

A complaint about complaints

THE President of Limerick Junior Chamber of Commerce, Mr. Brian Murphy, hit out yesterday at some of our big stores for the inefficient manner in which they deal with complaints.

Mr. Murphy was speaking at a meeting of the local "Buy Irish Campaign" at the Chamber of Commerce building.

He said: "I have conducted a small market survey into this myself and I believe the time has come when the bigger stores should set up a complaints center with a qualified person in charge."

"This employee would be a receptionist rather than an assistant and would have the ability and efficiency to follow up each complaint and get satisfaction for the customer."

Mr. Murphy went on to say that very often nowadays a customer finds it impossible to get satisfaction when she complains about an article.

Mrs. Nuala Caffrey, Irish Countrywomen's Association representative, said that she recently brought back an item of underclothing to a big city store and it was over a month before anything was done about it.

Said Mr. J. O'Gawron: "This strikes me as being rather unusual—if any—brings back an unsatisfactory item to me; I change it for them on the spot."

Folkschool in Ring College

On Saturday, August 21, Padraig O'Leachain, T.D., Parliamentary Secretary to the Minister for the Gaeltacht, will open the 1965 Folkschool at Ring College, Co. Waterford, under the auspices of Dail na hEirinn, Conradh na Gaeilge.

The theme of the week will be the Land System in Ireland.

The following lectures will feature among the activities of the Folk School:

- "History of the Irish Land Question," by Gearoid O'Maolmichail, M.A.
- "The Poetry of the Land," by Eoghan O'Tuairisc, M.A., Editor of "Fransa" official journal of Conradh na Gaeilge.
- "The Whiteboys," by Silvester O'Muirthe, Secondary school teacher.
- "The Second Programme for Agricultural Development," by Tomas Breathnach, Chief of the Rural Economics Division of An Foras Taluntais.
- "Abhann na Seail Pilot Area," by Seamus O'Murchu, B.Agr.Sc.

An exhibition of Gaeltacht manufactures under the auspices of Gaeltarra Eireann and Gael-Linn will take place in Ring College during the week. Those attending the Folk School will visit places of historical interest in the Dungarvan area during the afternoons.

4 memorable August Bank Holiday of 1935

Munster's first 'Round the Houses' motor race

THE August Bank Holiday marks the 30th anniversary of Limerick's first "Round the Houses" motor race. Limerick, in the past, had been the venue for many successful fixtures of quite a different character, but this was perhaps the greatest sporting event ever witnessed in the city. It was promoted by the Irish Motor Racing Club Limited, in co-operation with the local Branch of the Irish Tourist Association, and the Motor Race Committee.

It was the first time that a race of its kind had been held in Munster and perhaps never before in Limerick had there been such a scene of activity, bustle and speculation. Arrangements for the event had begun as early as the previous February and it was organised with a view to popularising Limerick as a tourist centre.

Preliminary meetings were held in the Town Hall in February and were attended by many prominent citizens, including Ald. J. Reidy, T.D.; Ald. D. Bourke, T.D.; Ald. A. E. Goodwin, President, Chamber of Commerce; J. P. Geraghty, City Manager; A. J. Barnett; R. Mulligan; A. G. Fitt; P. F. Quinlan, B.C.; J. P. Hartigan; A. J. Eakins; J. E. Galbraith; E. G. Fitt; R. Quinn; P. Cusack; J. J. Dundon, V.S.; M. Stapleton; P. Bourke, B.C.; E. Groene; W. Whitaker; P. Moore; P. McCarthy; R. T. Hartigan; G. C. Bennett, T.D.; D. O'Dwyer; Dr. C. B. Moloney; T. C. Carroll, Chairman, Limerick Development Association; J. Irwin; A. McDonagh; Supt. Reynolds; S. Christy; T. O'Donovan; R. Holliday; C. Stenson, City Surveyor; Major McNeill, Irish Motor Racing Club; and P. Barry, Secretary, Limerick Branch, Irish Tourist Association; E. G. Stokes; M. P. Riordan; R. O'Sullivan; J. Irwin; L. Cummins; and J. Fanning.

It was decided to hold the race on the August Bank Holiday, and the following were elected patrons:

The Earl of Dunraven, Viscount Adare, Lord Muskerry, Lord Daresbury, Lord Montagu, the Knight of Glin, Judge E. J. McElligott, K.C.; District Justice Flood, B.L.; Sir Vincent Nash, Mr. Peter D. Fitzgerald, Senator T. W. Bennett, Mr. S. J. K. Roycroft, Mr. H. Fildes, Mr. J. V. Rank, Mr. J. P. Good-

body and Mr. G. A. Spillane, The Mayor Mr. J. M. Casey, was elected President.

In the following June, Lady Helen MacCallmont, Thomas-town, presented a massive silver cup, which the committee decided to offer as a perpetual trophy as first prize, with £200 accompanying it.

THE COMPETITORS

Practising on the 153 miles course, which was described by experts as probably the best "round the houses" course in Europe, began on August Saturday at 5.30 a.m. A full entry was received, and those competing were:

R. E. Featherstonhaugh, London; Louis Fontes, London; R. S. Wilkins, Surrey; Austin Dobson, Surrey; J. Fairhead, London; N. Whitehead, Harrogate; Stanley Woods, Dublin; H. C. McFerran, Belfast; W. T. McCallan, Down; P. Dwyer, Cahir; M. J. Hynes, Kilkenny; W. R. Baird, Belfast; W. French, Kavanagh, Dublin; F. French, Davis, Dublin; E. M. Mitchell, Dublin; C. H. Manders, Dublin; J. Toohy, Dublin; W. P. Ayton, Belfast; Frank O'Boyle, T. Lin; D. Yule, Dublin; R. B. L. Panu, Dublin; D. C. McStachlan, Cork; F. Pearson, Dublin; T. O'Shaughnessy, Dublin; R. Marsh, Balinglass; W. Murphy, Eir.

