

# TDC Turbine



*An intermittent missive of random, rants, reports & reviews*

www.tdcireland.com

February 2013

## **Presidential Platitudes**

I have been a member of TDC for almost fifty years. During that time I have maintained a keen interest in the welfare of the club - this interest was expressed for the most part from the "sidelines". It was only relatively recently that I became a member of the committee as I have been reluctant to become involved formally. My election as President at the AGM in January was not something I sought. (*It certainly wasn't - Ed*). Nonetheless, I am flattered to have been considered for the role and my priority will be that TDC continues to thrive. I am fortunate to be taking up office at a time when the Club is in good shape. This is due in no small part to the work of Joe Doran whose stewardship during his time as President has been outstanding. We will still be able to avail of Joe's talents in his new role as Vice-President this coming year. Also at the AGM, the positions on the committee of Philip O'Reilly and Richard Meeke were formalised. Theirs was an inspired co-option during 2012. Newly elected Stephen Briggs and his positive approach to everything is also very welcome. The Club will certainly have a competent committee for 2013, so much so that I feel I will be able to adopt the low profile I prefer.

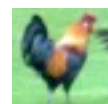
If you have any ideas which you think might improve TDC please don't hesitate to approach me - my bark is worse than my bite!

*On a more practical note, I would urge all of you to support our own events and those of our neighbours whether as competitors or officials. I would particularly ask competitors to make themselves more available to assist with the running of events.*



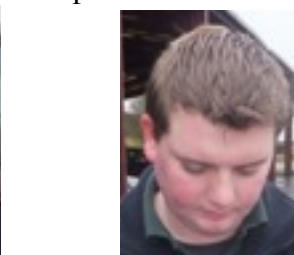
**Gabriel Konig succumbed to her hard-fought and typically courageous battle with cancer soon after Christmas. Our thoughts are with all of her family, particularly her daughter, Cara and our committee member, Malcolm Clark.**

Frank



Whitestown was once again the venue for the very cold and very wet festive season Autotest. The day initially seemed promising but as soon as the flag was dropped after the drivers' briefing the heavens opened with a downpour, making the grippy stuff slippery and the slippery stuff even slippier! There was good spirits all round from both marshals and competitors regardless of conditions and once the first competitors got onto the tests the weather also calmed down. Competitors tackled four very varied tests, changing from tarmac, gravel and deep mud in places. Richard Meeke didn't bother with the NEXT sale this year and so managed to arrive on time.

Eddie Peterson got off to an early lead and stayed there, pushing hard on every test but not without competition from Eamonn Byrne, who had the disadvantage of a late start and more cut-up tests. Liam



Cashman as usual showed serious dedication making the trip from Cork and swapped times with Daniel Byrne throughout the day, with



Damien Doran close at their heels. The marshals and C-o-C Rob Bolton as always



did a superb job of keeping things moving during the day - everyone was heading to Blessington for results by half three. Other people of note on the day included Pat Denning helped by daughter, Trish, competing in only his second Autotest. Both driver and passenger seemed to be having a ball! It's also worth noting that of the 53 entrants, only 6 were driving anything other than a Starlet!



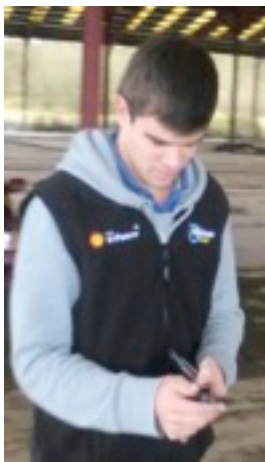
As the day finished up it was Rob Lewis with a great drive taking home the Safari Cup



for his novice win, with Philip O'Reilly best semi-expert and Eddie Peterson taking the expert honours. Everyone went home happy as is



Christy



as always the case with this fun event. Many thanks should go to all the marshals, timekeepers, organisers and everyone behind the scenes whose work is not always obvious, as well as



William

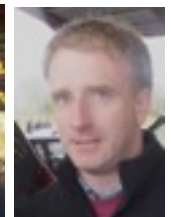
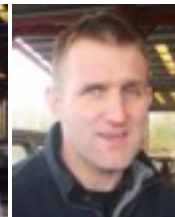
Eamonn Byrne and Christy Grimes for the brilliant tests and Felix & William Murphy for the results.

