An intermittent missive of random rants, reports and reviews

www.tdcireland.com February 2010

Chairman's Chatterings



Ronnie makes the front page of this issue thanks to the marvellous multi-venue autotest he masterminded in Mondello at the end of January. The event was a huge hit with all of those who took part.

All those words beginning with "m" in the paragraph above bring me neatly to the subject of marshals. The Club needs more, if its events are to be run to the high standard it prides itself on. At the moment, there are too few people being put upon too often. We rely on the likes of Ron Corry and Lisa too much. Their competence is a mixed blessing. Because they are able to run a test so efficiently on their own, there is a perception, I feel, that other bodies are not needed. Extra help makes the marshalling experience much more enjoyable as there is not so much pressure. If you aren't confident enough to "do a watch", more mundane jobs like filling in checksheets are just as necessary.

All of you who compete have a moral obligation to marshal – it is unfair to expect others to discommode themselves for your enjoyment if you are not prepared to "do your bit". An obvious "quid pro quo" would be for autotesters to help with retros and vice versa.

Make your resolution for 2010 "I will marshal at least once this year".

Remember – without marshals, events can't run.

P.S. It's good to see Andrew O'Donohoe joining the list of distinguished literary contributors. Patricia Denning is really getting into her stride with two great reports.



QUIZ



The fashion icon setting a new trend with her bulldog clip in the December Turbine is *Trish Denning*.

Even though he failed to identify her correctly Shane Griffin receives the plaudits as he was the only person to submit an answer.

This month you must identify the long time ALMC member below



Answers to imcc@oceanfree.net for the by now, I hope, traditional "Honour and Glory" reward.

Some Results

MOTOR ENTHUSIASTS' CLUB KILKENNY CUP SPORTING TRIAL AT GREENAN, CO WICKLOW:

12th December 2009

- 1 Craig MacWilliam (Erskine-Yamaha) 4 marks.
- 2 Richard Meeke (BD-Opel) 5m,
- 3 Alan Kilkenny (Erskine-Yamaha) 5m,
- 4 Percy Pennefather (Erskine-Suzuki)
- 5 Paul Needham (Erskine-Honda) 7m,
- 6 Christopher Evans (ETE-Yamaha) 8m,
- 7 Gordon Erskine (Erskine-Suzuki) 9m,
- 8 Ian MacWilliam (Erskine-Yamaha) 11m.
- 9 Jonathan Fildes (Erskine-Yamaha) 12m.
- 10 Clive Evans (ETE-Yamaha) 12m.

LEINSTER MOTOR CLUB LE FANU AND BRABAZON CUPS SPORTING TRIAL AT KILLRUDDERY, BRAY, CO WICKLOW:

28th December 2009

- 1 Gordon Erskine (Erskine-Suzuki) 3m,
- 2 Brian Conlon (Erskine-Honda) 3m,
- 3 Alan Kilkenny (Erskine-Yamaha) 4m,
- 4 Richard Pain (Kilkenny VW) 5m,
- 5 Paul Needham (Erskine-Honda) 6m,
- 6 Oliver Peden (VW) 7m,
- 7 Siobhan McCann (JMcVW) 10m,
- 8 Jonathan Fildes (Erskine-Yamaha) 11m,
- 9 Joe McCann (VW) 12m, 10 Ian Meredith (VW) 13m.

GARDA SIOCHANA M C KEHOE CUP SPORTING TRIAL AT BOHERNABREENA, CO DUBLIN:

23rd January 2010

- 1 Tony Farrell (Erskine-Harley Davidson) 15marks,
- 2 John O'Reilly (Erskine-Kawasaki) 15m,
- 3 Paul Needham (Erskine-Honda) 17m,
- 4 Alan Kilkenny (Erskine-Yamaha) 18m,
- 5 Willie Fenton (VW) 20m,
- 6 Brian Miley (VW) 21m,
- 7 John Bolton (Grasshopper VW) 22m,
- 8 Philip Erskine (Erskine-Suzuki) 22m,
- 9 Robin Taylor (VW) 22m,
- 10 Ian Meredith (VW) 23m.

CARRICK-ON-SUIR M C AUTOTEST AT WATERFORD (ROUND 8 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 1):

23rd January 2010

- 1 Eddie Peterson (Mini Special) 616.3s,
- 2 Steven Ferguson (Mini Special) 626.6s,
- 3 J J Farrell (Mini Special) 633.2s,
- 4 Eamonn Byrne (Mini) 637.0s,
- 5 Robin Lyons (Mini Special) 641.9s,
- 6 Paddy Power (Mini Moke) 659.3s,
- 7 Chris Grimes (Mini) 661.6s,
- 8 Simon Echlin (Caterham) 668.1s,
- 9 Norman Ferguson (Mini) 687.9s,
- 10 Paul Phelan (Mini Special) 690.9s,
- 11 Daniel Byrne (Mini) 691.1s,
- 12 Liam Cashman (Starlet) 698.0s.

Class winners:

Eamonn Byrne, Steven Ferguson, Simon Echlin, Liam Cashman, David Thompson (Nova) 719.7s, Seamus Anderson (Starlet).

Novice awards:

Damien Doran (Mini) 823.9s, Stefan Walsh (Starlet) 853.1s, Colm Flynn (Caterham) 1033.0s.

ROUND 9, DAY 2:

24th January 2010

- 1 Steven Ferguson (Mini Special) 614.5s,
- 2 Eamonn Byrne (Mini) 615.8s,
- 3 Paddy Power (Mini Moke) 622.5s,
- 4 Eddie Peterson (Mini Special) 624.6s,
- 5 Chris Grimes (Mini) 635.0s,
- 6 Simon Echlin (Caterham) 639.6s,
- 7 Daniel Byrne (Mini) 655.5s,
- 8 Norman Ferguson (Mini) 669.4s,
- 9 David Thompson (Nova) 681.2s,
- 10 Paul Phelan (Mini Special) 687.4s,
- 11 Guy Foster (Mini) 695.1s,
- 12 Liam Cashman (Starlet) 697.7s.

Class winners:

Eamonn Byrne, Paddy Power, Simon Echlin, Liam Cashman, David Thompson, Seamus Anderson (Starlet). **Novice awards**:

Damien Doran (Mini) 823.9s, Rory Power (Mini) 983.4s, Stefan Walsh (Starlet) 845.8s, Colm Flynn (Caterham) 947.8s.

CORK M C 1000 SHAKES NAVIGATION TRIAL AT BALLYVOURNEY, CO CORK (ROUND 5 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 4 OF MUNSTER CHAMPIONSHIP):

23rd/24th January 2010

- 1 Arthur Kierans/Ashley McAdoo (Subaru Impreza) 2 marks,
- 2 Andy Mackarel/Liam Higgins (Subaru Impreza) 6m,
- 3 Colin Fitzgerald/Daire Hayes (Subaru Impreza) 6m,
- 11 Ger Gowen/Paul Phelan (Subaru Impreza) 21m.