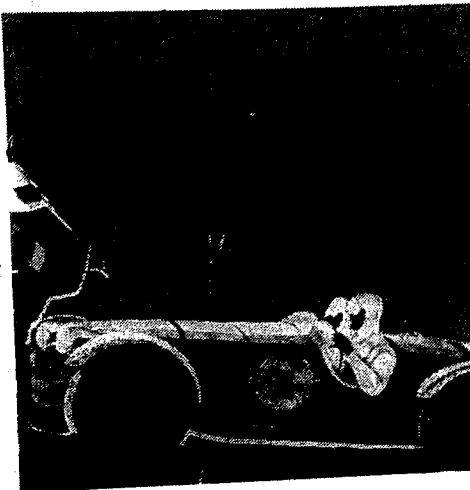
On the August Monday special trains from Dublin and Cork and buses and cars from all over the country brought huge numbers—probably 10,000—to the hotels. The hotels were booked out with week-end visitors, and many had to find accommodation in outlying areas.

Since the previous Saturday, structural works had been run up with remarkable rapidity. These included a footbridge, which was erected over O'Connell Street, at the Cecil Street corners, for the convenience of the public and a large stand at what was then known as McBirney's Corner, was fully occupied during the race.

When the course was closed for the race at 2.30 p.m. every point of vantage was occupied by sightseers. People were not allowed on the footpaths in the O'Connell Street, but the windows of the houses and the steps of the premises were occupied while the race was in progress.

In William Street there was a big assemblage of people behind a timber barricade, and on the opposite side were the time-keeper's box, the Press box and P.A.

The most ample precautions had been taken to keep the course clear, and to meet any emergency in case of



accident. There was an honorary medical staff, with Dr. C. B. Moloney as chief officer, and ambulance and first aid arrangements by Catholic Boy Scouts. The co-operation of members of the local branch of St. John Ambulance Brigade and the Army Medical Services.

THE OFFICIALS

All over the course there was an army of marshals, with Alderman A. E. Goodwin as chief flag marshal, Mr. C. Stenson was course engineer; Mr. H. R. Wright, chief time-keeper; Mr. J. Schworer, chief salvage marshal; Mr. E. Redmond, chief depot marshal; Mr. S. T. Robinson, chief technical officer, scrutineer and pit marshal; and Capt. L. M. Fuge and Mr. D. E. H. Hamilton, broadcast commentators.

The judges were T. S. Brady, H. Tyrell South, W. G. E. Langworth and E. Macready. Major Niall O'Neill was very active as clerk of the course and Mr. Alma Fitt was a most courteous Press Secretary. There were many other officials, among them the stewards: Mr. W. H. Freeman, the Irish Motor Racing Club; Capt. W. Thompson, Ulster Automobile Club; and the Secretary of the meeting, Mr. P. Barry. The services of the Garda, under Chief Supt. Murphy, were invaluable.

THE RACE

Now as to the race itself. The course, which had its start and finish at William Street, was exactly 2 1/2 miles long, and laps of this, of about 13 1/2 miles, constituted the full distance of the race. The route was through William St., Roxboro' Road, Carey's Road, Edward St., Prospect Hill, Punch's Cross, O'Connell Avenue and O'Connell Street.

The Mayor of Limerick, Mr. J. Casey, in his robes of office and attended by his mace-bearers and City High Constables, started the race at 3 p.m., when, waving the National Flag, he, with the clerk of the course, despatched the first car, amidst great enthusiasm. There were 24 starters, and of these four met with mechanical trouble during the progress of the race. These were the only mishaps during the entire contest.

As the cars thundered along amidst a deafening roar, many thrills were experienced, and for two hours and forty minutes, when the last car completed its

journey the racing was followed with keen interest. Finally Fontes, the winner, who had been bedecked with a garland of laurel on his proud achievement, was heartily cheered as he alighted from his car.

The result of the race was: 1.—Louis Fontes (Alfa Romeo), scratch; finishing time, 2 hrs 21 mins. 17 secs.; speed, 64.91 m.p.h. 2.—P. G. Fairfield (E.R.A.), 2 laps, 30 secs.; 2 hrs. 21 mins. 21 secs.; 62.29 m.p.h. 3.—P. N. Whitehead (Alta), 3 laps, 1 min.; 2 hrs. 23 mins. 24 secs.; 60.05 m.p.h. J. Toohy (Dublin), who finished fifth, was a son of Mr. Toohy, who formerly lived in Limerick and carried on business here.

There were no bad crashes during the race. Manders, however, seriously bent the chassis of his Adler in O'Connell St. He came into a chicane bend and found the road obstructed by Toohy's Ford, which was held up by O'Shaughnessy's Riley. Manders braked round into the railings of a house. Later, Dobson (Alfa Romeo) nearly collided with Marsh's M.G. Coming into a fast bend, he got into a skid and regained control just as he seemed bound to upset the

THE DANCE

That night the Limerick Motor Race Committee danced at the Stella Ballroom, was a brilliant success. