



Dublin & District MCC “Skerries 100 1946 – 1986
Loughshinney MCSC “Skerries 100 1987 – 2006

The “turf reserves” in the Phoenix Park during the “emergency” put an end to the “Dublin 100” Motor Cycle Road Race, which had been held on the Chesterfield (Main road) Zoo Course from 1931 to 1940.

Our Friends in Skerries were chatted up in the true D&D Manner; Garda, Church, Road Authorities, Publicans, Shop Keepers, Sailing Club, House Holders, Farmers, etc. and a new circuit was born, this was used until 1963 – The start was at The Library Strand Street and included the Sea Wall, Loughshinney, Balbriggan, Balcunnian, Milverton, Railway Arch, The Monument and back along main street to complete a lap of 7.5 miles

Our 2 Travelling Marshals were equipped with Pye short wave Radios to report to the Clerk of Course at the Timing Box, and Radio Eireann broadcasted a running commentary from two road positions (This was the First Time a live commentary was used at any road Race.)

Our Public address service was operated from the Balcony of the Bank Premises opposite the Start & Skerries Development had a small “Café” in the Library.

1984 – With lap speeds now over 85 m.p.h. The Club decided that the streets in Skerries were not safe for racing. – “Safety First” Ruled the day and the course was altered and The Paddock, Pits, Timing & Public Address were moved to Milverton, this made a reduction to the length of a lap which was calculated as 6.56 miles.

This decision was not popular among the Publicans and Shop Keepers and also amongst our own “workers” as it had become a ritual that after every race day and everything was dismantled (Timing Box, Warning Boards, Radio & Commentator Huts, Scaffolding, Barriers, Pits. Etc...) and tidied away for another year we all went for a swim and clean up and then retired to some “local” for a meal and some liquid refreshments.

The next problem was the Printers Strike in 1965, but although a “thin” Programme was produced, the Cash and Advert take was way down. Ex rider Tommy Carroll, Programme Producer, fell ill and died in 1968 & Bill Bowie died in England 1987 the year after we handed the Race over to Loughshinney.

Our main sponsors were Shell Sport and they supported us very well from 1975 to 1986. Our neighbours at Milverton the Cricket Club took in the Paddock for riders, Caravans, Trailers etc. and served Teas & refreshments from the pavilion.

The world famous Joey Dunlop was a regular competitor with a double win in 1977, his brother Robert and many well known Northern Ireland Racers supported us very well over the years.

The course was again shortened to 2.92 miles it’s present location, and again in 1979, when in was changed from clockwise to anti-clockwise, the present direction of racing.

Loughshinney Motorcycle Supporters Club gave great assistance to us and indeed we could not have run the race in latter years without their help. Help came in many ways putting out Barriers, Rider Rescue and especially their local knowledge of where to get Straw Bales in a hurry.

The local farmers always arranged their crop cutting with the good weather we had during the Skerries Road Race but our good record was spoilt in 1986 with downpours of rain all week. The meeting was marred by the death of 25 year old John Minogue from Co. Tipperary who crashed his 350cc Yamaha on the 3rd lap of the 350cc Race.

On and off for almost 15 years the club was debating the future of the Skerries Race, but with increasing speeds, risks, costs, Insurance, time on members for organising, condition of the course roads, the final decision to cease was taken in December 1986.

We in the D&D would like to thank Loughshinney M C S C for keeping the tradition of Skerries alive and wish them continued success for future years.

Chick Gibson, Club Historian.