

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com

October 2010

Chairman's Chatterings



Derek Tohill makes the front page for the second time in as many issues, and deservedly so. His winning the European Rallycross Division 2 Championship is a tremendous achievement. The Club can now bask in some reflected glory.

In the pages that follow there are more new contributors - Rory Power, Dave O'Leary and Danny Calnan. Some former neophytes have also reappeared. **Why don't more of you get your pens out?** Thanks, as ever, to Peter Boyd for the better quality images.

Joe



Rory's Rant

Well, another fantastic day for Round 4 of the Beginners' Championship; not a drop of rain to be seen! And, other than the weather, it was a fantastic day all round. Everyone (almost!!) was in good spirits and had a lot of fun. I was fuelled up with lots of coffee, very kindly supplied again by the lovely Trish Denning (seen here



with Joe Downey You spoil us all Trish; your coffee certainly helps to calm the nerves! If that wasn't enough we always get a good demonstration of Trish's fantastic rallycross drift at the bottom of Test 2!! Trish always has great words of encouragement and a warm welcome for all newcomers. Let's hope we don't lose her to rallycross! Nearly absent was Ian McCulloch with his camera, but not quite. He could only stay for a few minutes but managed to get in a couple of hundred thousand surprise photographs in that time!

Many congratulations have to go to Keith Byrne, who has certainly thrown down the gauntlet. He is the first to register a second win in this year's very competitive championship. I think he is really going to be one to watch for the future! In fact, all of the beginners

Beginners' Autotest Round 4 22nd August

(and let's face it, that's who these events are all about) are of such a high standard that they are worrying us novices already!! Time for us to pull our socks up!

Jay Donegan put in a sterling performance and was seen with a Cheshire (cat) like grin on his face lots of times during the day. He was definitely having lots of fun.

Ian Downey drove with his usual exuberance and was minding his car a bit as he is soon to be taking it to Germany to use as his daily driver when he is at college there! Has anyone ever driven an autotest car that far??

Noel Devlin (with son, Matthew, below), while I only saw



him driving on a couple of tests, seemed to be getting it very right; keep it up Noel. I hope you are



learning loads from these events, they really help when you venture out into the big bad world of Hewison and Munster events.

Lyndsay Doran arrived and left with both car and all body parts intact! Always in great spirits, Lyndsay gave the impression of enjoying her day. She was going very well in her new Toyota and consistently put in very respectable times.



On the Novice side of things Stefan Walsh took the hon-



ours, with a great drive, yours truly



took second place and Anthony Freeney was a close third. Lots of sideways Westfield antics from Anthony kept



the crowds entertained. Mark Nugent was certainly flinging his Starlet around, with his usual aplomb, door-handles nearly scraping off the ground. What can I say about Damien Phillips? Definitely the personality of the Beginners' Championship, Damien manages to keep the whole event enjoyable and light-hearted for everyone, all the while coping with



two handbrakes in the car!! Looks like he was pulling the right one all of the time at this event. Danny

two handbrakes in the car!! Looks like he was pulling the right one all of the time at this event. Danny



Peter Lynch can't stop himself tinkering - Danny looks on helplessly

O'Donohoe had his lovely Escort out again. He drove very well.

With seven entries the Expert class was certainly busy with Guy Foster taking top spot. The



class was very closely fought with some fantastic driving.

Alan Coyle managed not to disgrace me while double-driving my "new" Mini. He seemed to love

driving a Mini saloon for a change. Many thanks for all the useful tips



Alan, really appreciate them and will hopefully put them into practice for the Hewison. Damien Doran, who is now out of the Nov-



ices and up with the big boys in the Expert class put in another stonking drive. In my opinion he is the one to watch over the next couple of years! We had three amazing performances from the Expert Westfield drivers Andrew



Ken Irwin watches while Stephen pushes Andrew around

& Stephen O'Donohoe and Chris Grimes. Very spectacular to watch. Is Chris Grimes going over to the dark side and leaving a mini for a rear wheel drive autotest car???? Peter Lynch was looking very cool and collected flinging that lovely



Chris & Christopher

Escort around the tests. Looked like he was enjoying himself. You guys are the inspiration for all of the beginners and novices.

It was great to see a nice big entry for this event, and I certainly had a whole lot of fun, courtesy of a fantastic yellow mini from Ken Irwin. I was double-driving with Alan Coyle. For anyone who hasn't done some double-driving I can thoroughly recommend it. One driver tends to spur the other on. Definitely to be recommended for beginners.

Once again a huge thanks to Mondello, Timmy, Piers, and all the marshals and timekeepers for making these events so much fun. They make entering the world of autotesting



very enjoyable and welcoming. Your efforts are greatly appreciated and do not go un-noticed. So many of us have learned a huge amount from these events.

On another note, I'm now going to have a little moan! Autotesting is a sport, something that most of us use to unwind and give us something to look forward

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to as we plod through the drudgery of the working week. And the beginners' events are even more so relaxed with the emphasis on enjoyment. There were a couple of displays of inappropriate behaviour by more experienced drivers at this event. Lads, this is really not the place for this sort of thing. Can we not try to keep it light-hearted and fun for everyone?

Looking forward to the next six rounds of the Beginners' Championship - what do you think, Timmy?

Rory



RESULTS

- 1 Keith Byrne (Starlet) 581.5s,
 - 2 Jay Donegan (Starlet) 629.7s,
 - 3 Ian Downey (Starlet) 668.1s,
 - 4 Noel Devlin (Starlet) 693.8s,
 - 5 Lyndsay Doran (Starlet) 737.1s.
- NOVICES:

- 1 Stefan Walsh (Starlet) 543.7s,
- 2 Rory Power (Mini) 561.6s,
- 3 Anthony Freeney (Westfield) 591.2s.

EXPERTS:

- 1 Guy Foster (Mini) 469.4s,
- 2 Andrew O'Donohoe (Westfield) 477.9s,
- 3 Alan Coyle (Mini) 497.2s,
- 4 Damien Doran (ini) 503.7s,
- 5 Stephen O'Donohoe (Westfield) 515.4s,
- 6 Chris Grimes (Westfield) 548.1s

Bonus Pics



John McAssey, John Kane & Ciarán Freeney on the job



Kevin O'Sullivan & Bill White, also on the job



Eamonn King checks in



Felix in transit



Chris Stroughair, Kate & Eve Phillips. Kate's peace was disturbed later on when a car from the concurrent race meeting deviated from the intended route and attacked the bank. This prompted her to jump which resulted in a graze to her hand.



Christopher Grimes & Barry Tracey



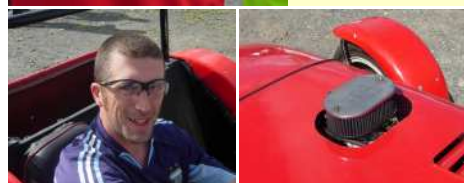
Liam Denning dropped in for a while to see how Trish and brother, John, in the adjacent Abarth race were getting on



Lily & Ken Irwin (Mr & Mrs Peter Pan)



Bill White delved deep into his chest of drawers for this vintage little International Trophy Autotest number



The latest Freeney secret weapons - Aidan's safety glasses (see also Guy Foster) and Weber carburation



Chris Grimes's "7"

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Dads on watch -Jim Walsh, Trevor Foster, John Byrne, James Doran

Pearse Griffin (no relation) & Jason came along to keep an eye on Ronnie. Was the guy on the right on watch as well?



APPRECIATION

While he never served on the committee of TDC, Wilf Fitzsimmons was a founder member of the Club. To mark his passing I have reproduced this obituary, which appeared in The Irish Times - Saturday, August 21, 2010.

Driving force behind the wheel of all-Ireland motor sport

Wilford (Wilf) Fitzsimmons, who has died in his 98th year, was the competition manager for Irish motor sport for the Royal Irish Automobile Club (RIAC) for 17 years from 1971. He was a member of the club for more than 60 years. Born in Dublin, as a child he could remember being in the garden of Gracefields, the Fitzsimmons's home in Ballsbridge, and hearing the newsvendors calling out that the first World War was over. His mother told him to go down on his knees and give thanks.

His father and a friend had established the Educational Company of Ireland which published school books and also owned the Talbot Press. He was later joined in the business by his two sons, William and Wilf.

The young Wilf showed an early interest in cars, driving his father around Dublin when he was still too young to have a licence. He acquired a Bugatti Brescia when he was at Trinity College at the beginning of the 1930s. After Fitzsimmons, the car passed through various owners, ending up in a museum in Swe-



Wilf, before the Enniskerry Hillclimb in the early 1950s in his Smithfield Ford Special

den, from where it finally returned to Ireland. Fitzsimmons and Bugatti were reunited at the Phoenix Park motor races. In 1938, Fitzsimmons won the inaugural Hewison Memorial Trophy (the RIAC Irish autotest championship), and he won it again 10 years later. He was also a member of the team that drove for Lincoln and Nolan, the Austin importers, in the Circuit of Ireland rally, and was the navigator for Jimmy Millard in the Monte Carlo rally. When the Educational Company of Ireland was taken over by Smurfits in the 1950s, Fitzsimmons became involved in the administration of motor sport with the RIAC. During the Troubles he saw to it that the sport encompassed the whole of Ireland, North and South.

Fitzsimmons was predeceased by his first wife Doreen and by his second wife Lucy. He is survived by the twin daughters of his first marriage, Ann and Barbara.