Philip



### RESULTS

- 1 Eddie Peterson (Starlet) 717.3s,
  - 2 Eamonn Byrne (Starlet) 743.6s,
  - 3 Liam Cashman (Starlet) 749.9s,
  - 4 Daniel Byrne (Starlet) 761.0s,
  - 5 Damien Doran (Starlet) 774.4s,
  - 6 Philip O'Reilly (Starlet) 776.6s,
  - 7 Richard Meeke (Starlet) 780.8s,
  - 8 Frank Lenehan (Starlet) 798.1s,
  - 9 John Nolan (Starlet) 806.8s,
  - 10 Anthony Preston (Starlet) 810.4s,
  - 11 Rob Lewis (Starlet) 815.4s,
  - 12 Simon Echlin (Starlet) 817.9s.
- Class winners:** Eamonn Byrne, Philip O'Reilly, Rob Lewis.



clockwise from above:  
Frank, John, Anthony & Simon



Dave Meeke, Colm Flynn, Mick Kehoe

Noel Devlin,  
Bernard Bradley &  
Cathal O'Carroll





## TDC Turbine



*Zoe & Stephen Briggs*



*Stephen & Ciaran Garahy have a late breakfast / early lunch (delete as you see fit)*

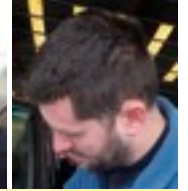
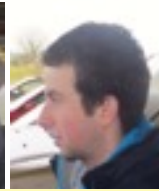


*Joe and Andrew Reynolds abandoned ship halfway through as their handbrake became increasingly less efficient*

*Simon Echlin*



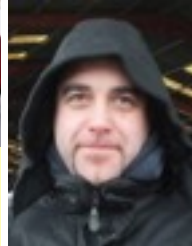
*brought along yet another relation, Scott Abraham*



*Maurice McMonagle, Shane Dunne, James Driver & Owen Murray*



*Paddy Lombard made a welcome return to autotesting. He brought along his daughter, Joanne, to sample the delights.*



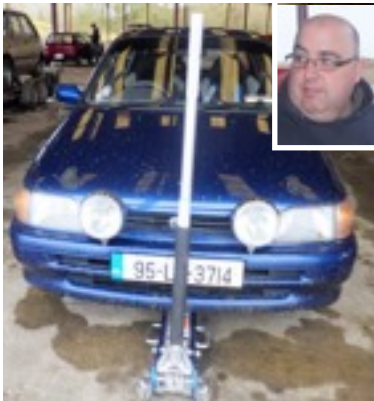
*Alan Watkins fell foul of the tyre regulations but was generously granted asylum in the Starlet being already shared by Scott Abraham & Colm Flynn*



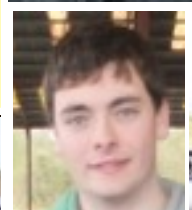
*Ian Downey despairs of dad, Joe, who was in one of his more mature moods*



*Gentleman that he is, John Devine made the journey down from Tullyallen as chaperone to Patrick Maguire*



*Damien Phillips had so much confidence in the mechanical integrity of his Starlet that he had a trolley jack in place before the event even started.*



*Niall & Eoin Murray Eoin Longworth*



*When Christy Grimes is around, Christopher is never too far away*



*Rather than being behind the wheel, Stefan Walsh spent the day behind his camera (it's his camera that's in his rucksack - nothing more sinister)*



*Alan Auerbach & Jess Jordan*

*We had our own personal Christmas tree in the shape of Tim Faulkner*



*The shy who came in from the cold - Piers MacFheorais remains relatively incognito in the gloom*

*As a postscript to the James O'Mahony piece in the last issue, James had a happier time on the Killarney Historic Stages Rally at the beginning of December - he was best of the Historics.*

Does the ballast that Felix carries in the back seat of his Almera compromise his fuel consumption?



*Despite an element of repetition the Press Release from Motorsport Ireland below merits reproduction.*

### Irishman wins second FIA World title

Irish driver Joe Reynolds joined the likes of Sebastien Loeb and Sebastien Vettel on the FIA's honours list this year as he secured his second successive FIA Trophy for Historic Regularity Rallies. The Kildare driver topped the standings by two points from Monaco driver Raffaello Raimondo after winning four of the ten events in the 2012 season and finishing eight of the nine events he competed in throughout the year.



Reynolds, becoming the second Irish FIA World Champion this year with Craig Breen, began his campaign in Holland last January but it was at the Isle of Man where he took his first victory in his BMW Alpina. He followed this up with a first place finish on home soil in April and quickly added another win in Belgium soon afterwards. Reynolds' final victory of the season came in Greece in November to secure him the title.

After winning the title in 2011 Reynolds, who also has competed in the Round Ireland Yacht Race, had no plans to compete in 2012. "I didn't intend to defend the Championship in 2012 at all. I decided to do a few events and after completing them I found myself leading the Championship so I guess I got roped in again," Reynolds said.

