

TDC Turbine



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.

Joe



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) 6m,
- 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,
- 5 Philip Erskine (Erskine-Suzuki) 4m,

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

7th February 2010

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

1 Gordon Lynch (Peugeot 106) 3m
48.88s.

2 Derek Tohill (Peugeot 106) 3m 49.22s,
2 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,

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

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.

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.

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.



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.



3

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.



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A photograph of three men walking on a sandy beach. The man on the left is wearing a dark jacket and jeans. The man in the middle is wearing a dark jacket, a black beanie, and jeans. The man on the right is wearing a red jacket and blue jeans. They are all holding papers. In the background, there are dark, rounded hills and a body of water.

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

Variety is the spice of life.

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

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.

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.

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.



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

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!

- 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

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Marshal in 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.



Mark Appleton was the professional at the helm so you can be sure that the event was a real challenge.

TDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCT

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 went.



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 slugging 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

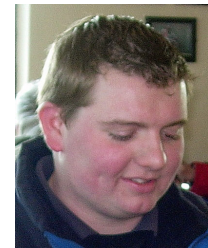
Rallycrossers, Danny Calnan and Fergal Bowes, both in Peugeots, decided to try their hand at autotesting and were somewhat amused by the goings-on in the paddock before the drivers' briefing.



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

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



Mick

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.



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 did.



- 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.

(minus a camera-shy Mark Doran)



TGCTGTGCTGTGCTGTGCTGTGCTGTGCTGTGCTGTGCTGTGCTGTGCTGTGCTGTGCTGT

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.



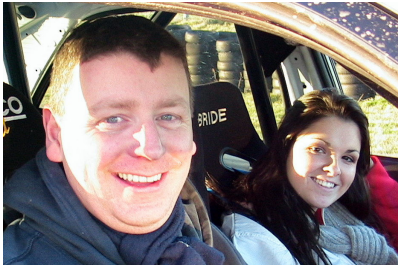
John Denning seemed to me to be committed hugely. He managed to cock a rear wheel before he got to what the competitors were referring to as “Tarzan 2” on Test 5. Trish Denning found her “new” Peugeot 106 not entirely suitable. The quick rack with no power steering is OK for Rallycross but not quite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



Billy Fennan, Mick Fisher, John O'Reilly

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

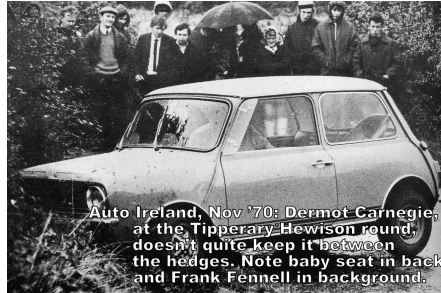
several species are easily recognised by differences in song, behaviour and morphology - so they tell me. For the zoologically inclined, let me advise you that the males have three distinct sound responses: a congregational song that is regulated by daily weather fluctuations (sounds rather Irish really); 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,



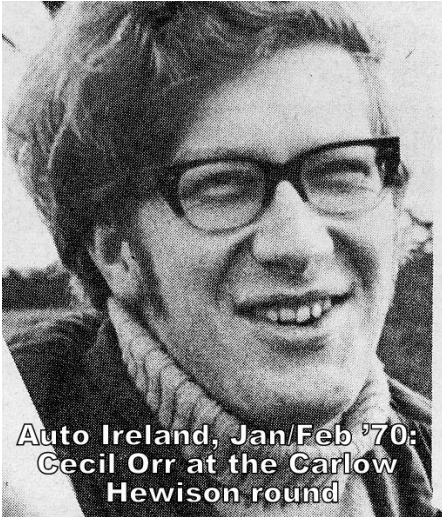
Auto Ireland, Dec '69:
Frank Fennell at the Galway Hewison event



Auto Ireland, Nov '70: Dermot Carnegie
at the Tipperary Hewison round,
doesn't quite keep it between
the hedges. Note baby seat in back
and Frank Fennell in background.



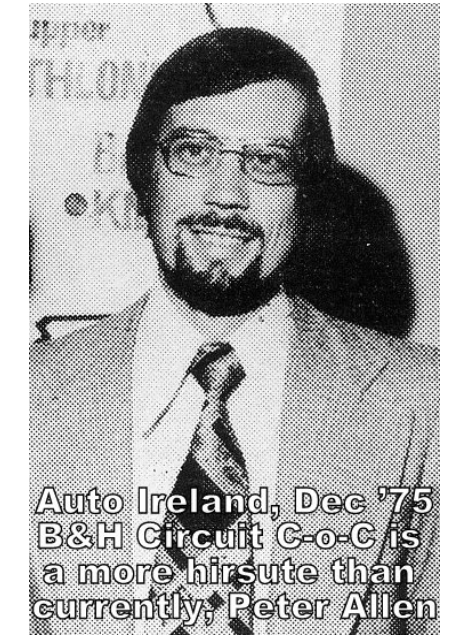
Auto Ireland, May '74:
Robert Craigie & Richard McAllister
in the B&H Circuit of Ireland