Wilford Jason Fitzsimmons, born May 15th, 1913; died August 7th, 2010

P.S. Larry Mooney recalled hearing from Arthur Jolley, who did nine Monte Carlo rallies, of the first time Wilf attempted the event. He found the most demanding element to be the champagne challenge. At home, Wilf could normally manage one bottle per sitting but, on the Monte, he was frustrated by his inability to cope satisfactorily with the huge volume pressed on competitors during the event!

TDC Declan's Multi-Venue Autotest 29th August



RESULTS

- 1 Liam Cashman (Starlet) 846.3s,
- 2 Dermot Carnegie (Mini) 871.0s,
- 3 Eamonn Byrne (Mini) 875.3s,
- 4 Ronnie Griffin (MGB GT) 876.0s,
- 5 Frank Lenahan (Starlet) 880.3s,
- 6 Andrew O'Donohoe (Midget) 889.9s,
- 7 Daniel Byrne (Starlet) 898.6s,
- 8 Piers MacFheorais (Starlet) 915.4s,
- 9 Harold Hassard (Sunny) 920.9s,
- 10 John McAssey (Mini) 922.4s.

*Class winners: Dermot Carnegie,
Frank Lenahan, Ronnie Griffin.*



I was told that Declan's multi-venue autotest would be a bit different

Donal's Daunderings

event of this scale!

There was a very large turnout for the event with 44 drivers tracing a large figure of 8 route that stretched from Kilcullen through Ballymore Eustace to well beyond Kilbride. As the day progressed I truly began to appreciate the level of organisation and sheer hard work that goes into creating, arranging, planning, and executing an event like this. Hats off to all involved from Declan, the unfailingly good humoured marshals

from the two previous multi-venues that I had under my belt. There would certainly be a few "interesting" tests that would provide a bit of excitement, with almost illegal levels of fun. Sounded great to me! I was not misled. Despite being a newbie, it was fantastically convivial with a great bunch of people but, holy moly, you definitely need a good night's sleep before a multi-venue



Donal takes some notes at Test 1



Felix briefs Vincent & Fiona Fagan and Joe Downey

and the back room number crunchers such as Paul Phelan, as well as all the folks that prepared the brilliant barbeque at the end. Everything ran like clockwork; I suspect that these guys could do a better job of running the country than the crowd currently in charge!

At the briefing, Declan warned us that the



Lyndsay Doran & Barry Tracey listen carefully to Declan

first test was one that could end your day, but that some harder ones awaited! Sure enough, there was a huge variety of challenges on offer with scores of differently textured surfaces and to-

pologies. The tests ranged from fast almost mini rally stages, to slow hilly, muddy ones that required brains and patience, neither of which I appeared to possess in sufficient quantity!

I was driving Piers MacFheorais's trusty red road-car Starlet and I can tell you that it's a good job that I wasn't driving anything faster judging by how much I underestimated the mind boggling slippyness of cow poo on Test 6! Do a few of these sort of events and I am sure you would build up an enormous databank of experience of different surfaces. I would guess that this would be an excellent preparation for a beginner to rallying.

Since I was one of the later runners I unfortunately did not get to see too much of the battle for the top spot but I did at least catch a few glimpses of the furious pace of Eamonn Byrne's Mini blazing around various sheds. I cannot actually fathom how hard Liam Cashman (seen here with brother, Michael) must have piloted his Starlet to take an amazing overall win 25s ahead of Dermot Carnegie, who was 5s ahead of Eamonn. *(The Mini which Eamonn normally drives was having its engine attended to so he was piloting another example which didn't bend to his will quite so compliantly – Ed.)* Of the folks around me the max-attack style of Kevin O'Rourke was extremely entertaining to watch, even when over-



egging it the very odd time, at the expense of one spotlight at least, to finish a very commendable 14th in his nephew Craig's relatively standard Starlet. One of the most dramatic and en-



joyable tests was the high speed quarry loops where the cars were airborne every few moments, the pilots often seemed barely in control but invariably with a huge grin plastered to their face! The President in his Manta was one such.

The test transitions were far from boring, as there was some truly breathtaking scenery en route.



The spectacular view of the Poulaphuca reservoir from the entrance to O'Rourke's yard stands out in particular.

It was an epic event by any measure - 17 tests, and the later runners finishing at 7pm (crying for a burger!) I was almost catatonic with tiredness for the last few tests, and was very jealous of Lyndsay Doran's infinite reserves of enthusiasm and energy. *(She's much younger than you, Donal – Ed.)* I will definitely have to pack some cans of Red Bull for the next event! The barbeque in the glorious sunshine at the end of the day was scrumptious, what more could you ask for?

Donal 

There was only some minor controversy this year on what was a magnificent event. After the briefing, the top six or thereabouts were encouraged to get away more than promptly. Whatever about TCD time, their departure “improved” on BST. The rest of us, who left when we were supposed to, might apparently have suffered some disadvantage as a result of the “changeable” weather conditions. At the end, the consensus was that the status quo had not suffered unduly, if at all.

I should really have started my observations on a more positive note, i.e. that Liam Cashman pulled off a famous victory - never mind that he is a Corkman, the Starlet fraternity will be forever grateful. For C-o-C Declan Hendrick it was the icing on the cake of a day which had got better and better after a pretty dismal start.

I enjoyed the tests more this year as they



seemed to me to be more open, apart from the penultimate “O’Rourke’s Yard” which was very tight in places. Given the magnificence of

this location, calling it a “Yard” hardly does it justice.

I also suffered a minor palpitation on the approach to Test 3 when I saw a 10D Mazda carefully parked. Was Ruth Lenehan on duty and, if so, would I survive to tell the tale? It was, in fact, somebody else who happened to share Ruth’s perspicacity in their choice of car. Phew!

There was a generous gesture courtesy of



Declan Lennon at Test 6. He had a freezer box full of

Fanta, 7Up, etc. for the competi-

tors who had certainly built up a thirst at this stage. His travelling companion, Mandy Lacey, found the Sunday papers more entertaining than the drivers’ exploits - those running in my vicinity anyway.

Highlight of my day came as I was walking from the car up to the start of the Mac’s Sand and



Ronnie after his spectacular run

Gravel experience. I was greeted with the sight of Ronnie travelling backwards rather quickly. I was surprised as this test doesn’t usually involve “throwing it over a line” or suchlike. It turned out that

Ronnie’s rotation was inadvertent. Such is his spatial awareness and speed of reaction that the rotation ended up being precisely 180°. Ronnie then continued in reverse past a cone - a little throw, into first and away with very little loss of momentum - incredible!

Another element of the day which added to my enjoyment was that I ended up, courtesy of the seeding (probably random but serendipitous as far as I was concerned) in the vicinity of local men Billy



Fennan and Mick Fisher who proved to be great company. I had to apologise to



Billy when I inadvertently queue-jumped him. His response was one of those Irish classics - “Ah sure, there’s not an hour gone out of tomorrow”, whose meaning is obvious despite the statement being rather equivocal.

I had occasion to avail of the Hendrick “facilities” and was confused by the counterintuitive clockwise turn required to activate the wash-hand basin tap. I am at a loss as to how this problem could be solved. I suspect Declan might not consider it to be a problem!

Along with everything else, the catering ar-

rangements were superb. It was great to see so many out, to make Declan’s efforts worthwhile. Crumlin Children’s Hospital will also have benefited which is an even more positive outcome.



Janet Hendrick & Trish Boothman at work

Editor



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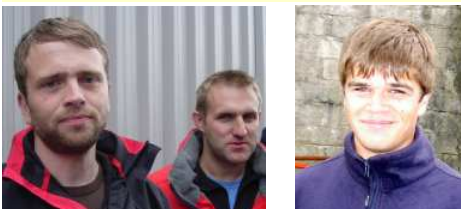
Mick Kehoe, Damien Phillips, Paul Tierney



Colm Mullins, John Byrne



Martin Devine, who had to retire with a broken driveshaft and Keith Slowey



Dave O'Leary, John Nolan, Philip O'Reilly



The Four Musketeers - Anthony O'Neill, Rory Power, Damien Doran, Stefan Walsh



John Maher, Ian Downey

Bonus Pics



Joe Doran, Kevin Fitzgerald



Mark FitzSimons, Nikki Doran



Finian Reilly, Graham Johnston



John Farrell, Keith Byrne



Steven Bolton, Ciarán Nutty, Bill White



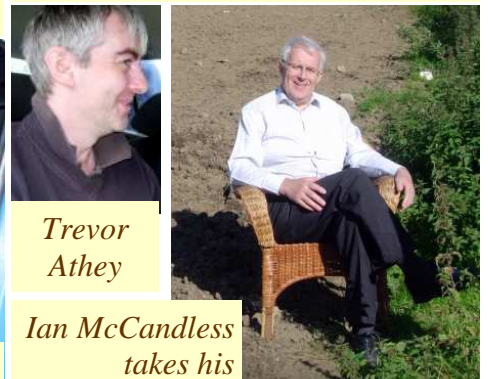
Peter Lynch, Pat O'Brien, Michael Byrne



Vying for most flamboyant marshal of the day were Stephen Love & Eamonn King



Tim Faulkner, Ben Deithrick, Eoin O'Curry



Trevor Athey

Ian McCandless takes his marshalling duties very seriously



John & Peter Boyd



Myles O'Reilly & "Twinny" Phillips and Kate Phillips

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Ronnie went thataway



Aislinn Flanagan, Aoife Brophy, Orla Hendrick, Niamh Flanagan & Shane Brophy enjoy their barbe-cue in the company of a couple of Declan's Starlets



Anthony Preston & Joanna Lenehan



Marian & Grace O'Reilly



Paul & Orla Hendrick



Damien Flanagan

Geraldine Nugent asks Kevin O'Rourke if he has seen her boys, Mark & Martin - I didn't see them either.