With the competitors having to pilot cars that were manufactured before 1972 and in some events pre-1962, the focus is not just on speed and skill but also on endurance as most of the events can last five days in total.

"It's a tremendous honour to become a double world champion especially having only gotten into the sport a few years back. While there is an emphasis on speed and skill, there is also that endurance element and that's something we had this year - a determination to finish each event at whatever cost and a desire to win. It's not an easy title to win and it went right to the wire," he said.

Reynolds, whose company *Reynolds Logistics* was recently named European Transport Company of the Year, hasn't finished with the Historic Regulatory Rallies although he definitely won't be defending his title this time around. "I won't be doing the FIA Trophy again but I'm definitely hoping to do some events next year. The great thing is that with these rallies you get to see parts of the world that many people aren't exposed to and the challenging terrain makes it extremely difficult so that's not something I'm going to give up completely just yet," he said.

### February Crossword

1		2			3
4	5		6		
7					

#### Across

- 1 2012 British Rally Champion (6)  
 3 The sort of thoroughfare in which Felix revels (6)  
 7 The car in the pic is a 1903 Clement. This name (his first) is shared with which British prime minister (6)

#### Down

- 1 Fuel metering device in short (4)  
 2 On your reg. plate if you are from Kinnitty (2)  
 3 They control the quantity of fuel drawn into carburettor venturi (7)  
 5 An abominably snowy Skoda (4)  
 6 Leer at an attractive Mini based coupé (4)



December Solution

D	A	N	C	E	R
K		W			I
W					C
S	L	E	I	G	H
	O		O		A
D	O	N	N	E	R
	M		S		D



## RESULTS

1 Eamonn Byrne/Anthony Preston  
Starlet 1295.5



2 Will Corry/Peter Moreland-Moore  
Midget 1298.7



3 Robert Woodside (Jnr)/Dean  
Beckett MX5 1331.6



4 Sam Wilson/Raymond Wilson  
Mini 1337.3

5 David Cochrane/Will Thompson  
Midget 1353.4

6 Frank Lenehan/Olwen Blair Starlet  
1355.9



7 David Thompson/Jamie McMillan  
Starlet 1374.5



8 Allan Harryman/Suz Graham MX5  
1382.8

9 Simon Woodside/Paul Woodside  
Starlet 1389.0

10 Paul Blair/Andrew Blair Nova  
1392.0



*MX5s seemed to be more numerous than usual. The sanity of the occupants of quite a few of these is uncertain given their "top down" state.*

*Aaron Mitchell & Michael Gilmore are above and Steven Ferguson & Mark King below*



*Ian, Hope this is not too late. Or too long. Sounds like a couple of French rugby teams : that ! Tim*

## *It's Not the Boxing Day Rally Purely Personally*

Being an older Nokia-idiot, I don't live online via iPhone etc but I did happen to be watching out for something online over Christmas. Being a fan of Ronnie Mitchell organised events I was well aware of the INTBD Rally ("Lanes" event run under a rally-minus type permit), so when on Christmas Day I logged on to the TDC website (first stop; any log-on) and saw Owen Murray looking for a navigator a quick phone-call followed. Yes; an unexpected Christmas present!



*There were just two drivers from the "south" in the Top Ten.*

*Others made the journey. Richard Meeke & Philip O'Reilly (above) were fifteenth two places ahead of Owen Murray & Tim Faulkner (just below). Ted & Karen Gaffney were further back (looks like Ted will be availing of a considerable number of his Autoglym products to restore the Golf to its customarily pristine self).*



A not so reassuring hook-up at the TDC St. Stephen's Day gravel autotest (Owen kept clipping pylons on the test I was marshalling!); arrangements were finalised.

An early start to Lisburn and organiser-provided breakfast. We were queuing up to start at car number 72 (of 83!) in a very standard 1300 Starlet. Owen notices 'Daniel' going from car to car; quick look at the notes and Tim says you're dreaming – he's not back here until the end. He was





*There was a touch of “keep it in the family” with this trio - Gavin Millington & Gwenhael Blouin, Lucy Whitford & Kathryn Millington (Gavin’s sister) and Stephen Whitford (Lucy’s husband) & Sophie Ford-Hutchinson (Lucy’s sister). The pics of the Rover and the Mini were taken in exactly the same place - the orientation of their front wheels offers an interesting incongruity.*

right; young Mr. Byrne and JJ Farrell were both out after 40 seconds of the first test with broken drive-shafts on a double-circle! of a pylon.

