoyable day, despite my woes. It was great to catch up with the autotesting bunch again. Many thanks to John Byrne, Martin Nugent and John McAssey for helping to get the car back on the trailer minus the steering. No doubt John Nolan will work his magic on it and it will perform faultlessly and not hit a pylon or have a line fault at the next round.

Patricia Denning



I found the pics accompanying Trish's words on Facebook. I have little doubt that they are the work of Anne Doran - her trademark oblique approach is unmistakable.

RESULTS

- 1 Timmy Lynch (Westfield) 524.88
 - 2 Damien Doran (Mini) 531.45
 - 3 Paddy Power (Mini Moke) 544.88
 - 4 Liam Croston (Starlet) 569.25
 - 5 Peter Falvey (Corsa) 575.40
 - 6 Gerry Lynch (Westfield) 596.88
- Class Winners:* Damien Doran, Paddy Power, Timmy Lynch, Stefan Walsh (Starlet) 652.36, Alan Auerbach (Starlet) 666.29, Peter Falvey, Zöe Briggs (Starlet) 935.17



Anthony O'Neill - Keith Byrne in the background

The Lynch approach to double-driving



Is Rory Power going to use the petrol to start a fire so that people can warm up / dry out?

RESULTS

SKIBBEREEN & DISTRICT C C AUTOTEST AT C H MARINE, SKIBBEREEN, CO CORK (ROUND 3 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 1): 18th August

- 1 Paddy Power (Mini Special) 485.2s,
 - 2 Timmy Lynch (Westfield) 492.6s,
 - 3 Damien Doran (Mini) 497.2s,
 - 4 Ian White (Mini) 505.2s,
 - 5 Alan Clarke (Mini Special) 514.7s,
 - 6 Gerry Lynch (Westfield) 516.8s.
- Class winners:* Michael Cashman (Corsa) 537.0s, David Croston 638.8s

SKIBBEREEN & DISTRICT C C AUTOTEST AT KILBROGAN, BANDON, CO CORK (ROUND 4 OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 2): 19th August

- 1 Paddy Power (Mini Special) 513.1s,
- 2 Ian White (Mini) 526.7s,
- 3 Damien Doran (Mini) 544.9s,
- 4 Alan Clarke (Mini Special) 550.5s,
- 5 Timmy Lynch (Westfield) 556.5s,
- 6 Liam Croston (Starlet) 562.7s.

MUNSTER C C AUTOTEST AT VERNON MOUNT, CORK (ROUND 1 OF HEWISON TROPHY CHAMPIONSHIP AND ROUND OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 1): 1st September

- 1 Steven Ferguson (Mini Special) 723.8s,

- 2 J J Farrell (Mini Special) 725.7s,
- 3 Paddy Power (Mini Moke) 734.8s,
- 4 Eamonn Byrne (Mini) 736.6s,
- 5 Robin Lyons (Mini Special) 737.7s,
- 6 David Thompson (Nova) 754.7s,
- 7 Mark King (Nova) 756.2s,
- 8 Chris Grimes (Mini) 761.2s,
- 9 Simon Echlin (Caterham) 769.9s,
- 10 Alan Coyle (Mini Special) 791.8s,
- 11 Paul Phelan (Mini Special) 796.0s,
- 12 Guy Foster (Mini) 801.8s.

Class winners: Eamonn Byrne, J J Farrell, Martin Walsh (Starlet Special) 887.4s, Simon Echlin, David Thompson.

Semi-experts: Timmy Lynch (Westfield) 827.3s.

Novice awards: Alistair Wyllie (Mini) 824.8s, Peter Falvey (Nova) 906.1s, George Swanton (Starlet) 1035.6s.

CORK M C AUTOTEST AT VERNON MOUNT, CORK (ROUND 2 OF HEWISON TROPHY CHAMPIONSHIP AND ROUND OF PREMIER AUTO PARTS MUNSTER CHAMPIONSHIP) (DAY 2): 2nd September

- 1 Steven Ferguson (Mini Special) 737.1s,
- 2 J J Farrell (Mini Special) 737.2s,
- 3 Robin Lyons (Mini Special) 740.3s,
- 4 Eamonn Byrne (Mini) 756.1s,
- 5 Simon Echlin (Caterham) 767.8s,
- 6 Paddy Power (Mini Moke) 768.9s,

7 Alan Coyle (Mini Special) 796.6s,
 8 Guy Foster (Mini) 797.8s,
 9 Chris Grimes (Mini) 800.8s,
 10 Paul Phelan (Mini Special) 802.1s,
 11 Ian White (Mini) 823.7s,
 12 Darren Quille (Westfield) 829.1s.
Class winners: Robin Lyons, J J Farrell, Martin Walsh (Starlet Special) 941.9s, Simon Echlin, Liam Croston (Starlet) 562.7s.
Semi-experts: Timmy Lynch (Westfield) 850.6s.
Novice awards: Alistair Wyllie (Mini) 876.2s, Peter Falvey (Nova) 900.2s, George Swanton (Starlet) 1071.8s.