Richard Meeke opined that his dad's performance in the "Starlet" class was the least of his worries



Joanna Lenehan and the girls parked well out of the way at Ger O'Rourke's



Ava, Rory & Daniel Dooley



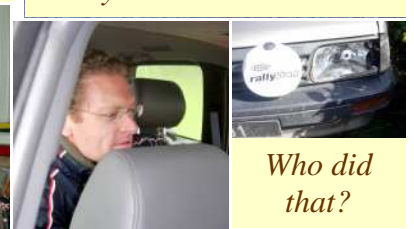
Ger O'Rourke



Clodagh & Tom Callanan



Alicia Daly appeared with Craig O'Rourke in June as a colleague. I think I was misled. There looked to be more to it last weekend.



Who did that?

Danny O'Donohoe took a back seat



Gosia Rola & Mary Tierney



Ted Gaffney & Janet Hendrick cross paths

Anne Doran lurked on Test 1





Marks Doran & O'Neill consider their next move

Paul Hendrick uses stilts to rise above the slurry



Mudpluggers Tommy Hill and Dave Meeke philosophise

The club now has 107 members

SNIPPET

This photo of David Ronaldson was taken in Cookstown at the July 2009 Mid-Ulster Mini Club's 50th Anniversary of the Mini celebrations. It appeared in the June 2010 edition of MiniWorld. With him beside his distinctive turquoise Cooper is John Keane, a first cousin of Frank (BMW) Keane. John is said to possess a 1965 Mini Cooper S – completely dismantled – which is stored in the attic of his



Leopardstown abode. Until fairly recently an urban legend but now believed to be true!



I'm surprised that David was allowed to participate in this celebration as his licence seems to somewhat out-of-date.

500 MRCI KIRKISTOWN RACE MEETING (ROUND OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIPS): 24 July 2010

STRYKER RACE 1 (12 laps):

1 Damian Roddy 13m 31.83s, 80.46 mph,
2 Alan Watkins 13m 34.12s,
3 Des Bruton.

STRYKER RACE 2 (11 laps):

1 Alan Watkins 13m 46.25s, 72.46 mph,
2 Damian Roddy 13m 47.18s,
3 Des Bruton.

CO KILDARE M C RACE MEETING AT MONDELLO PARK: 22 August 2010

RESULTS

STRYKER RACE 1 (10 laps):

1 Alan Watkins 10m 36.11s, 65.06 mph,
2 Cormac Galvin 10m 39.83s,
3 Andrew D'Alton 10m 41.24s,
4 Paul Yeomans 10m 42.46s,
5 Sean Wybrant 10m 50.74s,
6 Damian Roddy 10m 51.11s.

STRYKER RACE 2 (14 laps):

1 Damian Roddy 15m 10.65s, 63.62 mph,
2 Alan Watkins 15m 15.67s.

FIAT PUNTO ABARTH RACE 2 (12 laps):

1 Clive Pratt 13m 27.82s, 61.47 mph,

2 John Denning 13m 29.53s,
3 Gordon Kellett 13m 29.91s.

ITCC RACE 1 (12 laps):

1 Martin Tracey (Ford RS500) 12m 27.57s, 66.43 mph,
2 Barry Rabbitt (Integra) 12m 36.27s,
3 Philip Burdock (Civic) 12m 38.74s,
4 Donal Arundel (Mazda MX6) 13m 01.73s.

ITCC RACE 2 (14 laps):

1 Philip Burdock (Civic) 15m 39.51s, 61.67 mph,
2 Tom Fahy (Integra) 15m 52.85s,
3 Donal Arundel (Mazda MX6) 15m 53.75s.

**MUNSTER C C AUTOTEST
AT VERNON MOUNT, CORK
(ROUND 1 OF HEWISON
TROPHY CHAMPIONSHIP
AND ROUND 13 OF PREMIER
AUTO PARTS MUNSTER
CHAMPIONSHIP): 4 Sept 2010**

1 J J Farrell (Mini Special) 629.4s,
2 Robin Lyons (Mini Special) 630.8s,
3 Steven Ferguson (Mini Special) 631.1s,
4 Eddie Peterson (Mini Special) 631.9s,
5 Eamonn Byrne (Mini) 644.5s,
6 Simon Echlin (Caterham) 651.2s,
7 Sam Johnston (Mini Special) 652.5s,
8 Chris Grimes (Mini) 660.7s,
9 Guy Foster (Mini) 673.0s,
10 Daniel Byrne (Mini) 676.4s,
11 Andrew O'Donohoe (Westfield) 688.2s,
12 Paul Phelan (Mini Special) 695.7s.
Class winners: Eamonn Byrne, Robin Lyons, Martin Walsh (Starlet Special) 749.2s, Simon Echlin, Stefan Walsh (Starlet) 785.5s, Richard Pain (Nova) 713.1s.
Novice award: Rory Power (Mini) 825.3s.

**CORK M C AUTOTEST AT
VERNON MOUNT, CORK
(ROUND 2 OF HEWISON
TROPHY CHAMPIONSHIP
AND ROUND 14 OF PREMIER
AUTO PARTS MUNSTER
CHAMPIONSHIP): 4 Sept 2010**

1 Steven Ferguson (Mini Special) 514.3s,
2 J J Farrell (Mini Special) 516.9s,
3 Sam Johnston (Mini Special) 519.1s,
4 Robin Lyons (Mini Special) 522.5s,
5 Eamonn Byrne (Mini) 524.2s,
6 Daniel Byrne (Mini) 539.2s,
7 Eddie Peterson (Mini Special)

539.8s,
8 Chris Grimes (Mini) 542.4s,
9 Guy Foster (Mini) 545.4s,
10 Simon Echlin (Caterham) 547.3s,
11 Paul Phelan (Mini Special) 563.6s,
12 Andrew O'Donohoe (Caterham) 575.5s.
Class winners: Eamonn Byrne, J J Farrell, Martin Walsh (Starlet Special) 619.6s, Simon Echlin, Stefan Walsh (Starlet) 648.6s, Liam Croston (Starlet) 598.0s.
Novice award: Rory Power (Mini) 672.5s.

**LEINSTER TROPHY RACE
MEETING AT MONDELLO
PARK: 12 Sept 2010**

ITCC RACE 1 (8 laps):
1 Martin Tracey (Ford RS500) 15m 39.35s, 66.74 mph,
6 Donal Arundel (Mazda MX6) 16m 21.46s.
ITCC RACE 2 (8 laps):
1 Martin Tracey (Ford RS500) 15m 23.20s, 67.90 mph,
6 Donal Arundel (Mazda MX6) 16m 10.34s.

**MOTOR ENTHUSIASTS'
CLUB RHODES CUP SPORT-
ING TRIAL AT GLENEALY,
CO WICKLOW: 18 Sept 2010**

1 Gordon Erskine (Erskine-Suzuki) 2 marks,
2 Brian Conlon (Erskine-Honda) 4m,
3 Craig MacWilliam (Erskine-Yamaha) 4m,
4 Paul Needham (Erskine-Honda) 5m,
5 Enda Byrne (VW) 7m,
6 Ian MacWilliam (Erskine-Yamaha) 8m.

**CO MONAGHAN M C NAVI-
GATION TRIAL AT BALLY-
BAY, CO MONAGHAN: 2/3
Oct 2010**

1 Andy Mackarel/Liam Higgins (Subaru Impreza) 7 marks,

2 Michael Carbin/Ciaran Coyle (Subaru Legacy) 7m,
3 Arthur Kierans/Ashley McAdoo (Subaru Impreza) 9m,
4 Trevor Farrell/Noel Hall (Subaru Impreza) 9m,
5 Declan Tynan/Andrew Grennan (Subaru Impreza) 20m,
6 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 23m.

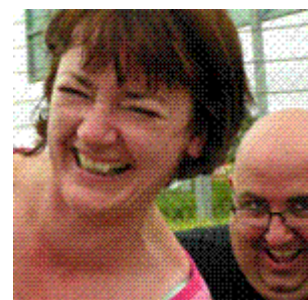
**LEINSTER MOTOR CLUB
GVB CUP SPORTING TRIAL
AT NEWTOWN BOSWELL,
ASHFORD, CO WICKLOW: 2
Oct 2010**

1 Gordon Erskine (Erskine-Suzuki) 13 marks,
2 Brian Conlon (Erskine-Honda) 14m,
3 Paul Needham (Erskine-Honda) 16m,
4 John Bolton (Grasshopper VW) 16m,
5 Philip Erskine (Erskine-Suzuki) 16m,
6 Christopher Evans (ETE-Yamaha) 16m,
7 Richard Meeke (BD-Opel) 23m
Juniors:
Iain Meeke (BD-Opel) 47m.

CAPTION COMPETITION

There was a disappointing response to the opportunity to reveal the hitherto hidden depths of your comedic cleverness in last months's Turbine.