We get going. After a bit of a drive out we reach the offending farmyard test. A grippy yard explains the breakages but we run through OK. Next test is even better: through a farmyard and out on a gravel lane. Good stuff; before the bad. Another couple of large size (circumnavigate large factory buildings with added manoeuvres) autotest sections but I got lost on the first one; on the diagram and on the road! Test failed but the marshal was impressed I owned up immediately at the finish! Good tests as lap two would show. Then out to an airfield, and another ‘senior’ moment, this time corrected by Owen. And then it just got better and better. Hallstown it’s called. A total hoot of a farmyard and lane test. We ran well through it, Tim even aiding Owen on a query on this one. And 90 right through gate into about ½ mile of lane. Smiles. The Maze followed. It was an airfield, and race circuit! before it evolved into something more sinister. There’s not a lot left except hard surfaces, gravel roads. And bushes. Nothing to hit. Some long tests and some autotesty ones, 6 in all. And one unmarked ramp that you can see everyone flying over in Peespeed’s photos of the event. A later test had a large pond just before the end which was advised as “stay right because it’s deep!” We stayed

right though there was a photographer straight ahead while we hand-braked a hairpin left: bet he got some shots!

Lap One and 14! Tests completed; time for lunch on-site at The Maze from a sandwich & coffee truck arranged by the organisers. And then do them all over again!

Owen, whose experience has never extended beyond some TDC Beginners autotests and a couple of multi-venues now knew why “Lanes” events deserve their good Press. And as we had both fully settled in, it was only going to get a whole lot better!

Good runs on the first couple of tests repeated started him asking not what the time was but how far off quickest we were. And don’t forget we were running well down the order. As the tests got longer the gap stayed the same at 4 to 6 seconds behind the MG of Will Corry. The two long factory autotest sections felt good. This was borne out by the marshal, now more impressed by our speed than my Christmas-Tree pullover. Onwards and the three airfield tests confirmed our much improved pace. Hallstown again, and well on it. 90 right through the gate; both! wave at Speedy! Boyd with the camera and bang! We pulled the exhaust off through a gateway; and after beaching on the loose thrown up on the outside of another 90 right arrive at the finish. Marshal enquires were we ‘off’ as he had seen more of the car when we beached than he had seen of any all day.

We drive off, and, worried about noise rules, stop at a car-wash that we had noticed happened to have a run-up ramp for washing undersides. While Owen and staff get on with re-joining the exhaust mid-section, the proud owner reveals himself as a motorsport man of yore. He knows Messrs Lenehan and Byrne of old, and has a collection of about 10 cars, vans and big bikes preserved in a spotless workshop; including a better than works-spec Mini last used in the 1971 Texaco Rally (predecessor to the Ulster). It was very tasty! And back to the Maze again. First gravel and the exhaust goes again but we keep going. And our finest hour, when we get to the test with the big water-splash! We manage to aquaplane twice. Once for three seconds and once for two! Owen asks his usual, and we are delighted to be told we are second quickest; down only one second. Yeah! Smiles all round. We finish off the last couple of tests in good order.

There were 28 tests in all, though it didn’t seem to be a longer event than the others I have done recently. 17<sup>th</sup> overall, I reckon, was a good result and I’d say we pulled up well in the afternoon. Definitely to be recommended. Finally, big thanks to Owen for the seat on the day. He drove extremely well, especially after he found out what these “Lanes” events were about. It was serious fun!

Tim 

Gabriel Konig

*For those of you who didn't know Gabriel, she was a fantastic person. She was such a colourful character that I have included the pocket biography from the Beaulieu Museum in Drogheda. Also, a piece by Neil Barnard of the Barbados Rally Club which probably better reflects the positive impact Gabriel had on motorsport. And, of course, some photos.*

Gabriel's early races were in a road going Lotus Elite (her first race was in Goodwood in 1963) followed by a Lotus Elan. She shared both with husband Mark Konig. The Elan was gradually upgraded to full-race spec. and in 1964, competed in the 1000 km race at the Nurburgring. 1965 saw her qualify on the front row of the grid for the first time for an Autosport championship event at Silverstone. The following year she bagged her first overall race win in a Roger Nathan Imp. A successful season with a Sebring Sprite in 1967 resulted in a drive in 1968 & 1969 for John Britton in the very quick Britton Midgets resulting in championship wins and many lap records. (1968 - 15 class wins, 9 lap records). With the 1340cc Midget in 1969 she won outright in Germany at Fasborough and, sharing a Midget with Garo Nigogosian at Mugello in 1969, finished 18th overall from 80 starters. In the 1969 Targa Florio, in the Nomad BRM, shared with Mark, Gabriel qualified the car well up the grid, but a puncture in the race put paid to a finish.