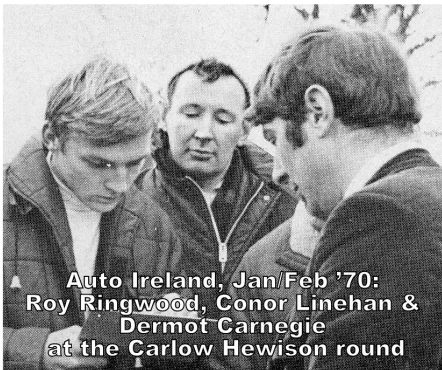
Auto Ireland, Jan/Feb '70:
Cecil Orr at the Carlow
Hewison round



Auto Ireland, April '71:
Cecil Vard & Paul Phelan who came 7th
in the Gallaher Circuit of Ireland



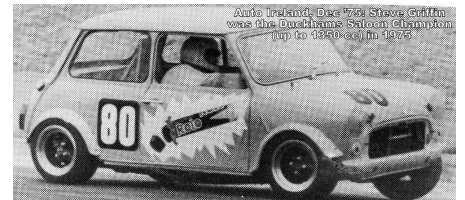
Auto Ireland, Dec '75
B&H Circuit C-o-C is
a more hirsute than
currently, Peter Allen



Auto Ireland, Jan/Feb '70:
Roy Ringwood, Conor Linehan &
Dermot Carnegie
at the Carlow Hewison round



Auto Ireland, Dec '70:
"Mud Plug" king,
Clive Evans



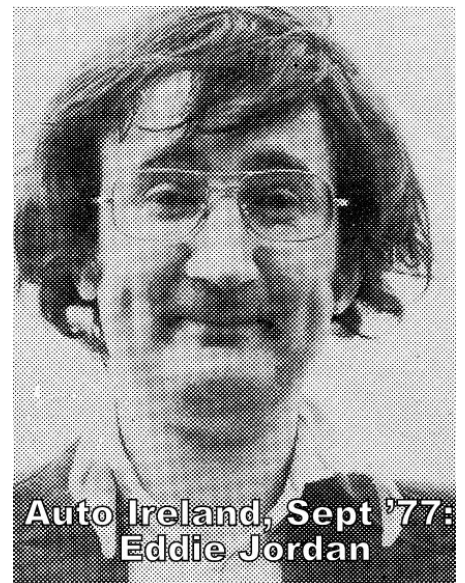
Auto Ireland, Dec '76: Steve Griffin
was the Duxtham Saloon Champion
up to 1976, again in 1977



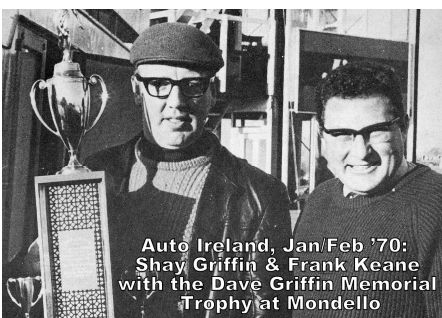
Auto Ireland, Jan/Feb '70: Steve Griffin at The Park
Will it polish out?



Auto Ireland, April '71:
Eddie Fitzgerald who won the
"Win with Wynns" competition,
with Lingard Goulding