I am giving you one more chance.



Suggestions to:
imcc@oceanfree.net

The mood at the Beacon Hotel on Sunday night was rather more upbeat than at this time last year – Cork had won the Sam Maguire and Results Officer, Michael Daly, was infecting everyone



with his good humour. More importantly, all of the competitors had enjoyed Noel Devlin's well thought-out and well executed event.

The winners were, surprise surprise, Eamonn Byrne and Paul Phelan. It seems that Eamonn has now a permanent No. 1 on the Mini doors



so that he doesn't have to bother putting on specific event numbers. This allows him to cut his arrival time even finer. He and Felix had a more-or-less fault free run. Felix reported that Eamonn hadn't put a wheel wrong.

The battle for 2nd, 3rd, 4th was more nip and tuck. Frank Lenehan, Steve Griffin and Dermot Carnegie are all in



the same class and they are all suffi-



IMRC Retro 18th/19th September

ciently competent to set fastest times in the tests. As a result not only do they lose marks to each other but, more importantly, Eamonn who "rules" the Mini class and sails off serenely into the distance. They have to rely on Felix making a mistake and, despite his approaching middle-age, this remains a very rare occurrence.

Anthony Preston is not given to supplying your correspondent with

quotes. This is not victimisation – he is sparing with his comments generally. Unfortunately, this can lead to frustration. One is forced to adopt a poetic approach and come up with some words based on a study of his enigmatic smile. I did consult with others on my interpretation this time and the consensus was that his only mistake was choosing the wrong driver. In retrospect this is probably putting the cart before the horse as the crew selection procedure tends to be vice versa. Frank's Saturday morning got off



to an inauspicious start when his bespoke radiator sprung a leak before scrutineering and "Radweld" failed to do the trick. Fortunately, there was a plentiful supply of suitable replacements "back at the ranch" and the cooling system was returned to almost full operational efficiency.

Cath Woodman enjoyed an uneventful run as she guided Steve

Griffin to third. Cath is another who is reluctant to quote so



mind-reading has to be resorted to. She just needs Eamonn's to complete her set of top seats. She can understand why he might choose Anthony in preference

to herself – but Felix?!

Paul Bosdet failed miserably to provide a suitable 66th birthday present for Dermot. He suggested his main error was starting the event. Subsequent progress wasn't helped by the orange/red colour clash caused by the Escort's new stripes. The affront to his aes-



thetic sensibilities had an adverse knock-on effect on his navigating performance.

Despite having been driven quite a bit by Ronnie Griffin recently, Joe Reynolds's BGT didn't suffer any hiccoughs. The serene Jo McAllister guided Joe to



a fine fifth place despite his clocking up a record number of "lines" and "pylons" over the two days.

One of the most notable performances of



the weekend was that of Patricia Denning and Paul Tierney. Trish was really flying on the tests (there was a heli-



copter hovering near Frank Lenehan's on Sunday evening – was brother Liam looking for somewhere to land so he could check up on her progress?) and, apart from a little confusion at the triangle on the Sunday herringbone, Paul was on top of the maps on only his second event. Their enthusiasm has been suitably rewarded with this fine result.

Lucy Whitford & Kathryn Millington were next. They suffer from Class 2 syndrome (Eamonn). However, Kathryn did beat Felix



on one regularity. They got a bit more exercise than they had bargained for on Sunday, courtesy of a duff starter motor.

Bernard Bradley & Vincent Fagan were eighth in a Spridget



with a memorable registration number. They were first after the first time card but then the gearbox suffered



some sort of malfunction which not only made selection difficult for Bernard but compromised utterly the functioning of the Brantz. The latter was Vincent's excuse anyway. Cath Woodman suggested it was a case of a bad workman blaming his tools, despite his having bought her a gin & tonic when it was all over! Vincent offered his by now predictable quote that his driver was excellent. The sycophantic depths he will descend to to get a seat beggar belief.

Ninth were Tim McKie & Gavin Millington. Tim reckons



that if Frank Lenehan's Cherry is a large saloon then there should be a TRULY large saloon class to cater for his Rover. Tim had made a bit of an effort to spruce up the Rover since its outing, though I don't think Denning's will be rushing to sign him up.



Gavin is an all-rounder and it was suggested by Kathryn, in typically sympathetically sisterly style, that he probably felt he would have done better had he driven, in addition to navigating. Indeed, he might have won had he set the event as well. There was a quiet moment when Tim hit a rock on his side of the car – it was on a test so with Gavin not sitting in Tim felt able to flout the convention that damage be inflicted on the navigator's side only.

Rounding off the top ten were old hand, Geoff Long and relative newcomer to this sort of



event, William Kelly. Geoff's experience was hugely helpful to William though it wasn't of much use when he suffered tummy gremlins on Saturday night. Peter Murphy rather cruelly suggested that the code board might more appropriately have read "barf". Geoff was obviously worried that William might abandon his post during the event as he had contrived to make the passenger door openable from the outside only.

Class winners, apart from some of those above, were Dave



Fitzgerald & Eoin Longworth. The Amazon suffered various trials and tribulations. These were resolved by the incredible helpfulness which seems to be endemic in the motorsport fraternity. At midnight on Saturday night Martin Nugent opened his premises in Blessington and they were able to attend to a wandering panhard rod. Then on Sunday's Test 16, Patsy Carberry, Martin Devine's dad John and Fergus solved a clutch problem. The hydraulic handbrake (which they didn't fix) also packed up. Despite all of these issues, Dave, in his usual sympathetic

way, suggested that most of their penalties were down to Eoin's errors.

John Nolan & Dave O'Leary had a dream debut. John



drove well, but we knew that would be the

case. Dave coped well with the navigation – sensibly as “newcomers” they had “normal” tulips for all of the regularities – but it took him a while to get the hang of the speeds on the regularities. Nonetheless, they were both delighted – and deservedly so. *(See below for a more comprehensive report on their experience)*

Martin Nugent & Colin Dwyer suffered a broken drive-



shaft on Saturday. The time lost fixing this put them well out of contention,

though they were happy with the way things went otherwise.

As last year, David Ronaldson & Cliff Auld had car troubles. The Mini became



stuck in third dur-



ing the navigation section, so their gallop was halted prematurely.

Maurice Eakin suggested that Conn Williamson proceed down a “grass in the middle-of-



the-road white” en route to TP6. Conn disagreed.



Maurice was, of course, correct.

Peter Murphy felt that, at last, he was getting the hang of the regularities.



(After about ten years doing them, it's about time) They suffered a couple of punctures – disappointingly one of them was

caused by a Pozi drive screw – a Phillips would have been more appropriate, given the age of the Anglia. This episode had another ramification. Andy Hennessy had gone out of Germaine's in Blessington to attend to the puncture.

Peter finished his meal, paid for them both, and went off to plot. Andy then came back to have his dessert and coffee (I wasn't impressed with instant coffee at the end of a meal costing €25) and paid again. Back to the car - the Brantz hiccoughed twice. However, a revised passenger window opening/shutting arrangement proved to be a very worthwhile modification. Peter had travelled to Belfast recently on the Sea Breeze steam train, and noticed how the sliding up and down windows operated. A very sophisticated leather strap, in



which holes had been punched, was placed under the window so that, depending on which hole was placed on a lug on the inside of the door, the position of the window could be adjusted.



He tailor-made a similar strap from an old seat-belt for the Anglia and his formerly traumatic assignments with marshals became a thing of the past.

Noel Ferriter & Stephen Quinn were a late entry. They had made the long journey from Cork



in Noel's lovely RS2000. While they didn't feature prominently in the results, the



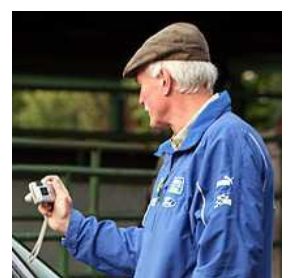
Cork football win alleviated some of their pain. More importantly, they enjoyed themselves!

There was only one retirement – Robert Bolton & Ian McCulloch. The Hydrolastic had burst on the driver's side at



Punchestown. Then on the first (only?) “white” on Saturday night the reduced ground clearance contributed to the exhaust

pipe parting company with the manifold. Subsequent interaction between underside and



road saw the back end of the system part company with the body. At this stage it was hanging from a chain attached to the rear sub-frame. A wrong slot beyond the approved one – I don't know how I didn't see it – proved a step too far. It was a "white" and the exhaust dug in, preventing forward progress. Attempts to reverse also resulted in digging in. Eventually, by jacking the car up and pushing it off the jack a few times we managed to extricate ourselves. Then we drowned out in a puddle (we daren't slow down) and the WD40 had gone AWOL. A dry cloth did the trick. We also managed to remove the exhaust altogether and headed noisily for home. Needless to say, there was no mobile coverage for the duration of this drama/farce though strangely, it wasn't raining – neither was it cold. Another bit of excitement, for Cath Woodman anyway, occurred when we arrived at TP7, pulled in in front of Steve & Cath and we both jumped out. Cath thought the Hornet was on fire and was quite disappointed when it became apparent that we were just jettisoning our dinner water and coffee intake.