Oulton Park

In 1970 she had a very bad accident at Interlagos near San Paulo, Brazil, when the Formula. Ford she was driving broke a front upright in the suspension. She was back the following season in the Carmen Curlers sponsored Royale Sports Car and also drove with Marie-Claude Beaumont in the Greder Chevrolet Camaro in the Spa 24-hour race. With the help of sponsorship this car was brought to England in 1972. It was the first of the



Driving to victory at Croft in 1972

immensely successful Camaros to race in the new Group 1 format. In August it was taken to Ireland to race at the Phoenix Park. Gabriel won the Dunlop sponsored race for Group 1 cars and finished second overall in the unlimited saloon race. Races were also won at Mondello, Kirkstown and Bishopstown in this car. In the September the car was shipped to the Caribbean as part of the BA sponsored 'Team Speedbird' to race in Guyana and Barbados. After winning three races in Guyana the car was then sold.

In 1973 the BRDC invited Gabriel to become an honorary member thus becoming one of the few women so recognized. She then moved to Guyana to live and continued racing using the Blydenstein 2.3 Lotus engined Vauxhall Viva, sister car to the Gerry Marshall 'old nail' Firenza, and which had been raced by Irish champion Des Donnelly.

Moving on to the late 1980s Gabriel returned to Europe to a new culture of Historic events. She took up the tarmac rallying challenge using an Imp and then a 2.0 litre Vauxhall Viva GT in Ireland and Belgium.

A new millennium failed to dent Gabriel's competitive spirit. A return to Goodwood for the 2000 Revival meeting preceded a very successful 2001 to 2005 campaign at the wheel of her Austin A40 Farina. She had numerous class wins in the Top Hat Racing series in England and Belgium.



Gabriel and her faithful pit crew

The Committee of Management is deeply saddened to learn of the passing on Tuesday (January 8) of Gabriel Konig, as she was known when she first visited Barbados, later Gabriel DeFreitas. While many younger members will not recognise the name, there are those who will acutely recall the 1970s, when Gabriel first arrived in the Caribbean.

In the days when the BRC ran Bushy Park, she was a member of the BOAC Speedbird Team in November 1972, racing alongside Dave Brodie and Gordon Spice. These three helped launch the long-



term relationship between our small island and the motor sport community in the UK, which lasts to this day.

Club Chairman Trevor Gale's programme notes referred to her as "the biggest drawing card at this meeting" . . . and you couldn't argue with that, as the Caribbean had not previously seen a Chevrolet Camaro raced by a woman.

A founder member of the British Women Racing Drivers Club, which celebrated its 50th Anniversary in 2012, Gabriel was one of the pioneers of female participation in a largely male-dominated sport. Having started competing at Goodwood in

1962 in a Lotus Elite, she also raced an Elan, Nathan Imp, Sebring Sprite and MG Midget before the Camaro. In 1968 Gabriel collected 18 wins and nine lap records, winning the BWRDC Embassy Trophy and BWRDC Championship, and continued to compete at various levels until quite recently. While she had won twice at South Dakota in Guyana on the first leg of the Caribbean tour, her American 'muscle car' was not suited to the tight confines of Bushy Park, where her best result was a second-place finish to Harry Watkins. Gabriel had an outgoing personality, so making friends was easy . . . among them were Club members Simon Gillmore, who then lived in Trinidad and raced against her in Guyana in 1973 in the ex-Gordon Spice Austin A40, and the late Andrew Phillips, against whom she raced more than once across the region.

And it was through her friendship with Phillips that the next stage of motor sport development in Barbados evolved, this time in rallying. Visiting Gabriel on holiday in Ireland with wife Wynona in 1993, Phillips met television producer 'Plum' Tyndall . . . from that chance meeting came the first visit to Barbados of Kenny McKinstry, also the first International win on the island's premier event. Gabriel and her partner Malcolm Clark, himself an accomplished motor sport competitor, had become regular visitors once again in recent years, staying in Church Village, close to Bushy Park, where they enjoyed Christmas and New Year holidays. They had also been regular visitors to Rally Barbados, along with other '70s names, such as Mike Crabtree.

The Club has sent a message of condolence to Gabriel's partner Malcolm and her daughter, Cara, on behalf of the entire motor sport community in Barbados.

*Neil Barnard*

*Barbados Rally Club PRO*



## QUIZ

### December Answers

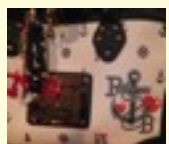
- 1 Sleeping Beauty A - **Simon Echlin**
- 2 Sleeping Beauty B - **Andrew Blair**
- 3 Pretentious (they are Porsche branded) Footwearer - **Todd Falvey** (*In his defence he does actually have a Porsche to wear them in*)
- 4 Shy Snapper - **Peter Boyd**



### February Questions

- 1 Who needed canine protection/guidance at the Stephen'ssss Day autotest?
- 2 At the same event, who was sporting this stylish, yet practical footwear?
- 3 Still on the theme (nautical this time) of accessories, whose bag was simpatico with the location of the AGM?

Answers to [imcc@oceanfree.net](mailto:imcc@oceanfree.net)





The Dun Laoghaire Motor Yacht Club was an inspired suggestion by Richard Meeke for the AGM and ancillary activities.

While TDC time is largely a thing of the past, formal proceedings did not begin at quite the specified 8:00 pm. This did allow people to settle in, have a chat, secure refreshments from the bar and enjoy the fabulous view of the harbour. It also allowed Rob Bolton, Tim Faulkner and others of whom I may be unaware to watch the Leinster/Scarlets Heineken encounter to its conclusion.

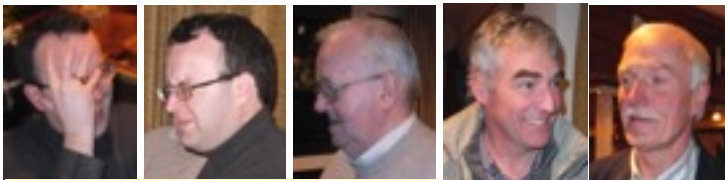
Joe Doran brought the meeting to order. The agenda was discharged in double-quick time. The most notable item was the election of the President. Joe had indicated his intention to stand down after an outstanding stint at the helm. It was to great acclaim that Frank Lenehan agreed to take up the post. The Club remains in good hands. The financial position remains rosy. Disbursements to worthy causes continue.

AOB saw some discussion on the revised regulations for Endurance Trials. Concern was expressed that the “helmet, rally seat, harness, rollover bar” issue might be a deterrent. It remains to be seen.

There was a slight pause at this stage for some culinarily appealing finger food as advertised on the notice for the meeting.

Order was again established and awards were presented to Alan Auerbach for his Novice Championship win and Peter Falvey for his Beginners’ Championship success. Both are worthy victors who have the talent to become forces in the autotesting world in the future.

Then there were some presentations to Joe Doran, Peter Boyd & Ian McCulloch for their



*Peter was ecstatic (!) at receiving his award - he and dad, John, had to disappear before the Table Quiz as did Declan Lennon*

*Joe & Ian* commendable contributions to Club activities This was

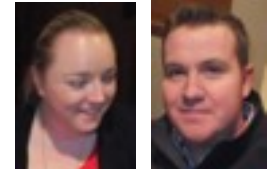
followed by a marshals’ draw. Everybody who had helped during the year had their name in the hat. Tim had levied each event to generate a marshals’ fund which saw ten lucky winners of ca. €50 vouchers.

The final diversion was a Table Quiz devised by Ian McCulloch. The compère was Frank Fennell (seen



here in discussion with Frank L) who was disappointed to have forgotten his new klaxon. Nonetheless he managed to maintain some semblance of order. All

six teams were in contention at some stage, but the team containing Paul Phelan rose to the top and won by



just one mark from the Tim Faulkner/ Eamonn King entourage. Felix had done the

correcting last year so it was a welcome reaffirmation of his prowess. I should mention that he was aided and abetted by Mark Fagan, Sarah Byrne, Rob Bolton and Dave Meeke. Their reward was a bottle of wine each. Tim and Eamonn received help from Owen Murray,



Kevin Fagan and Dermot Carnegie. They received “Roses”. Third was the Doran table - Joe, Nikki and Denis Deegan, Mark with both navigator, Mark



O’Neill, and girlfriend, Rachel Anderson, plus Stephen Briggs (he will choose his table more circumspectly next year I

suspect). There was a three-way tie for fourth/ last. The tie-decider which ironically featured questions involving both



## TDC Turbine

Richard Meeke and Philip O'Reilly was lost comprehensively by their team. They were assisted by Emer McNamee, Frank Lenehan (poor judgment in team selection by the new President - it can only get better), the barman and the finger food lady. They were presented with wooden spoons as a memento of their ineptitude. The tie-decider winners to claim fourth place were Eddie & Sue Peterson, Simon Echlin and

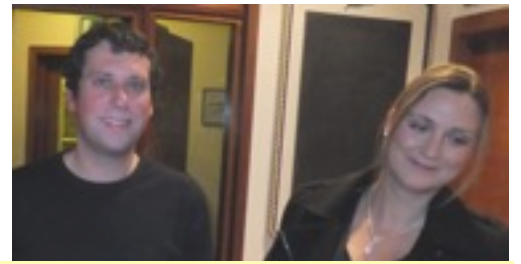


*Sue, Majella, Simon*

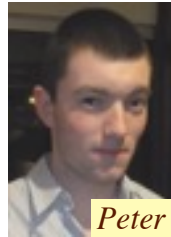


*Eddie*

Majella McCarron. Last, but certainly not least, in fifth were champions and their dads, Peter & Todd Falvey