Auto Ireland, Sept '77:
Eddie Jordan



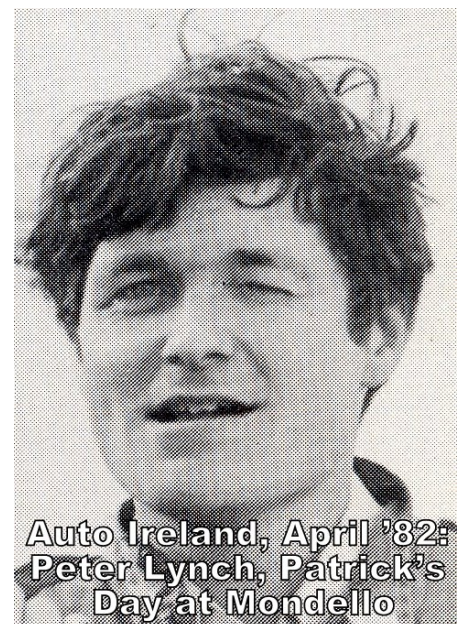
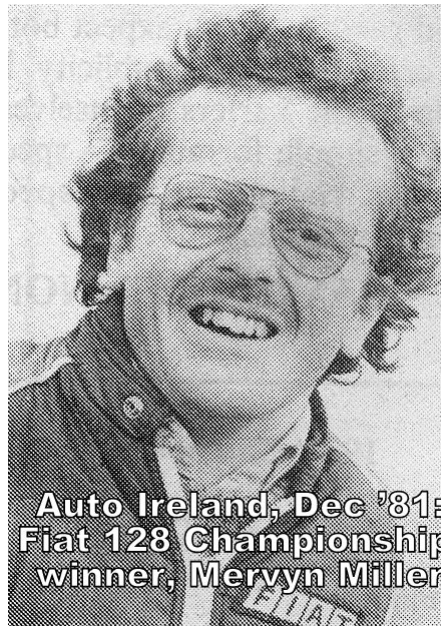
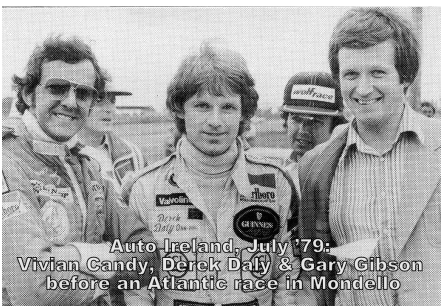
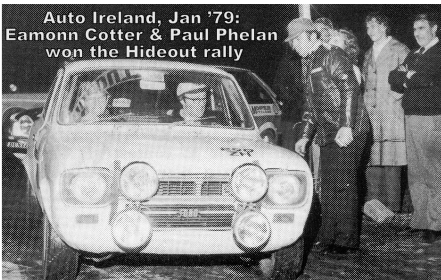
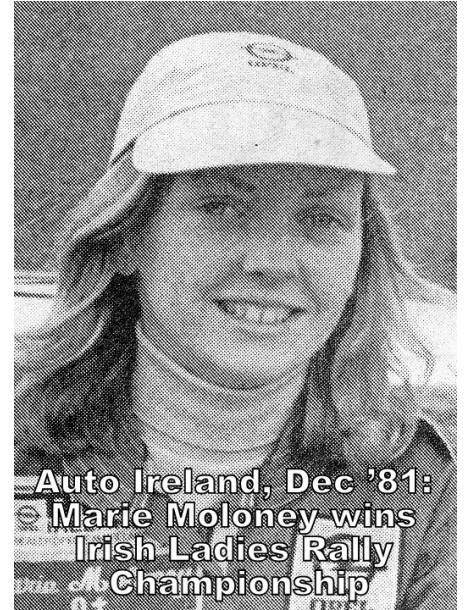
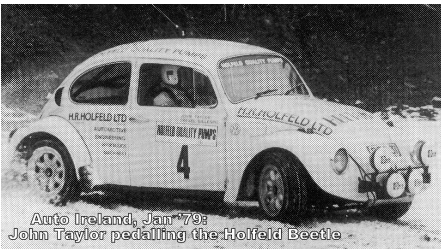
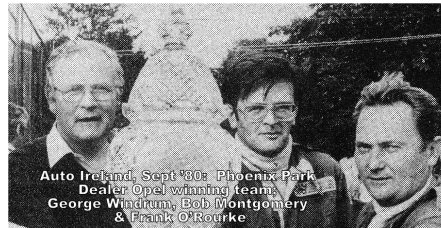
Auto Ireland, Jan/Feb '70:
Shay Griffin & Frank Keane
with the Dave Griffin Memorial
Trophy at Mondello



Auto Ireland, Jan/Feb '70:
Des McCoy in his Crossle at Mondello



Auto Ireland, June/July '70: Larry Mooney
at a Rallycross in Rockfield, Co. Meath



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.

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.

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).

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.

A gentle 12 minute section led to the supper halt at Clones where placings were as follows:

"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 ¼ 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 right-angle 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 results.

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, 5:31.

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, 84.1 (60)
3. P. Farrelly/R. Inglis, Gordini, 91.3 (68)
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 (295)
10. M. McIlroy/Mrs M. McIlroy, Imp, 502.0 (464)

Semi-Experts: Lowry/Orr

Novices: Cassidy/McAllister

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, TDC's 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 third.

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.


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**

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.

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

**FRANKLY SPEAKING
ABOUT RALLYING**



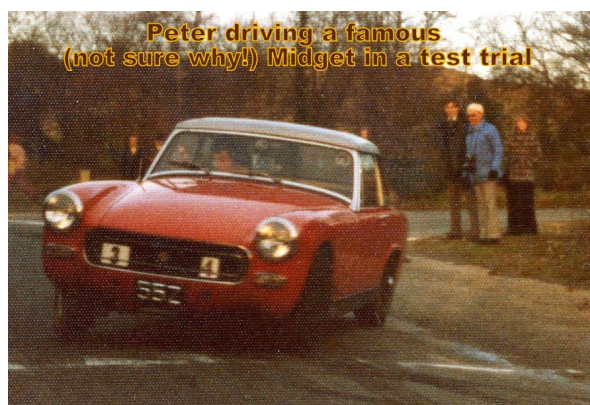
FRANK O'DONOGHUE

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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.



Frank Fennell & Huntley Lauder



Eric Herman walks away from it all in Inistioge



Peter muscled his way inside Des Cullen at The Park



Frank Fennell with one of his DKWs



Peter, Noel O'Reilly & Myles O'Reilly



Frank Lenehan, Norman Ferguson, Ron Mullen & Dermot Carnegie avoid the spray from Peter's champagne

