

Endurance Championship Newsletter, July 2018.

Hi All.

As you all know by now, Sean McEnroe (Coffee Perfection) has provided generous sponsorship to ALMC, so now each class has its own class championship, but with only the two Endurance Classes eligible for the overall championship. Unfortunately, this means a lot more people scoring points and a lot more work for yours truly! Most of the classes are hotly contested, with just a handful of points separating the top crews in the more popular classes. It means that I have to be even more careful in my calculations, to avoid any mistakes, but as always, if anyone feels they have been left short (or if they feel that a rival has been wrongly credited with points), let me know and I will correct the error. (Points table attached).

Not to mind – it is great to see so many people out competing and it is also great to see the number of women who are regular competitors, both driving and navigating. Fair play to Josh Moffett for coming out and giving it a go. With Robert Barrable out earlier this year, if this trend continues, we could see Endurance events being a battleground for the top competitors in Irish Rallying (!!).

I spoke to quite a few competitors after the Wexford event and sounded out their views on bringing in a control tyre like (but not necessarily) the Ice Gripper tyre used by many. They are relatively cheap, hard wearing and robust. Without exception, the people I spoke to were in agreement with a control tyre. They may not have the same grip on tarmac but a control tyre will cut out the constant changing of front tyres that most of the front runners do at present. The idea would be to make them mandatory (on the driven wheels only) for 2019; any other tyres could be used on the rear wheels, as long they are not competition tyres or have an aggressive ‘forestry’ tread pattern. For example, a tyre currently being used on the front could be switched to the back (non-driven) wheels.

The Wexford event was professionally run, as you would expect from a club which runs the Wexford Stages Rally. Unfortunately, a computer problem meant that some penalties were irretrievably lost and could not be included in the results. The long dry spell caused some problems at code boards – competitors braking to a stop found themselves surrounded by a cloud of dust, which they had to let settle before they could read the board!

Competitors also felt that the ‘autotests’ on the route were unduly complicated. Clubs should bear in mind that these events are very often the first exposure to competition for many people and we don’t want to turn people off by causing frustration because they can’t find their way through a test.

However, as someone who has been involved in route organisation in Endurance events since 2011, I know better than most how difficult it is to get good selectives and often we have to use an autotest, even if just to break up a long road section. By all means have autotests but keep them as simple as possible. Better to have a short, simple test than a long, complicated one which leads to multiple failures – they are just a turn off.

So we move on to Monaghan – always a popular event and worth the trip. Remember it has been moved back to the 25th August.

Frank O’Donoghue.

Championship Registrar.

