

Wheelspin

November 2022

Ulster Automobile Club



In this issue

- 2 Editorial
- 3 From the Chair
- 4 2021 Club Championship Prize Winners
- 5 N.I. Rally Championship 2022 - Gerry Faloona
- 9 An Austin TT returns to the Donaghadee Circuit - Simon Thomas
- 11 Mrs E.M. Rogers and her Morris 8 Tourer - 1938 Circuit of Ireland - Paul Robinson
- 13 Future Champions Programme update - Our ladies - Bill Swann
- 18 Circuit Retro memories - Robert Holmes
- 24 Motorsport Book Review - Paul Robinson
- 27 Tailsweep

www.ulsterautomobile.club

Editorial

Welcome to the November edition of Wheelspin, the online magazine of the Ulster Automobile Club.

There is a strong rally theme to this edition as you will see from the articles and the book review.

The last edition included an article on becoming a motorsport official - one of the advantages of volunteering is the wonderful people you meet. On the Down Rally earlier this year I volunteered as a timekeeper and met Gerry Faloona who I was paired with on regroup out/service in and also Robert & Lyn Holmes were doing regroup in. To cut a long story short as a result of our conversations on the day both Gerry and Robert have provided articles for Wheelspin and I hope you enjoy reading them as much as I have.

At the end of July, Bill Swann and I met with Simon Thomas at Donaghadee Rugby Club for a photo session involving Simon and his Austin Ulster TT car on the 1934 County Down Trophy race course - Simon has kindly provided an article explaining all about it.

Inspiration for another article came from a friend who sent me message which included a photo of a plaque on a car reading "1938 Circuit of Ireland - winner of the ladies class". You can read about my trip to Irvinestown to meet the current owner of the car and the story of the two ladies who took part in the Circuit of Ireland all those years ago.

Paddy Hopkirk was a personal hero of mine and I was lucky to meet him a couple of times. Like everyone I was sorry to learn about him passing. Although it was not planned that way, the Book Review section includes two books about long distance events in which Paddy competed - the London to Sydney Marathon and the London to Mexico Rally. In both books his character, ability and determination come through very clearly. His was a life well lived.

Our very successful event at Mount Stewart back in May (check out the article and photos on www.ulsterautomobile.club if you have not already) gave the club tremendous publicity and made us some new friends. It also led to two more of the Circuit of Ireland souvenir plaques being uncovered as you will see in Tailspin.

My thanks to all the people who contributed to this edition. As always all mistakes in Wheelspin are my responsibility and I apologise now before you find them.

Feedback, including constructive criticism, is always welcome. No feedback and I have no way of knowing how to improve Wheelspin. Articles for the next edition will be even more welcome.

The Editor: Paul Robinson Email: paulstriumphs@icloud.com Mobile 07952 663786

Contributors: Gerry Faloona | David Harrigan photography | Robert Holmes
Winston Phair | Bill Swann i2i photography | Simon Thomas | Raymond Walls
Paul Robinson | Michael Kernohan | Peter Allen |

Background image: Lady Rose Lauritzen granddaughter of the 7th Marquess and Marchioness of Londonderry; with Paul Robinson.

From the Chair – Bill Swann

Massive thanks to Paul for his continued effort and dedication to providing the copy for Wheelspin.

2022 saw our annual calendar of events return to 'normal'. We added a special event in May to celebrate the 100th Anniversary of the Road Races Act, images from which can be seen in July of this year's calendar and on our website; grateful thanks to the National Trust, Paul Robinson and company.

We raised over £800 for Alzheimer's Society during the year from our quiz, scones and coffee, a raffle and other events, thanks to folks generosity.



Our chosen charity for 2023 is Macmillan Cancer Hospice at Antrim Area Hospital, hopefully you will be as generous again in supporting this very worthwhile cause.

The Club extended our Future Champions Support Programme to include 4 lady members, who you can read about in this edition.



As Paul has already said Wheelspin has been a great success and we welcome any contributions and ideas for inclusion.

It goes without saying none of our events would happen without the unstinting dedication of many volunteers, some of whom are depicted on the pages of this publication. The continued generosity of our Sponsors, can't go unnoticed. The Club would like to thank all involved and wish everyone a prosperous, safe and successful 2023.

If you would like to join the Club or find out more about any of our events please visit the new club website at www.ulsterautomobile.club or find us on Facebook at www.facebook.com/UAC.UlsterAutobmobileClub/

Looking forward to hearing from you or meeting you at one of our events, enjoy your motorsport in 2023.



2021 Club Championship Prize Winners

The 2021 Club Championship Winners were announced at the Annual General Meeting on the 29 June in Shandon Park Golf Club..
Congratulations to all the very worthy winners.



Kathy McDade
Ladies Trophy



1st Overall Alan Cassells
Waterford Crystal Vase



Ronnie Adams Salver:
William Creighton



Allen T Loughridge Trophy
Club Paul Robinson



3rd Overall Trevor McIlroy
Gallagher Trophy



Allen T Loughridge Trophy
Circuit of Ireland Rally
Erin Stewart

2nd Overall John Donnelly Ferguson Trophy.
Unfortunately John had Covid and was unable to attend the presentation



2022 NI Rally Championship Review.

By Gerry Faloon the “Motorman”
All photographs by David Harrigan.

The 2022 NI Rally Championship was a five-round championship with the best four scores counting towards the title, and the entry lists were full of potential winners. Jonny Greer was hoping to make it a third title whilst Derek McGarrity was looking to make his ninth; experience versus youth, what would win out? In a new era of personal trainers, special diets, and state-of-the-art simulators, would it be new tools, or old school?



Jonny-Greer-and-Dai-Roberts



Derek McGarrity & Graham Henderson

The season kicked off at a wet Kirkistown in February with the Orchard Motorsport Rally. After stage two Jonny Greer had snatched the lead from the early pacesetter Stephen Wright who got delayed by a fellow competitor. Once Greer hit the front, he never let up, pushing home his advantage at the County Down Circuit. Rain in the morning made for a slippery surface, and even though the clouds cleared to reveal blue skies, it was still slippery and a shower just before the final stage made things worse, but Greer took it all in his stride to secure the win and get his title defence off to the best possible start.

Behind Jonny the fight for second went right down to the wire between Phillip Allen and Derek McGarrity. Derek with navigator Graham Henderson piled on the pressure during the closing stages with a string of fastest times, Allen with navigator Emily Turkington were hunted down and eventually succumbing as Derek overturned a deficit with yet another fastest time. Allen finished third, Stephen Wright fourth, fifth was Darren Gass and Marc McMillan, sixth Aaron McLaughlin and Darren Curran, seventh was Mark Massey and Alistair Wylie, eighth was Joseph McGonigle and Ciaran Geaney ahead of Alan and Lewis Carmichael in ninth, with the top ten rounded out by Michael McGarrity and Damian Garvey.

In the two-wheel-drive category, James and Heather Kennedy overhauled a quick starting Andrew White and Paul Hughes to take the category by 6.8s, with Jamie Grant and Jonny Chambers in third.

For the second round the action moved to Bishopscourt and the Ballynahinch and District Motor Clubs single venue event in March. Jonny Greer dominated the six-stage event from start to finish with an inch-perfect performance, he quickly built a 20 second advantage, from there, he managed his lead, and with the sun now shining powered home to eventually win by 31.1 seconds.



