

ENDURANCE NEWSLETTER, October 2017.

So, the 2017 championship is now over. Congratulations to Kevin O'Rourke, who narrowly lost out last year. Patrick and Joe Corcoran could have taken it in Birr, with a bit of luck, but even though Kevin had some hitches, he was able to battle through. Glyn Gaffney was third, beating 'Father Ted' in the process. Kevin had different navigators, so Alan Dolan nabbed second, while Evin Hughes secured third, despite missing the Dungannon event.

There was a higher turnout in the 1 litre class, compared to last year. It seems that people are beginning to realise just how good and cheap this entry class can be. Congratulations to all competitors in the class but particularly to Brian Kerwin, Ryan Treanor and Oisin Sherlock who scooped the overalls in the 1 litre class. Family names keep popping up in all classes, with Caolan Treanor beating Tim Boyle and Shane Farrell into second and third places.

The 'senior' Endurance class was won by Karl O'Donoghue, with younger brother Graham snapping at his heels in second place. Watch out Karl, it won't be long.....! Ted Gaffney was third, navigated as usual by Karen. David McAuley was the class winning navigator, with Ciaran Larkin second.

A total of 48 Endurance cars appeared at various events. Wouldn't it be brilliant if they all came out for every event but I guess that some people are more comfortable in their own area.

The Birr event was top class, as usual. The only observation that I would like to make was about the continued use of that second selective, which was overly rough in places, so much so that it was cancelled for the second run. There was also an abundance of code boards, too many for an old guy like me (well, that's my excuse anyway).

There was also a lot of discussion about bringing in a control tyre for both endurance classes. At present, some drivers are carrying two Toyo (relatively smooth) tyres and fitting them for tarmac selectives, while using Ice Grippers (or something similar) for the looser sections. While this is perfectly within the rules, it is a pain in the ass to have to keep changing them and any of the front-runners that I spoke to would welcome an 'Ice Grippers only' (or similar tyre) rule. Having a control tyre is not a problem; when the Yokohama A021R was banned, we allowed competitors to use them on the non-driven wheels until their stock was used up. The Ice Grippers can be bought for €50 - €55. We try to keep the costs down and this would be a move in the right direction. We always seek the opinion of competitors before bringing in new rules, as we like them to have a say, so please send me your thoughts on this as soon as possible.

I am again trying to get permission to carry advertising on endurance cars – I will advise you all of developments in this area – it looks as though we might have some success in this. Finally, there is a possibility of a new endurance event coming on the calendar next year – along with the Tipperary event, this would bring the number of events up to 5 (six if we go North for one round).

Apologies for the late arrival of this Newsletter – I went on holidays shortly after the Birr event!

Frank O'Donoghue.