Ronnie & Aaron Mitchell didn't start - the steering on the



Gilbern was awry. They did, however,



come down for moral and practical support. Other Retro challenge administrators/supremos in attendance were Frank Fennell (MI Steward), Billy Tobin (marshalling) and Peter Allen

(marshalling and taking photos). Peter's wife, Val, came with him but was sporting disappointingly dull footwear (compared



to last year that is!).



In conclusion, this was a pretty straightforward event. The lack of unnecessarily obscure trickery or silly speeds seemed not to be an issue for the majority. Certainly, all came away with positive thoughts. Noel, Deirdre



Gallagher and their "team" managed to get pretty well everything right – well done!

Editor



RESULTS

- 1 Eamonn Byrne/Paul Phelan (Mini Cooper S) 93 marks,
- 2 Frank Lenehan/Anthony Preston (Datsun 100A) 162m,
- 3 Steve Griffin/Cath Woodman (Opel Kadett) 211m,
- 4 Dermot Carnegie/Paul Bosdet (Ford Escort) 227m,
- 5 Joe Reynolds/Jo McAllister (MGB GT) 250m,
- 6 Patricia Denning/Paul Tierney (Toyota Starlet) 268m,
- 7 Lucy Whitford/Kathryn Millington (Mini Cooper S) 286m,
- 8 Bernard Bradley/Vincent Fagan



- (MG Midget) 330m,
9 Tim McKie/Gavin Millington (Rover 3500) 406m,
10 Geoff Long/William Kelly (Turner GT) 449m.

Class winners: Lucy Whitford/Kathryn Millington, Dave Fitzgerald/Eoin Longworth (Volvo Amazon), Joe Reynolds/Jo McAllister, Frank Lenehan/Anthony Preston, Bernard Bradley/Vincent Fagan, Patricia Denning/Paul Tierney.
Newcomers' Award: John Nolan/Dave O'Leary (Toyota Starlet).

Tulip Twitterings

If I had been asked a year ago would I consider being a navigator on a retro rally, I would have scoffed at the idea. After entering the world of autotesting way back in 2003, I considered my driving skills to be far superior to my navigational skills. My ego was also a factor and anything other than being in the driving seat wasn't good enough. I was wrong. I never thought that being a navigator could be so rewarding.

After taking an elongated break from autotesting, I teamed up with John Nolan at Declan's Multi-venue autotest last month where we double-drove the Starlet. We quickly established that John was the faster driver and I was better at pointing us in the right direction for the next test. It didn't take much persuasion from Patricia Denning to sign us up for the IMRC Retro. John spent the next three weeks preparing the car while I began the task of trying to get my head around the navigation end of things. As someone who is useless at remembering road names and who never asks for directions even when hopelessly lost, I felt it was going to be a steep learning curve. While it was daunting, it wasn't as bad as I had initially envisaged, largely due to the expert help from Ian McCulloch and

Patricia Denning who both made the task of navigating far less daunting. Once the Brantz was installed in the car, John and I embarked on a dry run to try and put our newly acquired knowledge to the test. The most useful piece of information that I got from that experience was to buy travel sickness tablets, lots of them.

When Saturday finally rolled around and we embarked into our first Regularity, I got in a bit of flap and forgot to start the stopwatch so the average speeds



went right out the window. The most important thing, though, was to remain on the right track. Despite one or two overshoots, we stayed on the intended route over both days. The regularities were indeed the hardest part for me. Maths was never a strong subject for me, and even the basic calculations were tough, particularly when under pressure. Bit by bit all the pieces started to fall into place and by the end of the last regularity on Sunday, everything clicked. I finally understood what the regularity was all about.

The navigation element on Saturday night was the highlight of the weekend. The combination of flying along laneways with both mirrors trimming the ditches under the cover of darkness was exhilarating. We even managed a Scandinavian flick on a square right after a buttock-clenching moment that nearly involved the coming

together of a certain slow-moving Morris and our very own Starlet. Hairy moments aside, we managed a clean sheet which we were both over the moon with.

For our first time out, we were both extremely pleased with our 14th place. We were expecting to be the whipping boys but that wasn't the case. John's spectacular driving earned us the fastest time on two of the special tests which I think is outstanding for a virtually standard Toyota Starlet against a field full of well seasoned experts using machinery with several more zeros to their value. I believe John and myself work well as a team together. Not only was John quick on the tests but he also listened well to my instructions and at no point did tempers flare. We could have also started a new trend of having the navigator sit in during the autotests shouting words of encouragement to the driver as they tack through the pylons. It worked for us despite the rolling of eyes and shaking of heads from some other experienced navigators. Fastest time set on the second test at Bellewstown racecourse speaks for itself.

It was a great experience and now that I have a taste for it I can't wait for the next one. My advice to anyone considering doing it but afraid of going up against more experienced crews is just to go and get stuck in. It is a really friendly environment and everyone is willing to help the newcomers out. There is life beyond the driver's seat.

Dave



Bonus Pics



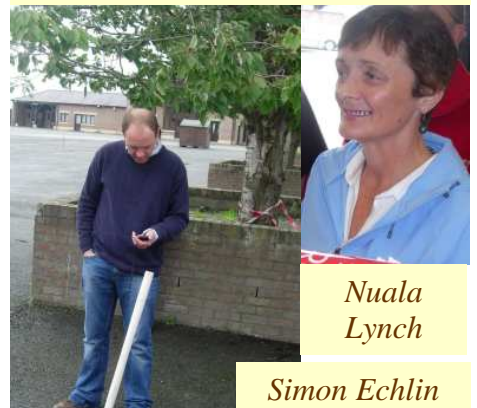
Damien Doran, Frank O'Donoghue



Peter Lynch, Owen Whelan, Tim Faulkner



Ciarán Nutty, John McAssey, Eddie Fitzgerald

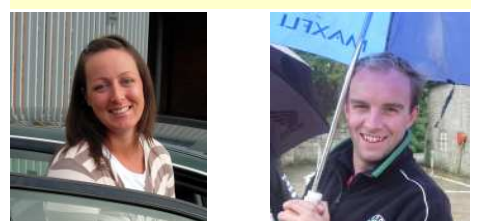


Nuala Lynch

Simon Echlin

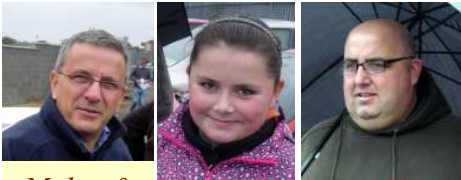


Eddie Burke, Ben Whelan, Gina Burke



Lyndsay Doran, Barry Tracey

TDC Turbine



Myles & Phillip O'Reilly

Eve & Damien Phillips



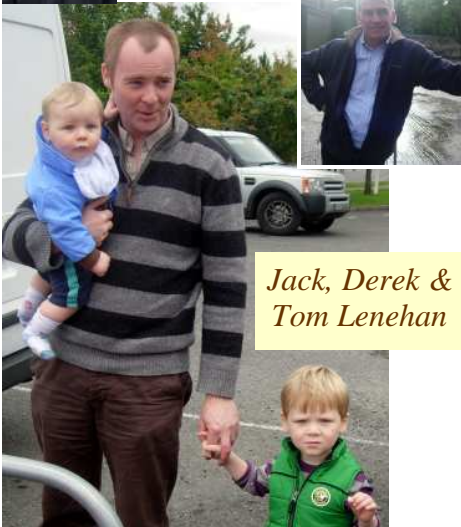
Nikki, Mark & Joe Doran



Sam, Sarah, Matthew & James O'Donohoe



A clutch of Carnegies



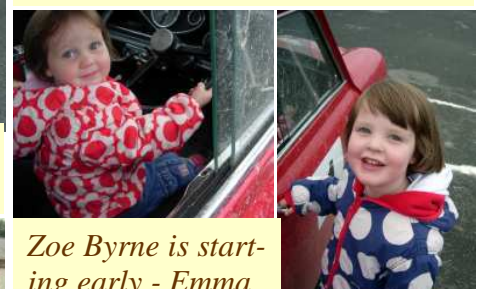
Jack, Derek & Tom Lenehan



Sebastian, Jason, Alexander & Becky Loughrey



Jenny, Alanna, Leah, Ava, Ari, Jill, Vickie, Iris



Zoe Byrne is starting early - Emma waits patiently for her turn



Pat, Orla & Siobhán Denning



Alexander takes over from Steve

Ruth Griffin



Eoghan & Ciarán Greenan Cousin Joanna



Anna-Rose, Andrew & Susan O'Donohoe



Jason, Shay & Ronnie Griffin



Caroline Grimes



Mark Nugent, David Fagan

TDC Turbine



Joe Reynolds had a picnic basket to try to impress Jo McAllister - she doesn't seem to have been (Was she ever a teacher?) Is that smoke coming out of Joe's ears or is he enjoying a Condor moment?



Cliff Auld really enjoyed Noel's briefing. At least he was quiet. Lucy Whitford

was positively disruptive. She



didn't score too many Brownie points either for her parking efforts in Baltinglass



A selection of Turner curios



I don't want to seem to be picking on Dermot

but does he have an explanation for the wonky winker and the missing "O"? He does cut a dash in his "Rally of the Tests" cap which I believe he was running in for next month's event



Maurice Eakins's secret weapon - a digital opisometer



Paul Tierney seems pleased to have had the opportunity to test his wet gear



John Boyd



There is some concern as to how the weekend is going to pan out for the Fitzgerald/Longworth crew. Fortunately, it ends well



Lyndsay Doran's idea of a straight line does not suggest a geometric future

I suppose Emma will be making Eamonn's speech for him next



Trish Denning tries to get her bearings in Grimes



Do as I say, not as I do



"We shouldn't let a line come between us"



Audrey O'Donoghue gets steamed up in Punchestown



Piers MacFheorais kept a close eye on the weekend's proceedings



Are Michael & Noel leaving the sinking ship or just going off to massage the results?