LEINSTER TROPHY RACE MEETING AT MONDELLO PARK 15th/16th September

STRYKER RACE 1 (8 laps):

1 Alan Watkins 15m 34.58s, 67.08 mph,
 2 Alan Auerbach 15m 37.53s,
 3 Niall Murray 15m 39.40s.

Fastest lap:

Murray 1m 55.920s, 67.60 mph (Class record).

STRYKER RACE 2 (8 laps):

1 Alan Watkins 15m 36.51s, 66.94 mph,
 2 Alan Auerbach 15m 38.91s,
 3 Dave Griffin 15m 43.41s,
 4 Niall Murray 15m 44.21s.

Fastest lap:

Murray 1m 55.942s, 67.59 mph.

MOTOR ENTHUSIASTS' CLUB RHODES CUP SPORTING TRIAL AT GLENEALY, CO WICKLOW: 15th September

1 Gordon Erskine (Erskine-Yamaha) 9 marks,
 2 Alan Kilkenny (Kilkenny-Yamaha) 14m,
 3 Tony Farrell (Suzuki) 14m,
 4 Christopher Evans (ETE-Yamaha) 15m,
 5 Fergil Gregory (Erskine-Yamaha) 18m,
 6 Craig MacWilliam (Erskine-Yamaha) 20m.

MG C C (ULSTER CENTRE) PRODUCTION CAR TRIAL AT HILLHEAD FARM, NEW-TOWNARDS, CO DOWN: 22nd September

1 David Cochrane (Fiat 600),
 2 Will Corry (MG Midget),
 3 Will Thompson (Opel Corsa),
 4 Gary Woodside (Nissan Micra),
 5 Stephen Briggs (Nissan Micra),
 6 Jack Giff (VW Polo).

CO MONAGHAN M C NAVIGATION TRIAL AT BALLINODE, CO MONAGHAN: 6th/7th October

1 Gary McElhinney/Damien Connolly (Subaru Impreza) 4 marks
 2 Mickey Tynan/Ciaran Tynan (Subaru Impreza) 5
 3 Colin Duffy/Sam Johnston (Subaru Impreza) 5
 4 Damien Hagan/Aidan Friel (Subaru Impreza) 5
 5 Sean McKenna/Garry Farrelly (Subaru Impreza) 32
 6 Andy Mackarel/Liam Higgins (Subaru Impreza) 42

SNIPPETS

I'm not sure whether or not this has been mentioned before - Richard Meeke and Philip O'Reilly have been co-opted on to the committee in an attempt to lower the disturbingly high average age of the regulars. One of the perks of being a committee member is that very light refreshments are served in the Abberley Court Hotel soon after the meeting has begun. Most have tea or coffee, though there are a few abstentions. Interestingly though, at the last meeting Richard and Philip chose hot chocolate, which I would categorise as a mature beverage. Are the older members contagious/infectious?

One of the venues on JJ's MVAT earlier this year was James Doherty's quarry. James is a very amusing gentleman (he doesn't suffer fools gladly, or otherwise) and if you keep your eyes open when you are waiting for your turn there are some interesting signs about the place. The one below took my fancy.

**Sales Reps are not even welcome.
 To arrange a confrontation please call
 between 2:00 am and 3:30 am any Tuesday.**

CONUNDRUM resolved



Yes - it is Frank Lenehan (again!)

AUGUST QUIZ

Answers



1. Valerie Allen, who had to stay in the car in case this immaculate pair got dirty



2. Mark King, with his distinctive hair-style out of sight

OCTOBER QUIZ



1. Who is this?



2. Who's the wally in the wellie?

Answers to: imcc@oceanfree.net

A couple more James Mansfield Birr snaps



Joe Doran



Christopher Evans

Crossword

Across

- 1 This man whose first name was Rudolf developed a particularly efficient engine (6)
4 A Ford model not in the same diplomatic league as the Austin Ambassador (6)

1		2			3
4	5		6		
7					

7 Jensen (6)

Down

- 1 Successor to the drum (4)
2 International car code for the country whose capital is Quito (2)
3 A British car manufacturer founded 1968, folded 1986 (7)
5 Take the L (for lightness?) from Colin Chapman's creations (4)
6 TDC has a very good web one (4)

August Solution

S	T	E	V	E	N
U		T			O
M					V
P	A	G	A	N	I
	V		L		C
R	E	V	E	R	E
	O		N		S