MOTOR ENTHUSIASTS' CLUB JENKINS CUP SPORTING TRIAL AT KILLRUDDERY, BRAY, CO WICKLOW:

30th January 2010

- 1 John Bolton (Grasshopper VW) 0 m,
- 2 Gordon Erskine (Erskine-Suzuki) 1m.
- 3 Alan Kilkenny (Erskine-Yamaha) 3m,
- 4 Jonathan Fildes (Erskine-Yamaha) 3m,

- 6 Anto Conlon (Erskine-Honda) 4m,
- 7 Kevin Sheane (Sheane VW) 5m,
- 8 Tony Farrell (Erskine-HarlDav) 5m,
- 9 Joe McCann (VW) 6m,
- 10Paul Needham (Erskine-Honda) 6m,
- 11Christopher Evans (ETE-Yamaha) 6m.

Juniors: Iain Meeke (BD-Opel) 42m.

CARLOW C C RALLYCROSS AT MONDELLO PARK (ROUND 5 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP):

7th February 2010

SOUTHSIDE MOTOR FACTORS/PLATINUM BATTERIES MODIFIED A FINAL:

6 Chris Grimes (Vauxhall Nova) 3m 50.97s.

RATHGAR MOTOR FACTORS/PLATINUM BATTERIES STOCK HATCH A FINAL:

- 1 Gordon Lynch (Peugeot 106) 3m 48.88s.
- 2 Derek Tohill (Peugeot 106) 3m 49.22s,
- 3 Derek Lenehan (Peugeot 106) 3m 52.02s.
- 4 Michael Duke (Peugeot 205) 3m 52, 20s.
- 5 Fergus Lynch (Peugeot 106) 3m 54.49s.
- 6 John Denning (Peugeot 205) 3m 55.87s.

RATHGAR MOTOR FACTORS/PLATINUM BATTERIES STOCK HATCH B FINAL:

1 John Denning (Peugeot 205) 3m 51.19s.

RALLY CAR A FINAL:

- 1 Jack Deegan (Peugeot 205) 3m 48.25s, 2 Thomas O'Rafferty (Opel Corsa) 3m 54.17s,
- 3 Fergal Bowes (Peugeot 205) 3m 55.61s,
- 4 Danny Calnan (Peugeot 205) 3m 55.61s,
- 5 Jeremy Bishop (Opel Corsa) 3m 55.61s,
- 6 Patricia Denning (Peugeot 106) 4m 09.01s.

SKIBBEREEN & DISTRICT C C 100
ISLES NAVIGATION TRIAL AT
LISSAVARD, CLONAKILTY, CO
CORK (ROUND 6 OF
MOTORSPORT IRELAND
NATIONAL CHAMPIONSHIP AND
ROUND 5 OF MUNSTER
CHAMPIONSHIP):

7th/8th February 2010

- 1 Arthur Kierans/Ashley McAdoo (Subaru Impreza) 5 m,
- 2 Andy Mackarel/Liam Higgins (Subaru Impreza) 5m,
- 3 Shane Maguire/Stephen Thornton (Subaru Impreza) 40m,
- 9 Martin Sheahan/Paul Phelan (Subaru Impreza) 115m.

Event Reports

STEPHEN'S DAY AUTOTEST 26th December 2009

The day dawned bright and cold. Conditions were very similar to the Ice Racing Trophée Andros event! Studded tyres were not permitted so this made the tests, which were fast and flowing, even more challenging. One of these was partly on an ice-rink, which made for some interesting action, or lack of it, in some cases.

Damien Phillips and Robby Brunkard were out on their first multi-venue style autotest and seemed to have adapted very well to this new style of driving.



The boys & Kate get ready to go home Damien's technique of using the gravel banks to slow down worked very well for him on a few occasions and he passed on this vital information to me. promptly went out next and did exactly the same. Ronnie remarked that Damien was a braver man than he thought after watching him doing "wrong-way" throws in the deep gravel around the sandbags on Test 1. Damien had forgotten his hat and was worried that the sub-zero temperatures would affect his performance so he went on the look out for a spare hat and, in true TDC spirit, disaster was averted when one was located in my handbag. Luckily for him, it wasn't pink.

John Nolan came out of retirement and was hot out of the traps in the ex-Eddie Peterson Silver Starlet. He deemed the tests as "savage fun" and was first to finish all 3 laps. He declared that the 1300cc engine that he had fitted the previous week was an absolute rocket! I think he thought you could keep going all day. Just keep handing in your time card and Paul would give you one for another lap until you ran out of petrol or it got too dark!

Gerard and Derek Tohill had a very successful day, ending up 4th & 5th respectively, flat out everywhere seems to work very well for these two boys.



They must have been flat out loading the car onto the trailer as an indiscretion in this procedure resulted in a muffed glass windscreen. The inability to see where they were going didn't seem to slow them down. The car, which had a new clutch and tyres fitted, seemed to work very well in the icy conditions and Derek declared it good to go for another five years

Owen Whelan made the journey from Athy worthwhile and was sharing his car with Mark Doran.



Mark, who had spoiled the family Christmas by abandoning them to their own devices in Courtmacsherry for the day, made a few derogatory comments about the (matt) Black Starlet ie it's a ****box. However it can't be that bad as he finished a very creditable 7th. Clive Peterson decided to break with tradition and gave the Mini a day off and opted to double-drive a Starlet with Eddie. Both of them finished in the top ten, with Clive keeping Eddie on his toes all day.

Eoin Murray was unfortunate to suffer a puncture on Test 1 and this effectively put paid to a good result for him but he did look to be having fun as did the other Owen Murray.



Owen & Eoin

Mick Kehoe left the 309 at home and took his wife's shopping trolley instead. The Micra looked at home in the conditions proving that it's not all about power on the ice.

Eamonn Byrne and Frank Lenehan made it a very successful 1-2, with Darren Quille taking third spot. Frank seems to treat Starlets like shoes in that you need ones for different occasions. However, each seems to be as good as the next one - no matter what colour. Richard Pain was suitably booted up in green wellies. However, Dolly didn't seem to thrive in the arctic conditions despite his best efforts. Bernard Bradley had his lovely Mk 1 Escort out and spent a very enjoyable day getting to grips with it in the tricky conditions.

Many thanks to all the marshals who braved the elements. These volunteers are invaluable to us and without them there would be no events. Declan Hendrick, Christy Grimes, Kate Phillips, Timmy Faulkner, Robin Lyons, John Farrell and Austin Quille were among those on duty. We also have to thank the land owners for allowing us to use their premises.



Last, but not least, thanks also to Paul Phelan for doing the entries and results.

- 1 Eamonn Byrne (Starlet) 788.2s,
- 2 Frank Lenehan (Starlet) 795.9s,
- 3 Darren Quille (Starlet) 819.3s,
- 4 Gerard Tohill (Starlet) 830.3s,
- 5 Derek Tohill (Starlet) 831.1s,
- 6 Eddie Peterson (Starlet) 831.7s,
- 7 Mark Doran (Starlet) 846.8s,
- 8 Declan Hendrick (Starlet) 855.8s,

9 Clive Peterson (Starlet) 859.7s,

- 10 Patricia Denning (Starlet) 860.6s,
- 11 Daniel Byrne (Starlet) 870.2s,
- 12 Craig MacWilliam (Mini) 872.7s. Class winners: Eddie Peterson, Gerard Tohill, Owen Whelan (Starlet) 873.4s.

Trish Denning

More pics



Your correspondent was tenth



Daniel takes the gloves off as he prepares to deal with Eamonn



Damien wonders is Timmy a Munster fan



"The Lost Boys"?

Get your pen out and write a decently long post on the website so that I can include it in the next issue.

Variety is the spice of life.

UAC "It's Not The" BOXING DAY RALLY 28th December 2009

Thanks to Trish Denning's posting on the TDC website, a plan was hatched to head North on 28 December to compete in the UAC's appropriately named event "It's Not the Boxing Day Rally". This event takes the form of a multivenue autotest. What persuaded me to enter this event was Trish's description of the event which said "surfaces range from tarmac, concrete, loose, grass, to a range of other deposits found in farms which could prove to be slippy in places". Trish was wrong. Surfaces ranged from snow to ice and very little else.

The night before the event Ronnie Griffin called me. Through his customary shouting down the phone, I was just about able to make out something about entering a team, comprising Frank Lenehan, Ronnie and myself. The attraction, it seemed, was that our entry fee would be reimbursed if we won. Needless to say that sounded appealing to me!

Always being short of a navigator, I drafted in the "skills" of a work colleague, Ronan White. Ronan had in the past proven his ability to read maps, notwithstanding his lack experience in the navigator's seat, he was willing to "give it a go". We decided to enter into the spirit of the event and take the Midget. Frank was "out to win" and didn't enter into the spirit of the event. He used his Starlet and co-opted the services of the vastly experienced and similarly aged (i.e. ancient - Ed.) Beatty Crawford. Ronnie elected for "reliability" and had Joe Reynolds's MGB GT with Alan Dorman in the hot seat

Ronan and I left Dublin on December 28 at 06:00am (Frank and Ronnie had taken the easier option and gone up the night before). As we approached Hillsborough just after 08:00am we knew that Ronnie had arrived before us — we could hear him! Before I had signed on, Ronnie was giving me team orders for the day. "It's very simple" he said. "Maximum attack from the start". Given that I slipped twice on the way to sign on, this made me nervous.

We were extended a warm welcome by all at the UAC. Many of the usual faces were there to greet us. It was great to see Trevor Faulkner out and even greater that he was navigating...one less quick Midget driver to contend with.

The start was delayed for an hour while the test sites were salted. This gave Ronan and me a chance to go through the road book, and particularly the test diagrams, as you were not allowed to walk the tests before driving them.

Test one proved to be a disaster. You were not allowed to walk the test and you couldn't see the test site from the start line. Frank went first....and got lost. We were next up....and got lost. We ended up following a Triumph Herald (which had started the test after us) to the finish. We were given a max time. Then it was Ronnie's turn. Above the engine noise and tyre screeching and Ronnie's shouting, the ever-patient Alan got Ronnie to the finish, with a third fastest time.

It was around this time that it became clear to Ronnie and me that Frank didn't want to talk to us. As I mentioned above, he was there to do a job, and that was, to win. Ronnie christened him Frank "I'm only here to win" Lenehan.

From then on, the tests were more like the selectives of old, all forward motion and arrowed. All three of us adopted Ronnie's "maximum attack" team order and we put in some quick times. Beatty Crawford has sat with some of Ireland's best drivers. This hadn't prepared him for sitting with Frank.

Early afternoon saw us arrive at a test on a jaunting track. Midway through the first turn, we hit ice. We drifted wide and lightly "brushed" a wooden fence and some shrubbery – putting the first mark on the Midget since its two-year rebuild.



It doesn't look too bad to me but then, my standards wouldn't be quite as exacting as Andrew's

Unfortunately, Ronnie was watching and was greatly amused by this. Of course,

he knew better than I how to get around a corner on ice. He performed exactly the same manoeuvre on the same bend and....got away with it, setting fastest time on that test by almost 3 seconds. I relayed this story to Frank later, who confessed to having taken a very close look at the same wooden fence. Later, a MkII Escort went through the fence and had a less fortunate outcome that Team TDC.

At the end of the day, James Wilson and Arthur McMullan won the event in their Mini. Ronnie and Alan were just marginally behind, finishing second overall and Frank and Beatty finished third. Ronan and I finished eighth. Team TDC won the team award. Interestingly, Ronnie had 6 FTDs, two more than winners James and Arthur. I managed one FTD and Frank had none!

It was a great event, a credit to the UAC and to the marshals who stood out in Arctic conditions all day. We look forward to defending our title next year. It might be worth mentioning that the MG Car Club is running the Derek Walker Trial on 6 February, 2010. A few of us have done this event and it always proves to be a good one.

- 1 James Wilson/Arthur McMullan Mini 918
- 2 Ronnie Griffin/Alan Dorman MGBGT 923
- 3 Frank Lenehan/Beatty Crawford Toyota Corolla 962
- 4 Noel Cochrane/Michael Adair MG Midget 977
- 5 Robert McGimpsey/Ricky McGimpsey MG Midget 983
- 6 Roger Gordon/Trevor McIlroy Mazda MX5 983
- 7 Conor Lavery/Christian Cochrane Peugeot 205 1005
- 8 Lucy Whitford/Kathryn Millington Mini Cooper S 1006
- 9 Robert Woodside/David Allen Volkswagen Beetle 1007 10 Andrew O'Donohoe/Ronan White MG Midget 1007

Andrew O'Donohoe

Marshal in 2010

WINTER TRIAL 24th/29th January 2010

The Irish contingent, small but high quality, acquitted itself well in this demanding event. Frank Fennell/Kevin Savage finished runners-up to former Le Mans 24hr race winner Gijs van Lennep, partnered by Ian Tullie in a Porsche 356SC. They were just one minute in arrears after six gruelling days over a snow covered route in Austria, Czech Republic, Slovakia and finishing near Salzburg. Twelfth were Drexel Gillespie & Fred Bent in a Sunbeam Tiger closely followed by Joe Reynolds & Frank Hussey in Joe's "just finished in the nick of time" BMW 1600. Other names familiar to some of you were Jayne Wignall & Peter Rushforth, who were sixth in Jayne's Alfa Giulietta Berlina Ti Saloon.



Frank & Kevin in the Volvo 142 Mark Appleton was the professional at the helm so you can be sure that the event was a real challenge.

MULTI-VENUE AUTOTEST 31st January 2010

The idea for this event came about on the journey home from the 2009 Summer Lanes Rally in Belfast which Ronnie and I won (says she, modestly - Ed). The idea of having a similar event in the South seemed to enthuse Ronnie greatly and he came up with the idea of using Mondello. The master plan was to have fast flowing simple tests without reversing, so that it would suit all types of drivers, (especially the older ones who find it difficult to turn their heads – Ed). All of this was discussed above the roar of the MGBGT on the M1. It wasn't a very relaxing journey, to say the least. The committee decided to let Ronnie off the leash and he duly formulated detailed plans which were approved. So, off he





Trish, in the pink and Ronnie, showing his usual disregard for red tape

We closed the list at 50 following a flurry of entries, but were still inundated with requests to accept more entries. The situation was not helped by Ronnie phoning every few days repeating his usual "Oops, I've done it again Trishy, add X & Y to the list", followed by a hearty laugh.



As a Christmas present for my younger brother, John, I gave him a double-drive in my favourite Starlet, with Piers.





John

Trish

I was planning on taking my Rallycross 106 out for the day, primarily as a shakedown test, following its recent complete rebuild. It was John's first day out at an autotest of any sort and his first remark on arrival was "Eh, I don't think this is my sort of motorsport, it's full of anoraks, most past the first flush of youth", to which I replied that those anoraks were going to wipe the floor with him. The thoughts of driving a shopping car nearly as old as him didn't seem to generate much excitement at first but, following the first run, he changed his tune and was full of questions about fails and how many seconds they cost. He was spotted studying the test diagrams in greater detail after loop one in the hope of not

picking up any more time faults or fails. His enthusiasm was further whetted by the fact that there was a small wager with his friends Eoin Murray & Paddy Whelan as to who would be the quickest.





This included an elaborate handicapping system that amounted to a one second penalty added to every test as he was in 1500 Starlet and Murray & Whelan were in a 1300 car. I watched him on a few tests and reckoned that, unbeknownst to me, he must have attended the Ronnie Griffin School of Motoring i.e. he drove it at maximum attack and dealt with whatever happened which resulted in some entertaining and unusual lines.



Piers

Piers's strategy for the day was to try to go clean and careful and not to pick up any faults, (or any more slagging from Dermot Carnegie). This worked well for him on the day, as you can see from the results, but he questioned his wisdom at the end of the day as he seemed to think that John's approach of flat-out everywhere was more fun. The debate continues on this one.

John Nolan's Silver Smoky Starlet was working well all day and he too seems to use the 'John Denning approach' to good effect.



John

Rallycrossers, Danny Calnan and Fergal Bowes, both in Peugeots, decided to try their hand at autotesting and were somewhat amused by the goings-on in the paddock before the drivers' briefing.





Danny

Fergal

One of them remarked, "I'm not so sure about this, they are all doing hand-brake turns and doughnuts in the paddock; its mad, I've never seen anything like it before in my life – we're not even allowed to warm up our tyres on a Rallycross day". Just then, Douglas sped back from the far end of the paddock (warming up his tyres in the snow) in his very quick Escort and proceeded to get further heat into them by circling an imaginary pylon; it was just as well they didn't see him circling Daniel Byrne or they would have packed up and gone home.



Daniel

Both debutants quickly got into the swing of things and came in after loop one with smiles on their faces. They were suitably impressed with their performance, especially on test one, as Danny had matched Eamonn Byrne's time and Fergal was one second off. Danny was overheard saying, "I'm liking this autotesting, 31 dead and I believe your man Eamonn is handy enough."





Damien

Bonnie





Kate

Eve

Damien Phillips had his full service crew, in the form of Bonnie, Eve and Kate. After defrosting the car and checking the tyre pressures they sent him off on loop one. Test 5, the long one down the grassy lane was his favourite and he was spotted trying to get back into Mondello late on Sunday night for another crack at it.



Steve

Ruth Griffin is getting Steve a new quarter panel for Valentine's Day after he attacked a chicane.





Modified Peugeot front Mick
Mick Kehoe had an unfortunate
encounter with a grass bank on test one
however it was nothing a few cable ties
couldn't fix. He continued on regardless
and finished first of the Peugeots; maybe
he should try Rallycross!

We owe a huge thanks to all the timekeepers and marshals who stood out in the cold all day so we could have fun. I haven't done a lot of marshalling myself.



Ian McCulloch juggles clock, clipboard & camera – Who says men can't multitask?



Alan Dorman, Paddy McCollum, Vincent Fagan



Christy Farrell, Clare Blunt, Morgan Quinn However, I am putting my name down now for the Jimmy Pringle TDC International event - I somehow doubt I will be called upon to drive in this event! We also need to thank Ray in Mondello for his help in moving tyre barriers and getting the circuit ready, Ray is nearly as adept in the teleporter as some of the Autotesters. He can move those tyre barriers to within centimetres of each other. Also, of course, we are very grateful to John Morris and Ian Beatty for their continuing forbearance. The Mondello/TDC symbiosis continues to work well.

I had a great day out in the 106 and was delighted to bring it home without a mark on it, despite some contact with a few tyre barriers and cones. (Maybe when you wash the mud off it might be a different story — Ed). I really hope everyone enjoyed this event as much as I



Trish Denning

- 1 Eamonn Byrne (Mini) 24m 59s,
- 2 James Wilson (Mini) 25m 20s,
- 3 Andrew O'Donohoe (MG Midget) 25m 37s
- 4 Douglas Richardson (Escort) 25m 54s,
- 5 Eddie Peterson (Starlet) 26m 00s,
- 6 Mark Doran (Escort) 26m 07s.
- 7 Dermot Carnegie (Mini) 26m 08s,
- 8 Roger Gordon (Mazda MX5) 26m 11s,
- 9 Darren Quille (Nova) 26m 15s,
- 10 Frank Lenehan (Starlet) 26m 26s,
- 11 Joe Doran (Manta) 26m 31s,
- 12 Declan Hendrick (Starlet) 26m 33s.

The Top 12

(minus a camera-shy Mark Doran)











Editor's PS

Simon Echlin had his gorgeous MkII Escort out. A slight indiscretion saw it suffer some damage. First reports of the incident suggested that a complete re-build would be required. It transpired that there was little obvious harm.



Simon's reward for reading the lesson earlier?

John Denning seemed to me to be committed hugely. He managed to cock a rear wheel before he got to what the competitors were referring to as "Tarzan 2" on Test 5. Trish Denning found her "new" Peugeot 106 not entirely suitable. The quick rack with no power steering is OK for Rallycross but not quite so suitable for this sort of event.

Rory Dooley was leading Peter Lynch after the first lap. What was of more immediate concern to Peter was his petrol consumption.





Had he underestimated the distance between tests? Whatever, he had to borrow some juice to finish the event. He beat Rory fairly comfortably in the end.

A Few More Pics



Is she really Mick Melady's BRIDE



Snippets

Felix finally got around to having his Sunny NCTd before Christmas – just 5½ years late. The most notable aspect of this exercise was his having to clear the back seat. So momentous was this occurrence that he took a photograph which I hope to include in the next issue. Incidentally, the car didn't pass because of a small amount of detritus in the boot.

Declan Hendrick saves the Club quite an amount on prizes. There will be one on offer next Stephen's Day for the fourth time (the intended recipients go home early and fail to collect subsequently).

Billy Coleman was not just a rally driver. He navigated in an Anglia and he raced a Formula Ford. Mention of the same Billy brings to mind the time he presented his Renault Alpine for scrutineering without plates. It was duly rejected. He appeared back shortly with a pair and was passed, despite the plates belonging to a tractor.

Patricia Denning is reputed to have collected nearly as many Starlets now as Frank Lenehan.

Piers MacFheorais was not rewarded for his help in setting out the tests for the Howard Wilde event. The various combinations varied so little that the versions which managed to penetrate his consciousness weren't the final ones. Uncharacteristically, he had three "fails".

I knew that Dermot Carnegie has had an Escort Mk1 with Eamonn Byrne awaiting

restoration. What I didn't realise until recently was that Robert Dixon has had a works replica Cooper S of his for 15 years. I trust that this will make Eamonn feel less guilty. Will the Escort be ready for the official Byrne new workshop opening?

On the subject of Dermot, he acquired an increasingly rare Halda Twinmaster, from Des Cullen, for one of his latest acquisitions. He persuaded Des to go rooting around in his attic for same.

Periodical Pieces from the Past

After a year of putting together the Turbine, while it might be a bit presumptuous to suggest such, you may have discerned a certain style to my writing. Before Christmas, Peter Lynch presented me with a pile of old magazines - random issues of Wheels (1966-1967) and Auto Ireland (1969-1982). Amongst these, I discovered 'Lingard's Column' in the Jun-Jul '70 issue of Auto Ireland, which described Lingard Goulding's experience in Germany with his Beattie during his F5000 interlude. While Lingard was undoubtedly a talented driver, I would suggest that his role as an inspirational teacher was more memorable. It was in this context that I met him, when he was headmaster at Headfort School, Kells. One of his idiosyncracies as a teacher was his obsession with cricket and the involvement of his charges in this activity at every available opportunity. At the end of every academic year, Lingard produced a magazine (The Cicada) detailing the cricketing exploits of the boys. Even though I knew little of the participants, I found this a compelling read. I have reproduced a preface to The Cicada which will, I hope, give you an idea, followed by the 'German Trip' piece alluded to above. Also his Auto Ireland report of the Saturday action at the Rothman's Dublin GP in 1970.

Cicada Preface

As I explain for the benefit of new readers each year, a Cicada is an homopterous insect, renowned for its loud chirping sound; it is akin to a grasshopper, hence a **cricket**. The

several species are easily recognised by differences in song, behaviour and morphology - so they tell me. For the zoologically inclined, let me advise you that the males have three distinct sound responses: a congregational song that is regulated by daily weather fluctuations (sounds rather Irish really); a courtship song, usually produced prior to copulation; and a disturbance squawk, emitted by individuals that are captured or disturbed in flight. Over forty years ago, I used to live on Lake Macquarie in South Eastern Australia where, of an evening, I would be regaled by the song of the Tettigaretidae, a specie of hairy Cicada that is indigenous to that region. I would sit by a billabong in the balmy sundown, sipping a 'tinny' and being crucified by the mozzies. All the while the Cicadas would chirp incessantly, setting up a cacophony of sound in the otherwise peaceful Antipodean night sky. Many years later, when I wanted to write about Headfort cricket, it was natural that the cicada would come to mind.

German Trip

I have just suffered a disagreeable visit to Germany. Not that the Germans were responsible; sure, they lost my luggage, but that happens elsewhere; and they subjected me and fellow travellers to a fairly totalitarian form of frisking, but how were they to know that I wasn't concealing a time bomb up some orifice or another? No, I don't blame the Germans – it was rather a succession of most tiresome circumstances that rendered my visit disagreeable. I shall spare you the drama of my journey, as the editor did not request a travelogue, and, indeed, I shall give but scant reference to my miserable outing at Hockenheim, since at this moment in time I loath motor racing and racing cars with a very and bitter hatred. Suffice it to say, however, that following an engine re-build we were hoping for a good result in Germany. At Snetterton, a fortnight previously, the Beattie sported a seat for the first time, and the whole thing became a very much more driveable proposition until a circlip escaped, and a gudgeon pin ran amok, establishing a far too familiar relationship with the cylinder bore. Anyway, for Germany we had supposed that everything was hunky-dory, but,

upon starting the motor prior to the first practice session, a veritable Niagara of precious coolant gushed forth, gargoylewise, from the starboard cylinder head. Oh, ye gods and little fishes! Will ever donk and tub coordinate synchronously? These things I cannot say. And what I cannot say, I cannot say, and I cannot whisper them either. But what I can say is that throughout practice and the race, the car's endurance was confined to a few paltry laps before overheating would set in and a rapid switch-off became imperative. Added to this, and my lost luggage, was the face that our new 'up-'n-over' exhaust system allowed no mirror vision between its pipes and the rear wing, with the result that I was constantly obstructing others. To cap it all, our mechanics drove under the low tunnel leading from without the circuit to within, lopping off the roof of the transporter on the way. Ugh! Let us speak of other things.

Rothmans GP

On Monday, June 1, there rang out at Mondello Park such sonorous and euphonic decibels as had never before penetrated the ossicles of the Irish enthusiasts middle-ear.

It is strange how many attributes the colour green metaphorically represents. However, it was envy, rather than patriotism or biliousness or novitiature that was dominant in your correspondent as he arrove at the circuit on Saturday to watch the members of the Formula 5000 Circus perform their trapeze act in his ring. Pete Gethin was in pensive mood in the paddock; he had already lapped at 55.9s on Friday (c.f. lap record 57.2s) but he told me that the circuit was terrible, 'desperately rough and all hairpin. One almost spins on every corner and where can one overtake?' Mike Walker also complained bitterly of the circuit and spun half a dozen times to prove the point. Others, however, found it a bit of a giggle, Gordon Spice and Trevor Taylor being especially complimentary. Trevor liked it because it keeps the driver permanently busy; he said it is the type of circuit on which Jochen Rindt excels, although, on reflection, I'm not quite sure where that gentleman doesn't excel.