In the battle for second, Derek McGarrity held an early lead in his Skoda until a stage two overshoot cost him around 10 seconds. Aaron McLaughlin was delayed by a puncture on the same stage, Darren Gass was already out of contention after he spun and stalled on the opening stage. That left McGarrity disputing the runner-up spot with McLaughlin who quickly recovered from his puncture and moved past Derek into second. Derek tried hard to fight back but in the drying conditions, McLaughlin had the edge in his Fiesta WRC. Derek though collected important championship points in third.

Joe McGonigle and Ciaran Geaney clipped a bale on stage two dropping to seventh but fought back to secure fourth ahead of Joe and Ashleen Hegarty, who survived a high-speed spin on stage four. Darren Gass and Sam Hutchinson got lost on stage five collecting a stage maximum gifting Michael McGarrity sixth. David Kelly and Dean O'Sullivan finished seventh ahead of Mark Massey and Alistair Wyllie, eighth, a good result for the crew. Emma McKinstry and Kenny Hull were ninth and Robert Erwin and Andrew Wilson completed the top 10 taking the two-wheel-drive honours as well.

In the two-wheel-drive category, a titanic battle developed between James and Heather Kennedy who were quickest in the first stage, closely followed by Andrew White and Paul Hughes. White lost ground with an overshoot, leaving Kennedy to fight with Erwin and Wilson. As the track conditions improved, Erwin started to exert pressure on the Kennedys who were suffering with a down-on-power engine, Erwin went ahead after the fifth stage and a strong run over the final stage sealed the class win, the Kennedy's settling for second with Matthew McGaffin and Ryan Lowry third.

In May it was round three, the Maiden City Motorclub / Eakin Bros / Brian James Trailers Stages Rally and it was Kilrea's Desi Henry who led from the start, keeping the lead until a hard-charging Cathan McCourt took control with a stunning drive through the fourth stage. Henry clawed back some time over the fifth stage, but it looked as though McCourt was going to hang on to that top spot until a final stage overshoot dropped him back to second, handing Henry the victory.

Henry made a great start and was an impressive nine seconds faster than Jonny Greer, while third-placed McCourt stalled on the start line. Henry had braking troubles and on stage two they caused him to clip a chicane and overshoot a junction. Meanwhile, second-placed Greer struggled with suspension problems but still managed to reduce the gap to the leaders to three seconds, with McCourt a couple of seconds' further drift.

After service Greer's challenge ended after he clipped a bridge near the start of the third stage and was out. It was now McCourt who was setting the pace narrowing the gap to Henry to just six seconds. One stage later and McCourt turned the rally on its head with a stunning time that saw him move into a 3.1s lead! Henry now second admitted that he had been lucky to be still in the rally after clipping a rock. After final service either Cathan McCourt or Desi Henry could still win this rally. Henry claimed the fastest time on the fifth test, narrowing the gap to Cathan to less than two seconds, then McCourt had a final stage overshoot handing the rally lead back to Henry, giving the Kilrea man a last ditch but well-deserved win.



Garry Jennings and Rory Kennedy completed the podium positions in their Fiesta R5. A three-way battle for fourth eventually went in favour of Joe McGonigle and Ciaran Geaney. At one point, little more than one second separated him, Alan Carmichael's Hyundai, and the Mk2 Escort of Damien Tourish. A damp stage five favoured the four-wheel-drive cars of Carmichael and McGonigle with the later stamping his authority on proceedings on the penultimate test, Carmichael fought hard on the last stage, but McGonigle secured the fourth spot.

An excellent drive by Damien Tourish and Domhnall McAlaney landed them sixth overall in their Mk2 Escort and incredibly they were as high as fourth at one stage. They dominated the two-wheel-drive category claiming an emphatic class win ahead of Camillus Bradley with Jonny Cargo third.

Derek McGarrity was seventh and the retirement of Greer meant that Derek was now top of the championship standings. Aaron McLaughlin, also in the running for championship honours recorded a solid eighth and useful championship points.

Round four in June was the Cookstown Motor Club / MJE Wheel Repair Specialists Tyrone Stages Rally. Initially it was Desi Henry and Paddy Robinson who set the pace in their Fiesta looking for back-to-back wins, but mechanical trouble on the second stage ended that aspiration. Both Declan Boyle and Philip Allen were expected to be among the challengers, but they departed early, both crashing out on the opening stage. The championship hopefuls were falling fast but not Jonny Greer. After his retirement from round three, the reigning champion knew he had to finish strongly to keep his championship hopes alive, and after he moved into the lead, he set about building an advantage over his rivals, and with a strong, steady pace edged out a lead of almost eight seconds during the first loop, an advantage he doubled by the end of the event.



Tyrone Stages Rally - Unfortunately Phillip Allen crashed out during the first stage.

In second was Cathan McCourt and Liam Moynihan, 17 seconds behind Greer and happy with their days work. Peadar Hurson and Damien Connolly managed to hold on to third even after stalling at the start of the final stage then struggling through the tight chicanes, but they finished 1.7s clear of the Skoda of Daniel Barry and Lorcan Moore. Alan Carmichael and Arthur Kierans were fifth after claiming fastest time on the final stage. Sixth for Derek McGarrity and Graham Henderson ensures Derek stays at top of the championship table going to the final round. Derek had clutch trouble, but that was rectified at service with a clutch change in just 25 minutes. Jason Mitchell and Patrick McCrudden took seventh with Joe McGonigle and Ciaran Geaney in eighth still firmly in the hunt for the title now joint second with Aaron McLaughlin who finished 10th.

In the two-wheel-drive category, Ryan Loughran and Gareth Doherty set a scintillating pace throughout the day in their Escort Mk2, Loughran was initially embroiled in a battle with Scottish visitor David Bogie who was forced out with mechanical trouble. Father and daughter crew of Frank and Lauren Kelly were second with third going to Alan Smyth and Gary McCrudden. Smyth takes another class maximum points haul, moving him further ahead on the 2WD tables.

With just one round remaining, Jonny Greer's result has put him right back on track. With points to be dropped for the final reckoning, he is back in the thick of the fight for the title, with Derek McGarrity, Joe McGonigle, and Aaron McLaughlin. Derek McGarrity was in pole position, but for Greer it was simple, finish in the top six and he would be champion for the third time, fail to finish and Derek could win his ninth title.



Aaron McLaughlin in mid flight

On then to July and the final round of the championship, the Down Rally organised by the Rathfriland and Ballynahinch and District Motor Clubs was to be the decider. On stage two Aaron McLaughlin's championship hopes were dashed when he suffered turbo a couple of stages later, McGonigle was out leaving McGarrity as Greer's main title contender, but by then Derek was 43 seconds behind in fourth with little chance of catching the flying Greer. On stage six Greer survived a heart stopping moment on some gravel but managed to keep things tight to the finish to take first, and his third NI Rally Championship.