*Peter, Alan, Jess*



*Peter & Todd*

(fresh from a good result on the Killarney Historic Stages), Alan & Peter Auerbach and Alan's consort, Jess Jordan. Editor



## SNIPPETS



Eamonn Byrne has been involved in another "keys" episode. This time it was one of Frank Lenehan's red Starlets that was the victim. Frank wanted to check that it was in good enough fettle for the Stephen's Day event. The keys couldn't be found so a search party was mustered. Every Frank anorak (there are lots) was tried. Every key of every Starlet (there are also lots) was tried. After two hours the search was abandoned. They did manage to get into the car because the boot was open, but they postponed the search until the following day. "Crack of dawn" (in his time zone anyway) who appears but Eamonn, with the keys, wondering what all the fuss had been about. He had been there the previous day and had needed to move the Starlet and had popped the keys in his pocket for safekeeping!

*Piers MacFheorais reckons that Paddy Power is the only man he has ever seen kicking pylons closer together (this is a specialised autotester observation - most protagonists prefer the pylons to be as far apart as possible). It must be that, with his ever-increasing wealth of experience, he feels the need for an ever-greater challenge.*



Andrew O'Donohoe has replaced his silver Midget with a rather more sedate Sunbeam. The term sedate is probably a bit misleading as machines of this vintage are certainly a challenge to drive, albeit different to that presented by the Midget. If you look carefully you will notice that it retains its UK plate. There is a bit of negotiating taking place at the moment with the Motor Tax people about plates (ZV or year/place initial being the current options). Andrew's car is an instance where the retention of the original plates is an important part of the provenance. Those of you familiar with TV series (you might have to be quite mature for this one) will recognise it from its central role in Dr. Finlay's Casebook.

*When current ALMC secretary, Lyndsay Doran, was enticed into motorsport a few years ago she laboured under the misconception for quite some time (understandable given his huge input {his tentacles are everywhere}) that Felix and Paul Phelan were two separate people. Conception and labour having featured in the previous sentence, I hope it is not inappropriate to wish Lyndsay luck as her "due date" approaches.*



**RESULTS**

**KILLARNEY & DISTRICT M C HISTORIC CAR STAGES RALLY AT KILLARNEY: 1st December**  
*FIA APPENDIX K CARS:*

- 1 Wesley Patterson/Alan Whyte (Escort) 71m 01s,
- 2 Steve Perez/Carl Williamson (Lancia Stratos) 75m 40s,
- 3 Todd Falvey/Gerard Conway (Porsche 911) 76m 30s.

*HISTORICS:*

- 1 James O'Mahony/Kerrie Barry (Volvo 144S) 77m 30s,
- 6 Pat Neville/Peter Neville (Volvo 142) 86m 45s.

**MOTOR ENTHUSIASTS' CLUB KILKENNY CUP SPORTING TRIAL AT RUSSELLSTOWN, BLESSINGTON, CO WICKLOW: 8th December**

- 1 Alan Kilkenny (Kilkenny-Yamaha) 16 marks,
- 2 Jonathan Ralph (Suzuki) 20m,
- 3 Gordon Erskine (Erskine-Yamaha) 22m,
- 4 Craig MacWilliam (Erskine-Yamaha) 24m.

**LEINSTER MOTOR CLUB LE FANU AND BRABAZON CUPS SPORTING TRIAL AT BELMONT, DELGANY, CO WICKLOW: 28th December**

- 1 Alan Kilkenny (Kilkenny-Yamaha) 13 marks,
- 2 Philip Erskine (Erskine-Yamaha) 13m,
- 3 Craig MacWilliam (Erskine-Yamaha) 14m,
- 11 Richard Pain (Kilkenny VW) 20m.

*Brabazon Cup:* Richard Pain.

**MIDLAND M C AUTOTEST AT LONGFORD (ROUND 8 OF HEWISON TROPHY CHAMPIONSHIP): 13th January**

- 1 Steven Ferguson (Mini Special) 547.6s,
  - 2 Eddie Peterson (Mini Special) 549.6s,
  - 3 Eamonn Byrne (Mini) 562.6s,
  - 4 Sam Johnston (Mini Special) 563.1s,
  - 5 Glen Irwin (Mini) 565.4s,
  - 6 Mark King (Nova) 575.7s,
  - 7 Paddy Power (Mini Moke) 577.6s,
  - 8 Chris Grimes (Mini) 578.8s,
  - 9 David Thompson (Nova) 580.4s,
  - 10 Simon Echlin (Caterham) 587.0s,
  - 11 Daniel Byrne (Mini) 597.8s,
  - 12 Paul Phelan (Mini Special) 608.1s.
- Club members:* 1 Colin Duffy (Starlet) 489.8s, 2 Micheal Reilly 519.5s, 3 Enda McLoughlin 527.0s.