A Woodside hen keeps watch

NEWS

David Fagan was off on his travels again, in July, to present another "paper" - this time in Barcelona. His junkets are all part of his PhD studies. He is busy at the moment preparing for a visit from his funder, Science Foundation Ireland, who will be checking up on him.

Having put some manners on the club's Membership list, **Joanna Doran** decided that she could head for America to pursue her dream of working with horses. She recovered well enough from a broken hand to embark on her adventure at the end of last month. We wish her well.

Richard Jackson and **Richard Pain** were second in the Wolseley Rally, out of Westport, in September, in (that should probably be on) a 1929 Lancia Lambda.

Laura Fagan is now Supply Chain Information Manager at Microsoft - Arvato Digital Services.

Larry & Eileen Mooney celebrated their 50th Wedding Anniversary in August. Ernie (EP) Mooney who is related to Larry went ten better with his 60th Anniversary.

AUGUST QUIZ Answers



1. The legs belong to Jason (shaven, left) and Shane Griffin

There were neither correct nor incorrect answers submitted.



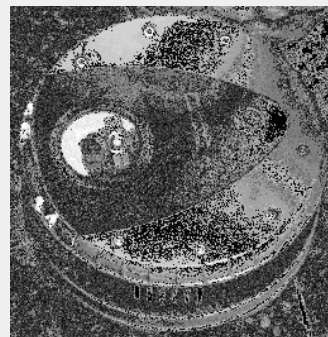
2. This is, the unmistakable from any direction, Tim Faulkner.

OCTOBER QUIZ

1. Whose ladder is this?



2. What is this?



Answers to: imcc@oceanfree.net

Frank O'Donoghue, under running an event on 20th

SNIPPET

The event will consist of about 50 km of "selectives" on private land. Code boards, chicanes, cones and manned vias will be used to keep the average speed below 50 kph.

To qualify for the premier award cars must conform to "endurance" spec as required for events like the Lombard in the UK.

The closest that any of you may have come to the style of the event, in this country, is the Summer Lanes Rally.

the auspices of ALMC, is February 2011 which may

appeal to all of you retro drivers out there. He distributed his blueprint at the IMRC Retro. I include some salient points here; if you would like more details contact Frank at 087 6737074 or, preferably, naps@indigo.ie

Trish takes to the stages

It all started earlier this year when I got talked into navigating for one of my fellow rallycrossers on the West Cork Rally. While I thoroughly enjoyed it, I came to the conclusion that it involves too much paperwork for my liking and that driving looked like way more fun.

After a lot of encouragement from Joe Downey, I was confirmed as 004 for the ALMC Rally and Ger Lawlor got the job of calling the notes. Next task was to get the 106 up to spec, so my father, Pat, duly got the tools out and is now fully up to speed on all the FIA safety regulations. My brother, John, was drafted in as service crew. However he said he had planned to paint the town red the night before the rally but would try to stay off the sauce. I hoped so too; otherwise he would never find service in Duleek and probably be pretty useless even if he did.

Tyres... where do I start? I soon found out there are dry, wet, intermediate, slick, cut slick, gravel, and so on, not to mention the different manufacturers. It seems that everyone has an opinion on tyres and swear by different ones. I never realised it's such a hot topic. I even heard somebody say, " *&^^& I love my Avons xx they're your only man". Now I was even more confused and after numerous phone calls I decided to make my own decision and go with Yokohamas so a new set was duly fitted and that was that.

My first recce pass was quite enjoyable and uneventful (ignorance is bliss) bar a phone call from my other brother, Liam, who was taking the 106 for a test drive in Sally Gap. He said that the car was good to go. However, stopping was not so promising. He reported that the brakes were *&%%\$ and that he couldn't get any feedback from them. I replied that once I got some heat into them that they would be fine. He didn't agree. Needless to say, I didn't pass on Liam's misgivings to Ger. He was right, of course. They were *&%% and didn't improve during the event. The car can be a handful in the wet so Liam suggested leaving the suspension alone but that if it dried up, stiffen it up 5 clicks. At this point it's beginning to dawn on me that maybe I had bitten off more than I can chew. The stark realisation began to sink in that the next 24 hours were going to be a very steep learning curve for me.

All Pat's hard work paid off and scrutiny went according to plan and before I knew it I was at drivers' briefing at the ungodly hour of 7:45 am. I haven't seen 6:00 am on a Sunday morning in a while so it was a big shock to my system. Soon afterwards we set off from Rally HQ for a quick visit to service before the first stage. This service was irrelevant for us as we had fuelled the car the night before, bearing in mind John's night out. I had said we would meet him at second service; other service crews should take note of this kind arrangement.

Before long I was sitting on the start-line of my first ever stage getting counted down. The stage was 18 km long and I decided, there and then, that there was no in point in trying to be a hero. I wasn't sure about the brakes or the tyres; in fact, I wasn't sure about a lot of things but I didn't think it was a good idea to tell Ger, so I said nothing. We set off tentatively to say the least and I was so busy listening to the notes that I stupidly drove the first few miles on the left-hand-side of the road, forgetting that the road was closed. However, I soon copped on to this and, despite a close shave with a wall on stage two, Ger and I were starting to get it together and before we knew it we had survived three stages, a total of 60 km and were on our way to service with big grins on our faces. All the dull hours spent recceing seemed to have paid off and I was beginning to appreciate how important notes like "don't cut" and "tightens" are, ". At this point, I can't distinguish between "keep out" & "don't cut" and a "3" & a "4" but I'm sure there are subtle differences which will become apparent in the fullness of time. The note SIW still had me baffled tho'.

Thankfully, John didn't let me down and was there at second service full of the joys of life. After a quick check and a glance at the fuel gauge, we realised that you don't need a full tank of fuel for three stages in a 106. He reckoned I could drive to Cork and back twice on the amount we had started with. He suggested that I sell the extra cans of fuel at the next service. You live and learn.

The second loop was very wet and slippery but we were getting quicker & sharper on the notes. I'm really enjoying myself by now; the pace notes are starting to make more sense and the 106 is running a treat. I've got the hang of using the whole road and believe me it's an absolute hoot driving flat-out down the wrong side of the road knowing you can't get points on your licence. The wet conditions are not bothering us too much; the tyres are working well and I'm starting to appreciate why stage rallying is so popular.



The four 00 cars quickly fell in to a friendly rhythm of stopping after each stage to take our helmets off to have a quick chat regarding the level of grip in the corners, or lack of it in my case due to no diff. Then witty Mickey Joe would announce that it was time to “saddle up” and off we set again. At the start of stage 6 he asked me where my gloves were and I replied that they were in my helmet, “no, they’re not,” he laughed as he pulled them out of his pocket. In my excitement to get going, I had driven off after stage 5 with them on the roof of the car. This loop was over in a heartbeat and at this point the 3’s and 4’s are starting to make more sense to me, and I’m respecting the note don’t cut / keep out! Hence no punctures ...

Back to service for the final time and we decided that a full bolt check was in order given the abuse the 106 had taken on the first six stages. All that was found was a burst washer bottle pipe. John gave it the once-over in record time and then casually remarked that he just needed to check the nut behind the wheel. The rain has stopped so Liam’s five clicks were dialled in and the 106 was declared good to go for another crack at the final three stages.

Ger and I put on our helmets for the third loop knowing what to expect and full of confidence that the car was running well despite a spongy brake pedal. The prospect of what was to come had us both smiling. The roads were much more familiar this time around and we pushed on as hard as we could despite the 106 bottoming out over the bumpy sections. We ignored the horrible noises and carried on regardless. Also, at this stage we’re starting to get to grips with the flat(ish) over crests; it’s a funny sensation as the steering goes really light, you close your eyes for a split second and then you wait for the bang, i.e. the landing. Some of the other drivers crudely calls them *&*& tighteners. Ger is calling “4 Left 100 3 right” like a pro which is giving me lots of confidence and we are having a ball. Thanks Ger.

By now I’m fully appreciating the huge amount of skill, trust and bravery that is required from both crew members. There is so much to take in with ever changing weather and road conditions. There was lots of muck on the corners from the previous runs I take my hat off to every competitor, especially the quick ones☺. After the first loop, there were cars in ditches and I found myself getting distracted looking at the damaged cars and remarking that it needed a new quarter panel, wing or door but perhaps the rest will polish out. It must be the panel beating genes coming out - Pat would be proud of me.

The gentle bumps and hollows that I had very foolishly failed to take much notice of on the recce deserve much more respect than I had initially thought as they had somehow doubled in size since the previous day. Bus stop chicanes are another new experience for me as they are mentioned in the pace notes but I didn’t fully realise their significance; imagine my horror and language when I come barrelling along to be faced with 3 large bales of straw in the middle of the road on a staggered junction.

All too soon we were finished stage 9 and despite a few hairy moments, missed braking points, resulting in some odd lines round corners and a closer than needed inspection of the odd wall, gate and bale or two we were home and hosed. To say that I was thrilled at completing my first 180 stage kms would be putting it mildly. I was smiling for a week. The 106 is a well-built car that has few modifications. However, its simplicity has resulted in it being reliable and I’m going to leave as it is until I can realise its full potential - this could take me a while! A few years ago the experienced Stevie Griffin told me that to finish first, first you have to finish. Wise words indeed.

Just before stage 8 John rang me and said that John Nolan, our good friend and fellow TDC’er had enjoyed his day in Rally School Ireland and had decided to further test his newly found skills on the way home. This had involved going flat over a crest which resulted in a very heavy landing. Ouch! The boys were fine but the same could not be said for the Golf as it was suffering from a burst sump. Luckily for them, John (D) had the jeep and trailer. He duly set off for Monaghan on the rescue mission. The three of them arrived back in Rally HQ with the stricken Golf on board and a red-faced John Nolan sheepishly admitted that perhaps it should not have been “flat over crest” and then promptly blamed his navigator for calling a wrong note. We refuelled the 106 and the two boys hopped in, buckled up and headed for home with a stern warning from me to mind my game little car and not to attempt any more “flat over crests”.

I really had a ball and I’ll remember this day for a very long time. I would have been lost without all the help and support from Pat, Liam, John, John Nolan & Damien Phillips. I also owe a huge thanks to ALMC, marshals, timekeepers and the other 00 drivers who made my first day’s rallying such a wonderful experience.

Trish



PS: SIW..... Slippery if wet

TDC Turbine

Navigation Lessons 25th September



Richard & Iain Meeke



Tony & Caroline Divilly



It all became a bit much for Ian and he made a bid freedom. When Jeremy promised to behave he came back.



Ronnie



Vincent winds up the PowerPoint



Suzanne Cobban & Dave McAulay



Jeremy Bishop



Declan Lennon



Mandy Lacey



Paul



Philip O'Reilly



Jay Donegan

Since last year's navigation lessons there have been occasional calls for a repeat to accommodate those who were unable to avail of the opportunity first time around. So, Vincent Fagan and Ian McCulloch, ably assisted by Ronnie Griffin and David Fagan, swung into action again, this time in Pearl's Restaurant in Tallaght. It was a cosier set up than last year but the dozen participants responded very positively to the

ministrations of their tutors. It is debatable as to whether they actually learned anything, but they seemed to enjoy themselves! Paul Phelan made a guest appearance after lunch to add a touch of "class", not to mention sagacity, to proceedings. A "Treasure Hunt", to put into practice the skills acquired, will be arranged in due course.



Derek had a bit of a party in the Red Cow Hotel to celebrate his achievement



Proud dad, George

Derek's Party 1st October



A selection of the spoils of victory



One of the Fiesta's secret weapons - a recycled, truncated oxyacetylene bottle is the screenwasher reservoir to get a bit more weight over the rear wheels



Derek stepped out for a while

News from the other side of the fence

At one of the Beginners' Championship rounds in Mondello, Trish Denning drew my attention to the related, but different, high jinks being indulged in on the track (on the other side of the fence). Among others, her brother, John, fellow rallycrosser (he also did Ronnie's MVAT), Danny Calnan and car sharer, Donal Arundel are involved. Trish, being Trish, felt that a few words about these goings-on might be of interest – who was I to disagree?

Fiat Abarth Championship - John Denning

John had very tough day which started off with a less than promising qualifying session as he had an engine problem which resulted in him not getting the necessary laps to record a time, so it was a pit-lane start for him in the first of his two races. This was an absolute disaster as he was looking forward to, at least, consolidating his second place in the championship. John tried his utmost, despite being down on power, but eventually the engine gave up and was technically declared kaput! At this point most people would pack up and go home but as you know people involved in motorsport are more resilient than most.



Brother, Liam, and two of his pals had come to Mondello for an hour to enjoy a bit of leisurely spectating in the sunshine. Just after the engine failure, I got a phone call to say unhook the trailer and

bring the jeep to the bridge in Mondello ASAP as the van was stuck in the pits and couldn't get across the track. The two hapless spectators were duly dispatched in the jeep at high speed (judging by the amount of flies on it) to collect the spare engine while Liam and the two Johns (Denning and Nolan) got the job of removing the dodgy engine. Two hours later and with a lot of help from Aidan & John Fields and fellow racer, Nigel Pratt, the new engine had been installed and the car was ready for race two. I believe there were plenty of grazed knuckles and sockets & spanners scattered in all directions.

All the frantic work paid off and he finished second which keeps his championship hopes alive. It's really wonderful to see such camaraderie in motorsport and John has promised all involved a few beers at the awards night. To add to John's woes I was on my way home when he rang me and asked me to look in the jeep for the keys of the van. After numerous phone calls they were mysteriously located in Stepaside, so I went back to get them. After rendezvousing with me, John headed back down to Mondello to collect his Abarth.....

A long day but well worth it.

Trish



ITCC – Danny Calnan's perspective

Irish Touring Car Championship, Round 6, Sunday 22nd August 2010, Mondello Park on the National Circuit (weather dry all day thank god!)

We, which, incidentally, is my good self Danny Calnan in the white Honda Civic (number 969) and my co-conspirator and foe on the race track, none other than "the" Fergal (figgy) Bowes in the white Peugeot 306 (number 961), arrived at Mondello fresh as daisies (yeah right) at 8am on a bright dry Sunday morning (fresh because we managed to avoid going for some light refreshments in Naas the night before which really is something of an achievement, well miracle really!!), and all the birdies were

singing blah blah blah

After scrutiny (I am convinced these scrutineers are getting stricter each time), we signed on and got ready for our ITCC 15 minute practice/qualification starting at 10:35am.

Qualifying went very well for me and I was 9th on the grid for the first race and figgy 13th or so we thought.....until we went to the ITCC only drivers' briefing whereupon I discovered that because I came into the paddock during the qualifying session and did not return to the track, thereby not going through scrutiny at the end of the session, myself, figgy and two other drivers were disqualified and had to start race one from the back of the grid - not impressed and not happy, but a lesson learned, I suppose, although very harsh. I did take up my case

with the C-o-C but he explained that rules are rules and that was that, hmmmm.

Anyway, Championship Race one started approx at 12:35am, the last race before lunch. I believe there were 25 cars in total on the grid. I had a poor start (that was because I wasn't concentrating!!) and only passed a few cars before turn one – it's a bit scary with six cars going around a two car bend at once!! Anyway, we all made it through and the race was on. We were literally ducking and diving on the straights and through the bends come to think of it. There were a few casualties with cars deviating from the intended route but nothing serious that I am aware of until a Subaru caught fire at bike-world! The safety car was deployed for two laps and then the race was quite rightly red flagged, so we had a restart with a 12 minute race time instead of the usual 15 minutes.

Race one with restart - an ok start this time (concentrated) and I managed to hold my own, but the ducking and diving started almost immediately and everyone seemed to be on the pace straight away. The faster lads were gone but in the mid-pack which is where me and figgy were well, let's just say that there was some close racing and I mean touchy feely close!! with a nudge-nudge here and a nudge-nudge there so now I know what it's like to be in a race. There is no let-up whatsoever, anywhere. With the shorter race distance I was trying to pass lads and make up ground. I also became aware from the "knocks" in the rear that my buddy figgy was doing his best to get by, or maybe he was just being kind and trying to remove dust and/or dirt from my rear bumper and wheel. He also seemed to be trying to apply some very stylish rubber markings!! He did get past me at about half race distance as I had left the door open going into Dunlop. The pace was fast and I was very lucky to

survive an incident with another driver in a very quick Mini, who appeared to ice-skate around turn one (Honda)!!! I only just, and I really do mean by millimetres, managed to avoid him and stayed going until the chequered flag. I finished 13th and figgy a very respectable 11th, out of 18 finishers, and 25 starters.

After lunch and some "light banter" about the art of high speed paint swapping, we had our second race which was non-Championship. It started at approximately 4:30pm and not all of the front running ITCC drivers came out to play, but we did!! However, this will be a really short report for me. Weather was superb, dry and warm, started behind figgy on the grid, they use a reverse grid format for the second race, started ok(ish), got around turn one (Honda), came to turn two, went wide over the kerb and pulled the tyre off the front rim, nice!!.....so 18 seconds into the race, its over for me!! Mental note to myself - don't do that again!! Figgy, fair play, stayed out and cruised around (well he couldn't nudge me this time!!) and finished 8th, so well done to him.

I would like to conclude by thanking John Paul Ruth of www.ruthmotorsport.com who is based in Kilkenny, for his help and support on the day. Figgy joins me in this as he looked after both of us. I should also mention the organisers of the ITCC - it is a well run series, in my opinion, and deservedly continues to grow, judging by the increasing race grid numbers and popularity.

Congratulations to Donal Arundel who finished fourth in race one and third in race two. Incidentally before I forget, for those of you who are not technically minded, the orange carlos fan dango wheels on my Civic are worth another 8.25 horsepower - so I'm told anyway!!

Danny



ITCC – Donal Arundel's perspective

The ITCC double header at Mondello took place in glorious weather thankfully, a big change from the tricky wet conditions for my first time out racing Piers MacFheorais's MX-6 at the previous race weekend.

Never having raced on slicks before, with just two practice sessions in the dry, I was expecting that it would take a while to get to terms with the braking points and my first few laps in the race might be a bit iffy since I didn't know how much to trust cold slicks!

Qualifying went well and I was placed 5th out of the decent-sized grid - I was pleasantly surprised!

I came 4th in the first race, but was suffering fuel surge for the last three laps due to the extra length of the race. This was because of a full restart after two laps racing and two safety laps. Thankfully, it didn't cost me anything but stress, as I saw Stephen Maher's 360 bhp M3-engined Compact was closing the gap on every straight. Martin Tracey's awesome Ford Sierra Cosworth RS500, Barry Rabbitt's Tuning Factory Integra, and Philip Burdock's

blisteringly quick Civic took the podium spots.

I was delighted to get 3rd place, though, in the second race. I had a great fight with Tom Fahy's Integra who went on to take 2nd place behind a very happy Phil Burdock.

I'm looking forward to bringing both a bit more precision and targeted aggression to the next round, now that I have some laps under my belt! I can happily report that my embryonic autotesting career has certainly helped keep me out of the kitty

litter to date on a few occasions!

A fair few folks dropped down to watch the autotesting too, and I saw a few surprised faces when folks saw a gal (Trish) step out of the car on more than one occasion. BTW there were more girls out, Sabrina Reilly in her Uno and Lyndsay Doran seems to be getting better to grips with her Starlet.

Donal



After the Circuit Retro in 1993, I wrote the following piece for, I think, the then Turbine. It's a bit long so I will impose just the first half on you now - the rest of it will be in the December issue - I'm sure you can't wait!

THE CIRCUIT RETRO' 1993

The 'phone rang in August. It was Frank Fennell inviting me to sit with him in the Circuit Retro'. Needless to say I jumped at the opportunity of accompanying one so eminent! It struck me that he was planning well in advance for an event which didn't take place until October. However, when he passed on the regulations it transpired that he had submitted his original entry in May. His first choice navigator, Keith Ferry, had become unavailable in the interim – hence the call to me. The event, which caters for a maximum of 120, is oversubscribed every year – should our own increasingly poorly supported navigation events adopt a similar format?

As well as representing my first attempt at a "Circuit" of any variety, the event required my requesting my first frivolous day off in twenty years of teaching. Because, in common with all teachers, I work only half-days for just half of the year, I feel obliged to attend on the few days the school is actually open.

The fact that Frank has won this event no fewer than three times ('86, '87 & '88) was something of a double-edged sword. If I performed then we would do well. If I didn't it would be a long walk home (from Sligo this year) – or even worse, I might be forced to take the train which, if recent newspaper reports are anything to go by, is not exactly Orient Express quality from Sligo to Dublin.



As it happened, we were more or less in contention until the Sunday morning when three changes of average speed, in rapid succession, on a regularity section proved too cerebrally challenging for me – a rather large number of penalties was incurred. Frank worried about my inability to add and subtract quickly during this crisis – I kept asking him "hard sums" like "What is 3 + 2?" – as I purport to be a maths. teacher. I assured him that as it was mathematics I taught, not arithmetic, that this failing was acceptable. In order to redress the balance of my morning ineptitude, Frank proceeded to fail a test just before the lunch halt. While this made me feel a bit better it didn't help our overall position. In fact we ended up fifth which I felt was respectable. Frank's worst finish to date is eleventh, so I was comfortably ahead of that.

The weekend began early on Friday morning. Tradition demanded that Frank and myself, Peter Lynch and Rory Dooley (Sunbeam Rapier), Douglas Richardson and Sam Meyer (Mini) and Tom and Maria Callanan (TR2) met at one of the latter's garages on the Ashbourne Road. This emporium boasts a restaurant which provided us with a large dose of sustenance for the journey north. Rory had originally been down to partner

the inimitable Bryan Brophy in his latest acquisition – a fifty-something Buckler. The prospect of three days in the E93A engined mud-plugger – no roof and not much of a floor either – did not appeal too much to Rory, so he cried off. When I saw the car later another off-putting feature was apparent – the car was painted in the same depressing shade of grey as Bryan’s Magnette! Only a week before the event Peter’s relatively new wife, Pauline, decided that marital harmony might be better preserved by a withdrawal, so Rory ended up with a seat, and a much more comfortable one at that, after all.

There was a stop, tradition again, at a motor accessory shop in Newry. The sole purchase, so as to justify the seven-man (Maria stayed in the car) early morning invasion I suppose, was a single can of WD40.

Kells, just south-east of Ballymena, was the settlement closest to the start so we stopped for petrol and wine gums. The latter were consumed in prodigious quantities, especially by Frank and Douglas, who had a particular penchant for red ones. Douglas took the opportunity to wash his car as we had traversed a couple of puddles on the way up. Unfortunately he didn’t use his full allocation of water so Frank decided to get in on the act as well. To my dismay two chamoises were produced from the boot to finish off the job properly! This was probably an attempt by Frank to wean me into the physical chores he expected of me during the weekend, to wit, at every test I had to unload the basket of spares from the boot and the executive briefcase full of tools from the back seat.

Next it was off to the measured mile to check the Halda. It proved to be cock-eyed, though it was easily corrected despite my having to undertake the frustrating task of counting the number of teeth on various gears. It always seems to take about ten attempts before one comes up with the same answer twice. One then feels obliged to make another couple of counts, just to make sure.

And so, at last, we arrived at the Country House Hotel where we were scrutinised and checked in. Frank decided to make a couple of team entries – in the makes section we were with Douglas and Sam and Liam Farrelly and Derek Johnston. Unfortunately, Liam and Derek suffered car problems which hampered their progress – in the club section we were with Peter and Rory and Douglas and Sam. As Peter was driving Frank’s Rapier their inclusion was inevitable, but the dilemma as to whether to co-opt Douglas and Sam or Tom and Maria was more difficult. Douglas and Sam were chosen because Sam uses five stop-watches for the regularity sections whereas Tom attempts the exercise with a mere one – which makes the likelihood of his being successful extremely remote indeed. Incidentally, another of Sam’s idiosyncracies on the regularities is his navigation techniques. He writes the tulip diagram and mileage on a telephone note pad which he then sticks to the dashboard in front of Douglas. The systems works admirably until the instruction falls on the floor, or blows out of the window!

After receiving our road-book, I plotted lots of points, while Frank socialised, and then there was a long wait until our 5.30 pm start time. The event employs a form of reverse seeding and we were 115 out of 120. Ahead of us were test experts Robert Dickson and Colin Earney, also in a Mini. I was worried about a slot on the time-card labelled “secret check” which has, apparently, been used in the past to ascertain whether competitors have averaged more than 40 mph since the previous control. Horrendous penalties await transgressors. Just before the first test in Ballygalley, Dickson/Earney stopped and sure enough we had just exceeded 40 mph on this main road section, so we stopped as well, just in case there was a check at the test. I was surprised when Dickson/Earney did not follow us but it transpired that a head gasket had gone and, despite the attentions of friends who happened to arrive on the scene, they were “out”. Incidentally, service of any kind is frowned upon but there were about half a dozen cars/vans which seemed to appear, as if by magic, at the end of each competitive section – definitely not within the spirit, nor indeed the letter, of the regulations.

to be continued

Ian McCulloch

(silent and rarely seen club member – I may even be erstwhile as I’m not sure whether or not I paid my sub. this year. If I haven’t please accept this meandering treatise in part reparation for such a grievous omission).

Derek Tohill

Derek Tohill (Ford Fiesta Mk7) is the new European Rallycross Champion in Division 2. He clinched the title during the final round of the 2010 FIA European Rallycross Championship at the Autodrom Česká Lípa at Sosnová in the Czech Republic (September 17-19).



In a straight fight he beat the only title contender left, Norwegian Knut Ove Børseth (Ford Fiesta Mk7), and became the very first Irish European Champion in the history of Rallycross.

You can read the gory details and enjoy photos and video action of this nail-biting final round and, indeed, the whole series at www.derektohill.com.

Having taken a sabbatical last year, Derek's achievement is rendered even more creditable. He also had to contend with hordes of marauding Vi-



kings, who seemed determined to help their fellow countryman, Knut Ove Børseth, if they couldn't manage victory themselves.

Below are Derek's thoughts after the memorable final round.

"To make history today by becoming the first Irishman to win the European Rallycross title is a dream come true. The team deserves this prestigious title; we all fought tooth and nail to the very end in what was a really exciting battle for everyone. I am proud to have been part of the championship show-

down. The whole team was under extreme pressure all weekend. We even had some technical difficulties just before the final qualifying heat but the lads got stuck in and fixed the car perfectly with seconds to spare. Nobody sees these high pressure moments but everyone stayed

calm and we went out and won that crucial last heat. The guys back at Gunnarson's workshop in Sweden did a perfect job all year; it was a privilege to work with such professional people. Our engine builder Julian Godfrey also gave us fantastic support at all the races; he was always available when we were in doubt of anything whatsoever. But, our own Rallycross Rebels team was by far the best outfit in the ERC paddock. They were the gel that brought everything together and they are now part of this historical achievement. I am really happy for them and still cannot believe myself what we have achieved in our first season driving a rear-wheel-drive car. Our sponsors and technical partners have also been fantastic to work with. We will now all take some time out with our families and enjoy the victory. As soon as our plans for next season are decided we will let everybody know but hopefully there should be some more exciting years to come for ourselves in the FIA European Rallycross Championship."