The battle for second raged to the end. Cathan McCourt held it after the opening stages until a spin on stage four dropped him behind Peadar Hurson. Hurson then upped his pace setting a couple of very fast times to stay in front of McCourt. It was tight going into the final stage with 3.9s separating the two crews. McCourt's challenge faded though when he got a puncture near the start, Peadar stalled losing vital seconds but pushed hard to the finish doing more than enough for second. McCourt hung onto third from Jason Mitchell who had battled with William Creighton to the very end. Less than a second separated the crews going into the final stage, Mitchell pulled out all the stops to secure that fourth place with William coming home in fifth. Derek McGarrity and Graham Henderson were sixth and former NI Champion Stuart Biggerstaff with Anthony Nestor finished seventh. Steve Wood was the highest placed Protyre Asphalt Championship contender in eighth ahead of John Stone in ninth. In tenth and best 2WD finisher was Damian Toner ahead of Alan Smyth, the later sealing the 2WD Championship. In the end Jonny Greer secured his third NI Rally Championship title ahead of Derek McGarrity, joint third was Joseph McGonigle and Aaron McLaughlin. Graham Henderson was champion navigator with Ciaran Geaney and Darren Curran joint second. 2WD champion was Alan Smyth with Gareth Deazley second and Sam Adams third. In the team championship, MCMC defeated BADMC by two points with MADMC third.



An Austin Ulster TT back on the Donaghadee Circuit after 88 years

This one has had multiple owners, accidents and an Atlantic crossing!!.



Bill Swann i2iphotography

I bought the car in Canada in 2010 from a Dentist who bought it from Nyal Wilson a Dubliner who had taken the car with him when he emigrated there in 1967. Wilson had taken the car apart at some point and parts were scattered throughout his home and garage.

The car was restored in ...an American way" using lots of bondo and replacement parts. However all the original parts were with the car except the Cozette number 4 supercharger.

This last piece eventually turned up in England and I had the devil of a job getting it back.

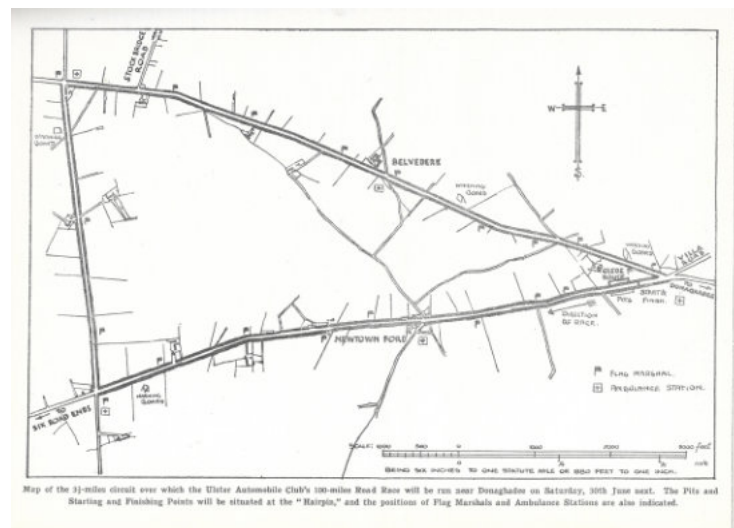
The car arrived back in Ulster on St Patrick's Day 2010 and I had a couple of runs in it. I was unhappy the original body had been sectioned for patterns to make a new one and decided to have the original panels repaired and re-formed, This was undertaken at CMC in Bridgenorth expensively!

At this time I had researched the history of the car at The 1931 Irish Grand Prix and Ards TT where the car was driven by G.V.B Cooke and the following years when Billy Kavanagh drove it at Phoenix Park, a number of sand races at Duncannon, Tramore and hillclimbed it at de Selby (not far from Dublin) and Craigantlet.



Photo: Cooke during the 1931 T.T. about to be passed by Tim Birkin at Dundonald Corner.

In 1934 David Yule bought the car and drove it firstly at Bray before entering for The UAC County Down Trophy race on the Donaghadee circuit on Saturday 30th June. Practice took place on Thursday 28th June in the morning.



The 1934 County Down Trophy course, Donaghadee

Yule was reported to have had a big accident at the first right corner off the road to Newtownards when the car rolled twice and then landed on him. The engine was still running and a brave spectator managed to find the fuel tap and turn off. Yule was taken to Newtownards hospital with head injuries and other cuts and bruises. The car was described as badly damaged with buckled wheels, broken mudguards and windscreen. Further damage was done to the tail.



July 2022 Simon Thomas at the same corner where the Yule crashed in 1934.
Photo by Bill Swann i2i photography

Five weeks later Cooke was nominated to drive the rebuilt car once more at The Leinster Trophy Race on The Skerries circuit as Yule was still not fit. Studying the many photos from that time show the body to be different to that before the Donaghadee accident. What I am hoping to find is a photo of the car after the accident. This will show what damage was done to the petrol tank, mudguards, tail and scuttle.



If anyone has any further information on the car and a photograph I will be delighted to take them for a spin in the car around the circuit.

Please contact me on 02897528241 or email williamsimonthomas@btinternet.com.

Simon Thomas

Mrs E. M. Rogers, Miss M Watson and their Morris 8 Tourer Winners of the 1938 Circuit of Ireland Ladies Trophy.

By Paul Robinson

There is a saying that old soldiers never die - and the same might be said of some old Circuit of Ireland Rally (or in this case Trial) cars.

The 1938 Circuit of Ireland Trial had 53 starters - forty four from Belfast and nine from Dublin. One of the Belfast starters was U.A.C. member Mrs E.M. Rodgers and her co-driver Miss M. Watson in a 1937 Morris 8 Tourer. They went on to win the Ladies Cup - and both the car and the cup are still in Northern Ireland (Irvinestown to be exact).



1938 Circuit of Ireland Trial
souvenir plaque.
Photo Paul Robinson

The 1938 event was an all daylight affair (previous years had included overnight drives). On day one both the Belfast and Dublin starters would meet up in Dundalk and then follow a common route through Kells, Offaly, Carlow, Clonmel and Youghal to Cork. Day two was from Cork to Kerry including the Keamaniegh, Ballaghabeama and Tim Healey Passes on route to Limerick and finally Galway. The third day included Connemara, Donegal and an overnight stop in Londonderry. The last section was down the North Antrim coast finishing with elimination trials at Bellevue (beside Belfast Zoo). At that time the high Bellevue plateau had a loose surface meaning the tests required exceptional throttle control.

Although she had no previous experience of this type of test, Mrs Rodgers did exceptionally well, coming joint first in Class 1 with J.A. McKee (in an Auto Union) with a time of 24 seconds. It was enough to secure her and co-driver Matilda Watson the Ladies Cup presented by Sharman D. Neill, Gold & Silversmiths, Belfast.



Sharman D Neill Ladies Trophy
Photo Paul Robinson

Fast forward to earlier this year and a friend of mine, Alan French, was coming back from a Triumph car club run to Galway and a visit to Winston Phair in Irvinestown to see his car collection was part of the itinerary. He spotted a sign on a Morris 8 which mentioned that it had taken part in the 1938 Circuit of Ireland Trial and thought I would be interested (naturally). A subsequent phone call to Mr Phair later and it was down to Irvinestown to see the car for myself and learn its history.

It was in the early 1980s when Winston Phair first heard about a Morris 8 for sale in Strabane. The price was then too high but Winston was clearly destined to own the car as within a couple of years, after the car changed owners at least once more, he bought it. Winston contacted the Morris Register to see what they could tell him about the history of the car and it was in a letter from them that he learned about the cars Circuit of Ireland history.