**CORK M C 1000 SHAKES NAVIGATION TRIAL AT INCHIGEELAGH, CO CORK (ROUND 5 OF MOTORSPORT IRELAND NATIONAL CHAMPIONSHIP AND ROUND 4 OF MUNSTER CHAMPIONSHIP): 19th/20th January**

- 1 Andy Mackarel/Liam Higgins (Subaru Impreza) 22m,
- 2 Richard Cassidy/Paul Phelan (Vauxhall Vectra) 24m,

- 3 Ashley McAdoo/Francis Keenan (Subaru Impreza) 37m.

**CARRICK-ON-SUIR M C AUTOTEST AT WATERFORD (ROUND 9 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 1): 19th January**

- 1 Eamonn Byrne (Mini) 643.8s,
- 2 Paddy Power (Mini Moke) 655.0s,
- 3 David Thompson (Nova) 656.9s,
- 4 Daniel Byrne (Mini) 674.7s,
- 5 Alan Coyle (Mini Special) 682.3s,
- 6 Peter Falvey (Nova) 684.0s,
- 7 Chris Grimes (Mini) 686.9s,
- 8 Guy Foster (Mini) 692.2s,
- 9 Paul Phelan (Mini Special) 693.5s,
- 10 Norman Ferguson (Mini) 699.0s,
- 11 Timmy Lynch (Westfield) 700.3s,
- 12 Mark King (Nova) 701.8s.

*Class winners:* Daniel Byrne, Paddy Power, Timmy Lynch, David Thompson, Seamus Anderson (Starlet).

*Semi-expert award:* Timmy Lynch.

*Novice award:* Peter Falvey.

**CARRICK-ON-SUIR M C AUTOTEST AT WATERFORD (ROUND 10 OF HEWISON TROPHY CHAMPIONSHIP) (DAY 2): 20th January**

- 1 Steven Ferguson (Mini Special) 591.9s,
- 2 Eamonn Byrne (Mini) 599.4s,
- 3 Paddy Power (Mini Moke) 612.4s,
- 4 Daniel Byrne (Mini) 623.8s,
- 5 Chris Grimes (Mini) 628.8s,
- 6 David Thompson (Nova) 630.7s,
- 7 Alan Coyle (Mini Special) 645.3s,
- 8 Mark King (Nova) 649.5s,
- 9 Peter Falvey (Nova) 655.2s,
- 10 Paul Phelan (Mini Special) 661.0s,
- 11 Darren Quille (Westfield) 671.7s,
- 12 Ian White (Mini) 672.1s.

*Class winners:* Eamonn Byrne, Paddy Power, Darren Quille, David Thompson, Seamus Anderson (Starlet).

*Semi-expert award:* Timmy Lynch (Westfield) 675.4s.

*Novice award:* Peter Falvey.

**GARDA SIOCHANA M C KEHOE CUP SPORTING TRIAL AT BOHERNABREENA, DUBLIN: 19th January**

- 1 Alan Kilkenny (Kilkenny-Yamaha) 26 marks,
- 2 Brendan Gregory (Sheane VW) 33m,
- 3 Brian Conlon (Erskine-Honda) 39m,
- 9 David Meeke (Kilkenny VW) 48m.

## Multi-Venue Autotest

Saturday 9th February 2013

*Assemble before dawn*

*Finish at dusk*



**DO SUPPORT BOTH OF THESE EVENTS BY EITHER COMPETING OR OFFICIATING**

## ALMC Endurance Trial

Saturday 16th February 2013

*Deirdre Gallagher 0863366186*

*Noel Devlin 0862620771*



*Luttrellstown*

## SNIPPET

This year's event ran from Sunday, 20th January to Friday, 25th January. It began in Enschede in the Netherlands and passed through Germany and Czechoslovakia before finishing in Salzburg in Austria. There were 81 starters, 42 of which tackled the more challenging Trial route. There were fewer Irish than usual - just Frank Fennell & Frank Hussey in the Volvo 142



seen here at scrutineering and Joe Reynolds & Martyn Taylor in the BMW 1600. Road conditions were treacherous and the two Franks slid into a ditch early on. They lost a huge amount of time but persevered to register a finish. Joe & Martyn were fifteenth.