It was absorbing to watch the top men sort out the corners, modifying their lines slightly as they methodically discovered the fastest route. Frank Gardner, that accomplished hyperintelligent Aussie, soon found the answer to awkward Esso: he entered profoundly slowly, driving deep, deep into the approach, turning late, hugging the lefthand side, then powering early and inordinately fast through the more important Castrol. My watch showed him to be a consistent half second faster over this section of the course than were his adversaries who took Esso faster and wider. I wandered over to Duckhams late in the evening with that most analytical Kiwi, Howden Ganley, and we watched Frank devouring Rothmans Straight and swooping into the double right-hander at a speed that was at once inspiring and mildly alarming. In contrast to Gardner's stable T190 were the ungainly wallowings of the pregnantlooking T142s (RIP). Keith Holland was the most impressive guinea-pig in one of these, and he made copious use of the kerbstones around the circuit. Shay Griffin commented prophetically to each other about the handling of Roy Pike's Leda, which cocked a wheel seductively whenever it saw a corner. Saturday night was given over to the

Saturday night was given over to the more serious business of Sid and Mary Taylor's memorable – for those whose memories continued to serve them – party.

As well as memorable words, the old Peter Lynch mags contained lots of memorable images. I have included a sample of these for your delectation. Apply to Peter if you wish to have a more comprehensive perusal of the collection.

















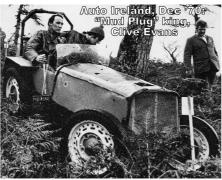










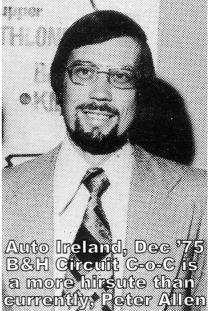




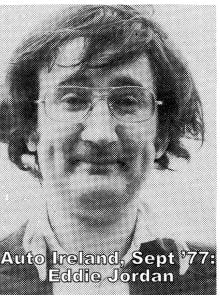




















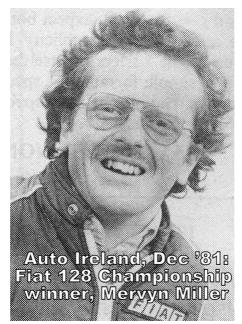




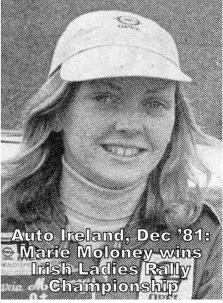






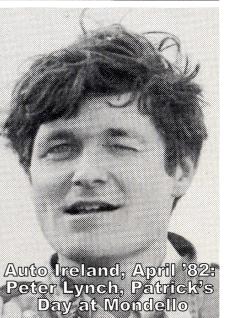












Felix used to write more comprehensive reports than the brief summaries he is confined to nowadays. This piece is from the November 1970 issue of Auto Ireland.

After the long summer lay-off, the first round of the 1970/71 RIAC National Irish Rally Championship took place on Saturday/Sunday, October 17/18, organised jointly by the Cavan and Monaghan clubs. This was the first qualifying event to be held since the recent decision that RIAC championships would be open to all Irish drivers and not confined to Southern residents, as heretofore.

A good entry of 48 was received, including all of the championship contenders. Seeded at No. 1, as usual, were Noel Smith/Ricky Foott, the reigning champions, who hoped to get the hitherto unreliable 1.3 Hornet to the finish this time. They were followed by last year's runner-up, John Bridges partnered by Brendan Doyle, in a Cooper S, with Eamonn Cotter/Paul Phelan (1.8 Escort TC), David Yeates/Frank O'Donoghue (Cooper S), Nobby Reilly/Des Flanagan in the ex-Smith championship winning Cooper S, and Billy Kilroy/Noel Davin (Capri 3 litre) next in line.

As crews plotted the 250 mile route, set mainly in counties Cavan and Monaghan, word came that the Smith Hornet had done it again - engine trouble on the way, at Kells, only 12 miles from the Oldcastle start, meant that he was out of action for the night. Negotiations with some of the forestry officials for the use of stages fell through at the last moment, reducing the number of stages before supper from five to three. As things turned out, the navigation part of the first half was quite comfortably on for most people so the stages assumed added importance. The first of these, at Bailieboro, was a short, quite fast, 2 1/2 miler. Bridges, running first, had a "look off" on a deceptive left-hander, being delayed for over eight minutes, but to his relief, the timing went awry, and the stage had to be scrubbed. SS2, at Cootehill, was another fairly fast one, but the arrowing was definitely not up to standard, some of the signs

consisting of insulating tape stuck on a yellow board, which were completely unintelligible at anything over 20 m.p.h. Indeed, this is a criticism which could be applied to all the stages in the first half, which was organised by the Cavan team. Jimmy Reid/Jim Cusack (Cooper S) were best on the stage, beating all the more experienced competitors handsomely. Hugh O'Brien/Mick Hart in the ex-Chris Sclater Escort TC, spent some time off the road, dropping 5 ½ mins, while among those who didn't get this far were Gerry McNamara/Austin Frazer (Escort TC) and John Tansey/Billy O'Neill (BMW 2002).

SS2, Cootehill (5 miles): 1. J. Reid, 7:18; 2. N. Reilly, 7:28; 3. R. Maharry and D. Yeates, 7:30; 5. E. Cotter, 7:32; 6. J. Bridges, 7:42.

Another three quarters of an hour of easy navigation brought the field to the very fast 1.6 mile stage at Castle Saunderson, near Redhills. Reid/Cusack were again best, joined this time by O'Brien/Hart.

SS3, Castle Saunderson (1.6 miles): 1. J. Reid and H. O'Brien, 1:49; 3. E. Cotter and J. Bridges, 1:51; 5. R. Maharry and N. Reilly, 1:54. A gentle 12 minute section led to the supper halt at Clones where placings were as follows:

Reilly/Flanagan, 1.5 marks; Cotter/Phelan, 1.6; Robert Maharry/Kenny Johnston, 1.7; Yeates/O'Donoghue, 1.9; Bridges/Doyle, 2.6; and Tom McNally/Derek Johnston (Cooper S), 5.0. Reid/Cusack had fallen back somewhat, due to road penalties. After supper, things tightened up considerably. Bridges/Doyle dropped 2 mins at TP9 which was the first point of the second half, while most of the other leaders just managed to remain on time up to control 8 which was at the start of SS4. This was an 8 1/4 mile closed road section, just south of Aughnacloy, which wrought havoc on the remaining competitors. Firstly,

Yeates/O'Donoghue had a coming together with a bridge, only 100 yards from the finish, costing them a minute in the stage, and severely damaging the front of the Mini (about 15 degrees of toe-out!!). Next, Reilly Flanagan had a very lucky escape when they virtually demolished the ex-Smith Cooper in a

"straight-on-at-T". Reid/Cusack collected a milk-churn stand (!), while Maharry/Johnston had a go at Yeates' bridge, but were able to continue. SS4 – (8 ½ miles): 1. E. Cotter, 10:38' 2. J. Bridges, 11:03; 3. H. O'Brien, 11:17. 4. W. Kilroy, 11:40; 5. P. Farrelly, 11:43; 6. R. Maharry, 11:50. Another short closed road stage followed immediately, at Tedavnet. This was a narrow, twisting affair, with many rightangle corners, which suited the FWD brigade rather more than the previous one. Paddy Farrelly/Ray Inglis (Gordini) were beginning to figure at this stage, having a good, consistent run, which stood them well in the final

SS5 – Tedavnet (2.8 miles): 1. J. Bridges, 3:48; 2. E. Cotter, 4:07; 3. H. O'Brien, 4:30; 4. W. Kilroy, 4:32; 5. P. Farrelly and R. Maharry, 4:54. At this point the navigation became tighter, with TPs much closer together than previously. Yeates and Maharry were consistently losing time, due to being slowed by their accident damage, while the latter also had loose carbs. to contend with. The first major trouble of the night occurred at TP18, near Smithborough. An unmarked road just before the correct slot brought crews out in a totally unexpected place. When the proper approach road was discovered, it was a very unlikely looking muddy track. Yeates/O'Donoghue surprisingly made this on time, while Cotter/Phelan dropped 12, Maharry/Johnston 13, and everyone else either took a wrong approach or missed the TP altogether. Another 4 TPs in the Newbliss area led to the final petrol halt at Scotshouse, which was also the start of the last special Stage. This was a winding, narrow, closed road section of 2.8 miles. SS6 – Scotshouse (2.8 miles) 1. E. Cotter, 5:03; 2. J. Bridges, 5:22; 3. T. McNally, 5:24; 4. R. Maharry,

Both Farrelly/Inglis and McNally/Johnston were gradually gaining places as the more fancied crews struck trouble, and were now in second and third places, behind the Cotter machine.

With only 4 TPs left to the finish, one might have been forgiven for thinking that it was all over, but this was not the case. An obscure slot between two farm buildings on the way to TP25 caught everyone, but Maharry/Johnston, who got it first time. Cotter/Phelan lost 6, Farrelly/Inglis 9, and the rest either took wrong approaches, or missed the TP. TP26 also proved troublesome, the Farrelly Gordini having a WA which cost it a place at the finish, while Bridges/Doyle missed both 25 and 26. 23 crews straggled into the finish within maximum lateness. Results, which took a good while to appear, showed that Eamonn Cotter had scored his first championship win, and a well-deserved one at that, as his Escort has not exactly been a model of reliability up to this. Tom McNally/Derek Johnston and Paddy Farrelly/Ray Inglis showed that consistency matters by completing the leader board, while Anthony Lowry/Cecil Orr, in an excellent seventh place overall, took the semi-experts class by a large margin.

No doubt all the damage of the Drumlin will be repaired in time for the second round, Munster MC's Fit Remoulds Cork 20 on November 7th/8th

Results:

- 1. Cotter/P. Phelan, Escort TC, 25.5 (22 on road)
- 2. T. McNally/D. Johnston, Cooper S,
- 3. P. Farrelly/R. Inglis, Gordini, 91.3
- 4. R.S. Maharry/K. Johnston, Cooper S, 92.3 (74)
- 5. D. Yeates/F.P. O'Donoghue, Cooper S, 97.6 (69)
- 6. J.H. Bridges/B. Doyle, Cooper S, 120.0 (113)
- 7. A.J. Lowry/C.G. Orr, Lotus Cortina, 237.0 (202)
- 8. W.E. Kilroy/N.N. Davin, Capri 3000 GT, 306.4 (275)
- 9. E. Cassidy/R. McAllister, Mini, 331.2
- 10. M. McIlroy/Mrs M. McIlroy, Imp, 502.0 (464)

Semi-Experts: Lowry/Orr Novices: Cassidy/McAllister

I don't know who wrote this review from the Feb'73 Auto Ireland. It may

have been Felix.

TEST TRIALS THE 1972 SEASON REVIEWED **CARNEGIE'S HEWISON**

On the test trial front, things remained fairly quiet during mid-summer with the first event of the season having a small turnout at Birr in August. Arthur Davis scored his first premier, in his Clubman GT. Galway's Promenade Trial at Salthill in September saw the first quality entry, with the lure of £10.00 for the Premier Award. Ken Irwin took the money home to Castlederg, beating Alan Murray and Harold Hagan. Another Birr trial, the following Sunday, gave Frank Lenehan a win after Murray failed a test, while the Sligoman was back on form for the first Dublin event, TDCs trial in the Newtownmountkennedy area. He was followed home this time by Doug Richardson, who has bought Dermot Carnegie's Clubman GT. Carnegie was third in his Cooperised Mini, just 0.9 behind his old car. It was Murray again in Midlands Ballinasloe event a week later, his racers getting far more grip than the SP44s which most others were using. Carnegie finished ten seconds adrift, with Davis a further 15 down in third place. Tipperary MC were next on the list, at Clonmel and Frank Fennell hit top form in the 1300 engined Cooper which he has bought back from Richardson. He set best time on six of the first seven tests, then eased off to make sure of staying away from the pylons. Dermot was second again, with Davis getting the better of Frank Lenehan and Richardson for another third place. A second Fennell win came a week later, in MEC's Rhodes Cup, in the Brittas area, with Carnegie taking yet another runner-up position, and Doug Richardson making

The large Irish contingent who travelled to Stourbridge on the last Saturday in October for the Ken Wharton were well rewarded, as mentioned briefly last month. Dermot Carnegie took a resounding win in the individual section, defeating last year's winner, Ken Irwin, by seven seconds. Northern Ireland, with their usual display of consistent brilliance, took their eleventh victory in thirteen years, with Harold Hagan and Ken Shields each winning their class, while Con Linehan (Amoco Midget) and Larry Mooney (Europa VW) backed Carnegie up well to take second position overall, ahead of all the other UK teams. Just to complete the Irish grand-slam, the reserve class was won by Frank Lenehan

whose total penalty would in fact have given him third place in the main Cooper class, ahead of George Holland. Back at home again, Frank Fennell continued his winning ways, narrowly beating Dermot Carnegie into second place after the latter knocked a pylon, in the second TDC event of the season, based at Brittas. John Lyons, making his first southern appearance since his road accident in December 1970, took third position despite still having to walk with the aid of a crutch. The following day, Galway reopened the Hewison Championship after the long summer break and Alan Murray again used his racers to good advantage in pouring rain, scoring a narrow 0.6 second victory over Fennell. Lyons again took third, with Carnegie fourth after going wild on the final test, with two lines and a pylon. This put Murray into a single point lead in the series, while the next round, at Sligo, should have given him a psychological advantage over the others. However, Carnegie had a steady, consistent drive all day to give himself his first home win since June, while Murray failed the final test, dropping from a probable second or third place to seventh. Another to finish down the field was Harold Hagan, with eighth spot. John Lyons was second, seven and a half seconds behind Dermot, while Charlie Irwin, having a very rare southern outing, took third in his brother Andy's Mini 1000. Fennell was fourth, with Ken Irwin fifth, then a long gap to the now Koni-sponsored Clubman GT of Arthur Davis. This saw Carnegie with a two point advantage over Murray, with two events to go, while Hagan, after his last two performances, was no longer in a position to challenge for the lead. Carlow CC's Hewison round in early December put Alan Murray back in contention for the title in the biggest possible way. He scored what seemed to be an effortless victory, setting best times on six of the eleven tests, and finishing no less than 18 seconds ahead of Carnegie. Arthur Davis took third position, with Ronnie Peterson surprising everyone by taking his very standard 848 Mini into fourth. On his home ground, Roy Ringwood was fifth, while Frank Fennell managed sixth, having recovered from a failure earlier in the day.

This left the two contenders tying for the Hewison lead going into the last round, with the defending champion in the better position. To take the title Murray had to win the MG event – if anyone else won, Carnegie took his fourth championship. Ken Irwin and John Lyons travelled south for the event, but Harold Hagan was missing due to family illness. Murray incurred a line fault on Test 4, while leading, and then stalled his engine on the following test. This put Carnegie in a reasonably secure lead and he was able to ease off slightly. However, Murray battled his way back to second place by the finish, just two seconds behind the 1972 Hewison champion, with John Lyons 0.7 further down, in third place. Doug Richardson took an excellent fourth spot and confirmed his easy win in the Grade B section, finishing seventh overall in the series.

Final placings were: Dermot Carnegie 103 points, Alan Murray 101, Frank Fennell 86, Harold Hagan 85, Clive Peterson 75, Frank Lenehan 68, Doug Richardson 68, Arthur Davis 64, Roy Ringwood 51, Larry Mooney 43. Hagan, naturally enough, won the Sports Car class, while Mooney took his usual win in the large saloons section. The six leaders in the '72 Hewison have been the most consistently successful drivers for the last couple of years, as they have taken the first six positions in the last three RIAC driving test championships. Of the "challengers", Richardson and Davis appear to be the most promising in their Clubman GTs and could well upset some of the more established names this year.

From Auto Ireland, June '80 I give you an extract from "Frankly Speaking About Rallying", a regular monthly feature by Dr. Frank O'Donoghue, one of Ireland's leading rally navigators

There used to be a time when, after Easter, one could put away the magnifiers and maps until October, as very little happened on the rallying front over the summer months. However, the increase in the popularity of stage rallying has meant that rallying continues unabated, with perhaps a small break in July and August, for most

of the summer. The Kildare/Aer Lingus combination finished up their winter series of rallies with the Canbog on 19th April. For the first time in many years this saw the reintroduction of special navigation sections, i.e. navigation sections timed to the second. These proved extremely popular with all competitors, even if they were a trifle rough after the dry spell. I navigated Ken Fildes to first overall in this rally, cleaning the road and Ken setting fastest time on the special navigation sections. Other crews were envious of the adjustable suspension in the Nokia Citroen which enabled us to ride above most of the rougher roads.



Not so happy was the next outing on 3^r May with Frank Fennell in the Galway Night Navigation Rally, the second round of the Navigation Championship. As Fennell's rally RS2000 was still not refurbished after the Circuit of Ireland blow-up, the road-going Mexico of team manager extraordinaire, Tom Callanan, was pressed into service. Despite driving on dipped headlights for the first eight time points, we managed to remain clean up to TP12; the only other car clean to this point was the Yeates/Phelan Fiat 127, but on the approach to the next time point an enormous rock caused a very heavy landing which broke the engine mountings on the Mexico and shattered the sump. Apart from losing valuable Championship points, we were both disappointed not to have progressed further, as it appeared to be a fantastic rally, with a high premium on both driver and navigational skill, with none of the rubbishy tricks of non-goers and local knowledge.

From the days when the Circuit of Ireland really was "international", I

have reproduced the Auto Ireland report from April 1982.

ROTHMANS OPEL TEAM 1ST & 3RD McRAE SCORES A "HAT-TRICK"

The 1982 Circuit of Ireland saw Jimmy McRae firmly establish himself as the top tarmac driver in the UK and Ireland, the "Flying Scotsman" scoring a Circuit "Hat-Trick" and pacing himself to virtually dominate the rally from the start. Roger Clark scored a Circuit "Hat-Trick" in '68 to '70, driving Ford Escorts. The Escort has a great Circuit record, with eight wins, but General Motors has now taken over dominance of tarmac rallying. Pentti Airikkala broke the Ford grip when he won in '79 with a Vauxhall Chevette HS. McRae took a Chevette HSR to victory in 1980, and in the last two events he drove an Opel Ascona 400. This Easter he was ably supported by his Rothmans Opel Rally Team partner, Henri Toivonen. The courageous Fin finished third despite driving most of the gruelling 1200 miles rally with broken bones in his left hand, following an "off" early on Easter Saturday.

Russell Brookes trailed McRae by almost five minutes, but nonetheless put in a spirited performance to finish second in his Chevette HSR. Irish drivers figured prominently in the top placings, with John Coyle (Talbot Sunbeam Lotus) and Billy Coleman (Escort RS) ahead of Finland's Hannu Mikkola in the remarkable Audi Quattro and Ari Vatanen (RS). World Champion Vatanen was the only likely challenger to McRae, but he had a number of "offs" and was penalised for illegal servicing, all of which dropped him to seventh overall. Ger Buckley too had a troubled rally, but when brake and clutch troubles were finally overcome he brought the DOTI Ascona 400 home eighth. Winston Henry (Escort) was the highest placed NI driver in ninth and John Price finished tenth with his Renault 5 Turbo.

Class winners were: Michael (Bones)
O'Connor, Toyota Starlet; Phil Clayton,
Frank Fennell and Kevin Doyle in Talbot
Sunbeams; Pat Anderson, Ford XR3; Russell
Close, Opel Manta GT/E; Price and Jimmy
McRae. Rosemary Smith won the Ladies',
for the "umpteenth time", in a Talbot
Sunbeam Lotus.

Front runners who retired included Chevette drivers Austin McHale, Terry Kaby, Brendan Fagan and Dessie McCartney. McHale was as high as third before he was sidelined with mechanical troubles and the other three all crashed. John Lyons retired the Primark-Downton Escort RS with broken steering, Per Eklund's new Toyota Celica had engine trouble and Donie Keating's Chevette didn't start due to camshaft trouble.

MEMBERS MEMORIES

Not having heard to the contrary, I will presume you all behaved yourselves over Christmas. So, as I promised, if such was the case, here are some more photos from the Peter Lynch collection.