Winston set about restoring the car and, that done, in 1987 he managed to track down both Mrs Rodgers in England and Mrs Knox (formerly Miss Watson) in Belfast and set about re-uniting both with the newly restored Morris.

The Morris was brought by trailer over to England for its reunion with a delighted Mrs Rogers in Surrey. Very generously Mrs Rodgers decided that it was only right that the car should be re-united with the UAC members badge that once adorned its grill, the 1938 Circuit of Ireland souvenir plaque and the unique solid silver Ladies Trophy.

In 1987 Winston Phair reunited Mrs Rodgers with her 1937 Morris 8. Photograph W. Phair.



Winston did not have as far to travel to meet up with co-driver Mrs Knox who was by then living in Abbeyfield House in Knockbreda Belfast. By happy co-incidence the meeting took place just as that years Circuit of Ireland Rally was taking place and rally drivers Louise Aiken Walker and Ellen Morgan came along with their Peugeot 205 GTi to meet Mrs Knox and the Morris 8.



1987- Louise Taken Walker and Ellen Morgan with fellow rally driver Matilda Knox.

Rally cars have changed considerably since 1938. Photos by Winston Phair.



Back to 2022 and Winston still has the Morris 8 in his collection. It looks as beautiful as ever but there is not a lot of room inside (Winston did take me for a short drive) and the brakes are at best adequate - taking part in the Circuit of Ireland Trial back in 1938, including driving tests at Bellevue, must have been a real adventure made all the more memorable by taking home the Ladies Cup.



2022 and this historic rally car is still in beautiful condition and running sweetly.
Photo Paul Robinson

I am very grateful to Mr and Mrs Phair for giving me the opportunity to see this wonderful car and learn more about its history. They are very worthy custodians of this historic rally car.

Future Champions Programme

The Ulster Automobile Club are delighted to announce our latest membership initiative which focuses specifically on supporting our young women club members progress in motorsport.



The Future Champions support programme shares another £2000, this time equally between four young women members to support their 2022/3 motorsport activities. This is one element of our Club development strategy to support young club members to compete, learn, gain experience and above all have fun! This latest development focuses on supporting women to participate in all forms of motorsport, building upon our previous award of £2000 to four young male members in 2020.

From left to right, Kathy McDade, Amy Hawthorne, Emma Campbell, and Catherine Donnelly each received a cheque for £500. They were all delighted with the boost to their budgets and greatly appreciate the support from the Club.

Council believe these 4 young women; who have already gained great experience across a range of motorsport disciplines; possess the potential, qualities, skills and abilities needed to become future motorsport champions and we want to support and encourage their development.

The Club are delighted to support all our Future Champions, and look forward to following their exploits and progress with regular updates on facebook, and the club website - www.ulsterautomobile.club.



From left to right:

Kathy McDade - Newtownards - Honda Civic | Catherine Donnelly - Beragh - Raynard SF80

Emma Campbell - Newtownabbey - Peugeot 106 | Amy Hawthorne - Belfast - Renault Clio 172

Future Champion Catherine Donnelly

To paraphrase another great organisation, "Hi, my name is Catherine Donnelly and I'm a motorsport addict."



I was literally born into motorsport. Due to my Dad's motorsport business, around our kitchen table, any night of the week, was a who's who of Irish Clubman Motorsport in the 1990s. I knew what a rolling road was long before I knew about hair rollers. "Family holidays" coincided rallies and rallycross events. I spent my weekends "helping" build engines.

Through most of my childhood, I dreamed about being a rally driver, but motion sickness on a fair ride in Bundoran put that notion out of my head for a while. I didn't compete in my first motorsport event until I was 20. The Sunday before my first sprint at Nutts Corner, I sat in the Delta single seater for the first time and tried (unsuccessfully) to move it. I spent most of the afternoon, trying to drive on the tarmac at the front of the house. The clutch was so heavy it took most of my bodyweight to press it in and I stalled 90% of the time, I had a makeshift booster-seat to help reach the pedals and I had never previously tried to change gear with my right hand. Roll forward a week, kitted out in a second hand race suit about 10 times too big for me, I managed to successfully if not slowly, manoeuvre my way round the track. Thankfully, NUCC let me out on the track on my own as the last car in each run. As a complete newcomer to the sport, this was a great example of the lengths that clubs will go to to welcome novices into the sport. I competed in one more sprint in my first year, managing to have my first bump against some barriers, but I was hooked- the feeling of the air through the visor can't be beaten.

The Corkscrew in Co Clare was my first hillclimb- a completely different ballgame than a sprint. I managed to keep the car out of The Burren landscape and bring the car home in one piece and after that, I got stuck into the sprints, improving a little bit at a time. The seat time paid off and when I went back to Clare the following year, I had improved, bettering my 42nd place the previous year with a 14th place finish. My best finish to date being 6th overall.



Over the 10 years I have been competing, that has been the mind-set that I approach each event, improving. Whether it's improving my times, getting a higher speed through the speed trap, or braking later. As much as beating someone is great, beating myself is my main aim.

My plans for the future, as 'out there' as they may be, involve winning. Starting with a class win, onto an event win, then following in Jenny Kennedy's footsteps and becoming a female champion. And on my way to the top I want to encourage other women into motorsport. Showing them that we have what it takes to be part of it.

Future Champion Amy Hawthorne

After spending my whole life being in the paddock as a spectator and tagging along to every event, it was finally my turn. In 2021 I was finally able to start my motorsport career after a long 17-year countdown. After covid very kindly postponed the start of the season in May we were finally able to have our first event at Kirkistown.



My family are all very involved in racing and its great having such a big support having people around like my granda's, dad, mum, uncles and cousins at every race, is appreciated and the advice they give and each event is always fun with everyone around.

In 2021, I completed my first season in the S.W Adair tyres sprint championship in my Clio 172 and was part of the Heaslip Ladies challenge which I won 3 events and finished 4th overall in the challenge. This trophy allows all the girls in the championship to compete against each other by running a handicap system which means the cars we drive are not a factor in who wins, this challenge trophy adds a competitive element between all the girls and we all really enjoy competing against each other and finding out at the end of the day who has won. I also won the 2021 speed championship Newcomers Award which was presented at the ANICC awards dinner.



I am currently a full time Uni student which means money can often be tight so when I found out I had been selected as part of the Future Champions support programme I was pleasantly surprised and extremely grateful. This money will allow me to make upgrades to my car and will help me massively when it comes to running my car for the 2022 season.

I would like to thank UAC massively for selecting me to be part of this programme, words cannot express how much I appreciate it. I would also like to thank them and all marshals, officials, medical staff, and championship officials who run all our events without them it wouldn't be possible. I would also like to personally thank my family because without them it wouldn't be possible for me to do these events I am truly grateful.

Future Champion Emma Campbell



I was shocked and surprised to learn that I was selected as one of four ladies for the UAC Future champions Programme. A big thank you must go to the Ulster Automobile Club for running such an important programme and selecting me as one of their candidates and providing much needed financial support. The financial support will be used wisely, as many involved in Motorsport will attest, old cars require maintenance and money, so ("Patsy the Peugeot") will receive some new parts in readiness for the 2023 Motorsport Season.

Many have asked how I got involved in Motorsport? and, to be honest it wasn't a planned route, more by accident than design. We are not the typical family that have been involved in Motors or Engineering, my Dad and I had a common interest in Watching Formula 1 and the brilliant BTCC (Turkington Fan!!). Dad would bring me along to some Motoring events and shows although one event that stands out was watching David Coulthard with the Red Bull Racing Team racing up and down the road in Front of the Belfast City Hall.

As a Birthday present Dad had booked a Drive in a Single Seater Sports Libre Car at Kirkistown. These events were run by the sadly missed and brilliant Race School Ireland but this gave me the adrenalin rush and buzz for Motorsport. It was after this experience that we looked into the various Motorsport disciplines to investigate options and costs. There are many options out there for all ages and genders you just need to pop along to any Motorsport event and ask. You will find that many of the Competitors will be only too glad to help and point you in the right direction, don't be afraid to ask.

After some searching and spectating, for me, it was the ANICC Sprint/Hillclimb discipline that suited my budget and requirements. I am now competing in my fourth season but had little expectations, just hoping to learn and improve my times. To my surprise I won First in Class two years running 2020 & 2021 – 2022?? Who knows? In 2020 the Ladies Heaslip Challenge Trophy was introduced to the Sprint Championship, a big thank you must also go to Jimmy Heaslip for Sponsoring this Trophy. This has added another dimension to the Sprint Championship for us Ladies and is heavily contested.



I have been fortunate to be Runner up in 2020 and Winner of this most coveted Trophy in 2021. These have been big achievements for me as I have never won anything in Competition before.

None of the Motorsport events can happen without the ongoing support of so many people, from the various Clubs, Secretaries, Officials, Scrutineers, Marshals, Time Keepers, Medical Support, Event coordinators and Photographers etc for which all we competitors are very thankful, so if you want to learn more about Motorsport you could perhaps lend a hand at some events before deciding which type of Motorsport will suit you. At the end of the day it's all about having a great days crack with everyone and is a day for Dad and I to share our love for Motorsport.

Future Champion Kathy Mc Dade



Having attended the AGM of the UAC I was shocked and equally delighted to learn that I was one of the recipients of a cheque for £500 in connection with the Future Champions Support Programme, a new initiative that the UAC established a couple of years ago to encourage and support new competitors on their motorsport journey.

Although, I have always been around motorsport, with my Dad being involved in the sport from a very young age, I only really started competing in 2015 after attending a Trackskills event at Kirkistown as a spectator, the year previous. I initially did a sprint in my dad's 400BHP Subaru, which got me 'hooked' on the sport. The first competition car that I could call my own was a Ford KA, which had been acquired from a local scrapyards of all places!



Having upgraded to a 1700 Ford Puma, I went on to win the TSCC Ladies prize at their Summer Event in 2019. An opportunity arose again to upgrade my car, and I subsequently acquired a 1.8 20v Seat Leon, through a friend. This also meant an upgrade from Class 1 to Class 2, which meant I was competing against more, faster and bigger cars.

Unfortunately, the Leon is currently feeling a little under the weather, after blowing the engine at the last event of the 2021 sprint season.

I spent the 2022 Sprint season back in Class 1 in a Honda Civic and did well in being placed and building up my championship points for the season.

My aim, with a lot of help from my Dad is to get my Leon up and running again for the 2023 season and continue competing as part of the Northern Ireland Sprint Championship.

Circuit Retro Memories - Robert Holmes

I recently had the pleasure of meeting the Editor, Paul Robinson, whilst manning a time control during the Down Rally in July this year. During the course of conversations I mentioned that I had competed in the "Retro" quite a few times which was the wrong thing to say to the editor of Wheelspin! I foolishly agreed to a request to write an article of my recollections of the Retro which was followed up with a reminder a couple of weeks later. So, here goes, and I hope this is readable.

I had been aware in the mid 1980's, that there had been an upsurge of interest in rallying as it was in the pre special stage era. I knew the UAC had created an event of this type but that was it. I went to watch the start of the 1988 Retro at Balloo House and was immediately captivated by the buzz I felt. The carpark (now gone) was full of cars that I hadn't seen for year: Frogeye Sprites, Sunbeam Rapiers, Mini Coopers, VW Beetles etc etc etc.

Also there were the drivers like Ronnie White and Frank Fennel who's presence only added to the huge atmosphere. I decided then and there that this was something I wanted to be involved in.

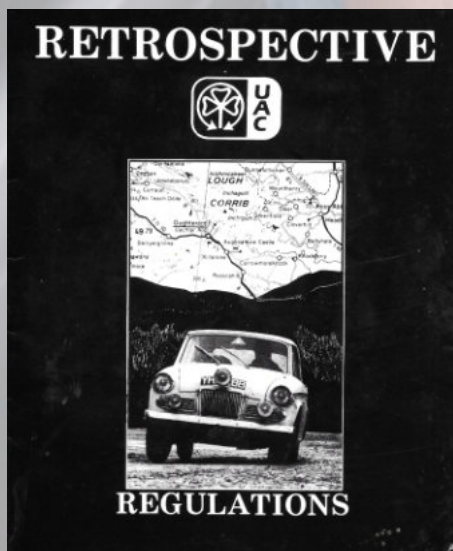
Honest, Never raced or rallied, Roberts Austin 1300 GT.

Photo Robert Holmes

Although the Retro took place in October the regs came out shortly after Easter and entries closed at the end of August. I knew the entries were hugely oversubscribed so anyone with no previous experience entering in Minis, Spridgets or Beetles were unlikely to get an entry. Therefore I entered in my recently acquired Austin 1300GT and was surprised that my entry was accepted.

Now, there was a deadline to get the car ready for the rally to Oughterard in a couple of months' time.

In 1989 there were a few classic car specialists, but none for Austin 1300 GT's so the acquisition of the necessary bits was a nightmare. As is the case with many rally stories the car was painted the night before the event and lights bumpers etc were still being fitted (by me) less than an hour before the event.



So we turned up at the start at Balloo House with no tax disc (lost), no trip meter and a car full of workshop dust. We lined up at No 16 behind a very quick Lotus Cortina Mk2 with an ex works Saab 96 behind us. Despite thoughts of what are we doing here, my navigator had guided us to tests 1, 2 and 3 and I had managed reasonable times with no fails or line faults, despite the front passenger door not being closed properly before the test in Ballynahinch which flew open on a right hand turn but luckily enough closed on the next left hand turn.

We approached the dreaded night navigation test with slightly less outright fear than before. The night nav start was just outside Finnis, Dromara and went up the side of Slieve Croob before, somehow, we found ourselves at the finish near Dungannon and a very welcome chip van.

Afterwards we drove to Sligo for the overnight halt and sleep, ready for the next two days of regularities and auto tests.



Despite no rally tripmeter we found that the 1300's odometer was 100% accurate so we hoped to make amends for the huge penalties accumulated on the night navigation. We found that we could cope with the time window allowed for regularities and with reasonably good autotest times, we were moving up the bottom half of the leader board. Sunday morning and the first regularity confirmed our growing competence as Mark Mulligan told us that our timing was spot on at the first control.

However, at the end our efforts were not enough to qualify for any sort of award but our 55th overall position was a thrill and enough to speculate on what might have been.

My navigator confirmed his limited experience of map reading by navigating us home after the Sunday night prizegiving dinner by reversing the Saturday rally route instead of following the main roads back to Sligo. Therefore we found ourselves at 3.00am in the morning being stopped by a very suspicious combined army/police patrol near Fivemiletown who were convinced we were up to something and insisted on the car being emptied and searched. Fortunately they didn't spot the lack of a tax disc or the bald front tyres that had been new before the event.

Shortly after the event the full results arrived in the post along with a nice Circuit Retrospective badge and a date bar to attach to it, which was a nice touch.



Roll on to just after Easter 1990 and the regs for the next Retro arrived. Newcastle to Killarney this year and Selectives were included for the first time. Our entry was sent off and fingers were crossed that it would be accepted. I was determined this time to present ourselves as a less shambolic outfit. The last minute paintjob of the previous year was truly awful as poor preparation led to huge reactions all over the car. It had all to be stripped off, prepared properly and repainted. With more time a respectable finish was achieved and the car looked ok but far from concours. A Terratrip had been bought and fitted with a sensor counting the revolutions of a rear wheel. Also a map light and "poti" had all been acquired along with the "piece de resistance" a Halda Speedpilot! By this time I had spotted a small ad in Practical Classics magazine for the 1100 Club. They had a Spares Secretary with a huge stash of unobtainable parts. Soon a massive parcel was on it's way with new brake calipers, drums, handbrake cables etc etc. I was delighted to find that all the new brake parts had resulted in a great handbrake and impressive stopping power for an old car.

So, it was with less outright fear and trepidation that we set off for the start at the Slieve Donard Hotel. We even had a tax disc! A deserted car park spotted on the way permitted a bit of autotest practice beforehand. There was an even bigger buzz of anticipation this year with the presence of the RPM film crew. So we headed off to the first test at Tollymore hoping for great things. This was immediately shattered by scoring a fail on the first test. On we went via another test at Spelga Dam to the supper halt over the border. Even worse was to come during the night navigation.



This year the Cavan /Monaghan area had been chosen as the organisers knew that the O/S maps were old and there were a maze of “goers” and “nonguers”. We got so lost that at one point I stopped, switched the engine off, got out of the car and listened for any rally type sounds. Nothing. We were in BIG trouble. I decided a cigarette was needed and stood outside puffing away and listening. Eventually I heard a couple of cars in the distance quickly followed by a yell from inside the car “I know where we are – get in”! Off we went as fast as I could drive and found ourselves back on the route.



This was confirmed by the presence of the RPM film cameras who's lights completely blinded me as I went round a corner. I am ashamed to say I have the outtake of that moment with me yelling at the film crew. Somehow we survived and set off on Saturday morning with renewed determination. This was the year that the heavens opened on Saturday so competitors had to cope with numerous floods, unaware that Saturday afternoon had a huge sting in the tail! This was the 100 plus miles of regularity. At 30mph average, that is over three hours of 100% concentration, made even more difficult by the numerous floods encountered.

Another item of equipment recently acquired was a proper stopwatch which was a big improvement over my wristwatch and loads of mental arithmetic as in 1989. The Speedpilot, although it looked wonderful, really wasn't effective at monitoring the average speed over the relatively short distances between the secret controls as used on the Retro, so it was back to the stopwatch and speed tables. But lady luck wasn't done with us yet! We reckoned we were doing ok through the marathon regularity when a yell from Roger Beattie, my navigator, indicated a problem. Inexplicably the fancy new trip had decided to zero itself and freeze. We knew we were close to a left turn according to the tulips so we decided to assume we were on time and start again at the next turning using the cars odometer. Out of the corner of my eye I noticed something else - the front passenger footwell was full of water and it was spilling over to the drivers side.



Good job we taken the carpets out as I quickly spotted and removed a rubber bung in the passenger floor which let the water out. Roger hadn't noticed his trainers were soaking wet which caused some amusement. The atmosphere inside the car improved further as the trip decided to start working again, making life a bit easier.

Onwards to the last test of the day and then to Killarney for a few cool pints to soothe the frazzled brains. The downpour hadn't eased as we arrived at the last autotest, which was a relatively simple crossroads test. The rain was so heavy it was washing away the test lines every couple of minutes, so you had to wait while the poor marshals deployed their bucket of whitewash before you had your go. It was at this point that lady luck decided to administer the coup de grace. I had noticed earlier in the day that heavy braking in reverse during the tests was producing a slight noise but as it was one of many the car made, I didn't worry unduly.



However on the last test the slight noise became a loud grinding. Test duly completed, I mentioned the awful noise the brakes were now making as we drove off. Roger, my navigator, said it was probably a stone caught in the brake caliper and we would have a look in the morning before we set off. I knew that was unlikely to happen as the considerable social content of the Retro would mean (very) late to bed and a last minute dash in the morning. I insisted we have a look as soon as possible before the partying started. We stopped at a garage on the way into Killarney and asked if we could borrow their ramp.



The owner pointed to a contraption sitting at the side that looked like a giant set of ramps on wheels and said we were welcome to use it. So I gingerly drove up the ramps and half way up they lurched forward and came down with a crash, so now the car was level about five feet off the ground. Apparently these ramp things were designed to work that way. Anyway a quick check underneath didn't reveal anything obvious so down the car came with another loud crash. The noise had been narrowed down to the driver's side front so we jacked that wheel up, took it off and again nothing obvious could be seen.

We put the wheel on again, started the car and put it in reverse whilst still on the jack! With Roger peering underneath as I slammed the brakes on, the source of the noise was revealed! The later 1100/1300 models were fitted with what are called sliding calipers. These calipers pivoted at the top and moved as the pads wore down, to compensate for the wear. There was a guide at the bottom that the caliper sat in, which was held in place by a circlip and spring. This guide, spring and circlip had disappeared, allowing the caliper, as the brake was applied in reverse gear to lift off the disc and grind against the inside of the wheel – hence the noise! In fact the wheel was preventing the brakes being yanked off completely.



No way, could we tackle another full day of the rally like this, especially as the two selectives were still to come. I knew from previous experience that there was no chance of replacement parts so retirement was looming. In a situation like this there is no better man to have on your side than Roger Beattie. Well known as a mechanical genius, he also possessed a "good pair of hands" as well as a very agile brain. There he was lying on the soaking garage forecourt studying the ailing brake caliper. He decided that something could be cobbled up to hold the caliper in place for the rest of the rally, so started to rummage through the toolbox.

He pulled out one of his very best spanners, asked if he could use the garage's workshop and proceeded to take a hacksaw to the spanner. Once he had cut both ends off, he proceeded to hammer the shaft into a square U shape which, when it was offered up to the caliper was almost perfect. Hammered into place it seemed to do its job but I was extremely dubious. There was only one thing to do – give it a thorough test. Back and forward I went, as fast as possible and slamming the brakes on as hard as I could, both forwards and in reverse. No grinding noise and the Heath Robinson bracket was still in place! The only thing the bracket wouldn't do was allow the caliper to slide to compensate for wear but we could check that regularly and adjust with a large hammer if necessary! To say we were exhausted after all that was an understatement! By now it was quite late so all we wanted was food, a few beers and bed.



Sunday dawned bright and sunny with fingers crossed for a less stressful day. I even had time to investigate yesterday's water ingress and discovered two rubber grommets on the passenger side floor. I soon found the two holes in the lower bulkhead that they had come from. Puzzling how they ended up on the floor, but no time to speculate so they were replaced and off we went. There was another "treat" in store for the competitors that morning – a daylight navigation exercise in an area that the roads were known to be "not as map"!



The RPM cameras were on hand to capture the ensuing bedlam for posterity. Unfortunately there were a couple of accidents with non-competitors but we were fortunate not to be among them and made it to the Sunday lunch halt at the wonderful Eccles Hotel in Glengarriff. As we were running at the back of the field the dining room was pretty full when we arrived so we plonked ourselves down at a table containing Adrian Boyd, Robert Woodside and Will Corry. We were delighted to discover these legendary drivers were as willing to join in the banter and crack as everyone else.

After lunch we headed off to the bottom of the famous Tim Healy Pass for the first selective. Virtually a special stage without the road being closed, I was hoping for a clear run without any non-competing cars when my turn came. At the start the navigator had to start the clock and run to the car sitting on the line. I noticed a non competing motorist had slipped past the start officials and head up the Pass a few minutes before we were due to go but reckoned he would be at or near the top when we started.

We caught the ancient banger about a third the way up, pootling up the middle of the road and oblivious to headlights, spotlights and horn!. Eventually we got past but were now in danger of penalties as there was a bogey time to be beaten and we were well behind. At least the road was clear so it was absolutely flat out to the finish line. We managed to beat the bogey time but only by a few seconds, which was disappointing but we hadn't time to think about it as we headed to the next selective, Ballaghbeama.

The start of the stage was very steep uphill and I knew we were losing time but around a blind corner the stage went suddenly downhill, dodging between huge boulders. Throwing caution to the wind with the engine screaming, down we went and got to the end without incident and a good time. Just the last test to negotiate and that was it!



RPM were at the last test and captured the autotest stars performing. All that remained now was back to the hotel, beer then the prizegiving dinner. The highlight of the prizegiving was a speech given by American, John Kane who travelled from Florida to compete. He had everyone in stitches with his funny comments. We were not looking forward to the results but eventually discovered we finished 58th overall – 3 places below last year. To add insult to injury we were last in our class as well.



I was gutted and even now, 32 years later, can vividly remember the crushing disappointment. Realizing that over forty competitors, even some well known names, had finished below us didn't help one bit. However, valuable lessons had been learned and the resolve was strengthened to improve next year.

UAC Calendar 2022/23

Date	Event	Status	Championship
27 th December	It's Not The Boxing Day Rally	Club	UAC Club Championship
4 th February	Bingo Night - Shandon Park Golf Club	Fun & Craic	N/A
25 th March	Autotest	Inter Club	ANICC Championship
29 th March	AGM	Club	N/A
7 th & 8 th April	Circuit Of Ireland Rally	International	ITRC Championship
29 th April	Craigantlet Hill Climb	National	British & ANICC Championships
11 th June	Social get together	Fun & Craic	N/A
August TBA	UAC Day /Pedal Cars /Treasure Hunt/ Tour	Fun & Craic	UAC Club Championship
9 th September	Knockagh Hill Climb	Inter Club	ANICC Championship
7 th October	October Sprint	Inter Club	ANICC Championship
27 th December	It's Not The Boxing Day Rally	Club	UAC Club Championship

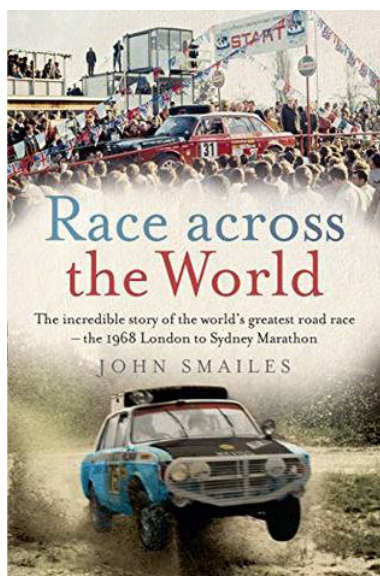


Motorsport Book Review

By Paul Robinson



**Winter is coming - it's time to curl up with a good book.
They can be old or new but there must be some connection to the
Ulster Automobile Club**



Race across the world - the incredible story of the world's greatest road race - the 1968 London to Sydney Marathon. John Smailes.
Published 2019 by Allen & Unwin ISBN: 978-1-76087-695-1

This is the second book on the London to Sydney written by John Smailes and is an excellent read. Smailes was a journalist covering the race back in 1968 and interviewed many of the competitors back then and subsequently. This is the best book on the London to Sydney marathon I have read and benefits from the author's first hand knowledge and access to key players - for example I particularly enjoyed the interview with Paddy Hopkirk and his co-drivers when they identified exactly which mistake when driving through the Australian desert cost them first place. Hindsight is a wonderful thing.

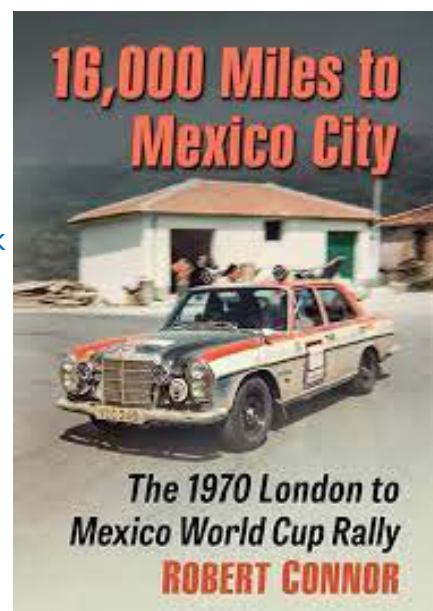
Available for under £15.00 in paperback and I can thoroughly recommend it.

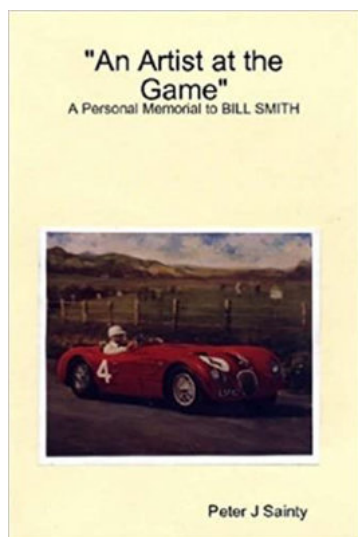
16,000 Miles to Mexico City. The 1970 London to Mexico World Cup Rally. Robert Connor.

Published 2022 by McFarland. Barcode 9781476669670

This is an incredibly detailed account of the the London to Mexico which attempts to cover these stories of most of the teams on this epic rally as they raced across Europe and then through South America. Paddy Hopkirk include UAC member (and local Toyota dealer) Neville Johnston as part of his team and it is clear from the book that this was a real car killing event and the competition between the works teams was ruthless. The style gets a bit repetitive as the author covers an individual team progress through each of the stages and then goes back and covers the same stages for another team. It does however mean every teams story is covered in detail.

Available for around £43 new from most booksellers I enjoyed reading it but if I had to chose between this and the John Smailes book, the latter would win every time.





"An Artist at the Game". A Personal Memorial to Bill Smith. Peter J Sainty

Published June 2008. ISBN-: 978-0955693311

As the signs state at every event, Motorsport is dangerous. In 1955 three drivers died competing in the R.A.C. Tourist Trophy races at Dundrod. 21 year old Bill Smith, who had only a few weeks earlier won the Champions Trophy at the Ulster International Trophy race on the same course, was one of them.

First published in 1997 it is very much about Bill Smith the person as told by a member of the family. It is not a glossy or highly polished production and at 65 pages including appendices it is not very long. None of that detracts from the how well the book succeeds in explaining that Bill Smith was much more than just a name in the newspapers and magazines reports of that fateful 1955 TT race.

Available from a variety of outlets including Waterstones for around £25

Full Throttle - Sir Henry (Tim) Birkin BT.

Published September 30th 2021 by Clink Street Publishing (DaredevilBooks) ISBN1913568695

This is a modern reproduction of the 1932 book originally published by Foulis books. A motorsport legend, Sir Henry Birkin raced at Brooklands and competed in a wide range of road races including Le Mans and the Tourist Trophy races at Ards .

He competed in many different types of cars but it is Bentley that he is most associated with - he was the driving force behind the blower Bentley - putting his (and others) money into their development and racing the cars at Le Mans. When Bentley retired from racing Sir Henry continued racing and ultimately it cost him his life - he burnt his arm badly on the exhaust of his Maserati at the 1933 Tripoli Grand Prix and died later in hospital back in England as result (it is commonly believed) of the wound turning septic.

In the 1995 TV film he was played by Rowan Atkinson who is a huge fan. The book is a classic of its kind and the modern reproduction ,

Available from as little as £9.99 new, means it is very affordable. Secondhand copies of the original published by Foulis are still available at reasonable prices but can be expensive depending on the year and condition



WRC 50: The Story of the World Rally Championship 1973-2022



Publisher : McKlein Media GmbH & Co. KG (19 May 2022) ISBN-13 : 978-3947156429

This is an example of what is sometimes called a coffee table book. All the WRC events for each year are listed and there is a brief account of each championship but there is not a lot of detail. What it does have is lots of very high quality photographs and these are what make the book stand out.

No real connection to the club other than a photo of Paddy Hopkirk in a Mini in the introduction. It's an easy read with excellent photos but probably a bit superficial for diehard rally fans.

Out of stock at the time of writing but copies were previously available for around £38.99

A race with Infamy- the Lance Macklin story. Jack Barlow

Published by Veloce in May 2022 ISBN 978-1-787117-87-7

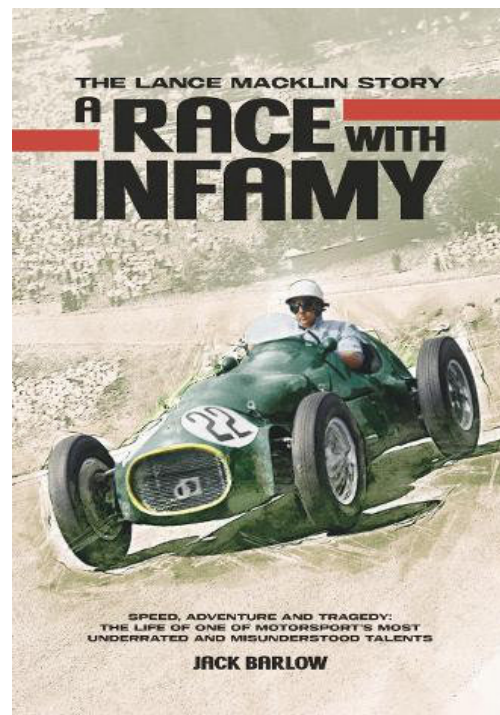
Lance Macklin in the late 1940s and early 1950s was equally famous for both his exploits on the race course and his playboy lifestyle. This book takes an interesting slant on his life maintaining that Macklin was both underrated and misunderstood (I can't say I agree). It covers a lot of ground in some detail including his parents, siblings and war service (in one of the motor torpedo boats his fathers company designed).

A frequent competitor at the TT races at Dundrod, he had a fairly charmed racing career without serious injury including in 1955 when he was directly involved in the crash at Le Mans in which lead to 84 deaths. Later that year at Dundrod he was caught up in the inferno at Dears Leap when Bill Smith (see review above) and another driver were killed were killed. There is a description of the race and the accident in the book.

The book is a fairly easy read, well researched although I spotted a couple of mistakes. Well worth a read if you are into that era of road racing.

The book retails at £20. I got mine for under £15.00 including postage from Blackwells.

All books in this review can be borrowed from the editor but must be returned upon pain of death or something worse.



Dear UAC Member

My name is Michael Beeney and for the last few years I have spent my time creating and running several websites dedicated to promoting the Classic car scene (and some motorsport) and helping clubs to get online.

This included providing the Ulster Automobile Club with a website where I have enjoyed following the Club's progress and seeing photographs of the many events run by the Club.

I am currently working on a new project, **The Lost Garage Café**, which can be described as an online community of heritage vehicle and machinery enthusiasts. It offers a place where members can chat, share information, invite friends, join groups and generally hang out. Groups are based around clubs, marques and interests and can be private or open to everyone. The Café will allow you to connect with fellow members as well as motorsport enthusiasts in other countries. It's early days, the Café will be shaped by your involvement, but I would like to extend an invitation to Club members and any other motorsport enthusiast to sign up for a free account.

How to join - Go to The Lost Garage Café website at <https://www.thelostgarage.cafe/>

Click **Request to Join** (top right-hand side of the screen).

Fill in your details (all we need is your name and e-mail address)

I will then approve your request to join, you will then be able to invite anyone else you want to join.

[A word of caution - you may receive a lot of emails showing new posts and content if you join several groups, but you can control this from your account]

You can delete your account at any time. We do not keep a record of your details nor pass on your information to anyone.

If you have any questions or need more information, I can be contacted at hello@thelostgarage.cafe

Looking forward to meeting you on the Café.

Best Wishes Michael | The Lost Garage Café Owner and Administrator

Tailsweep



Circuit of Ireland Rally Badge update

Raymond Walls from Ballygowan came along to our event at Mount Stewart and spoke to some club members at our stand. He mentioned that he had some UAC badges. A subsequent visit to see his collection revealed that it includes the souvenir plaques for both the 1931 (the first year the event was run) and 1932 Circuit of Ireland Trials.

As you can see the designs for each year are very different but if you go back to your October 2021 Wheelspin you will see that both designs were used again in modified form post WW2.

Just three more plaques to find: 1936, 1939 and 1949 badges - if you know where anybody who has any of these please let me know.

Note the 1931 plaque states Ulster Automobile Sports Club (see May 2022 Wheelspin for explanation).



The Ulster Automobile Club were saddened to learn of the passing of Paddy Hopkirk MBE in July this year. He was an inspiration to many winning the Circuit of Ireland International Rally 5 times. The Club extend sincere condolences to all of his family circle.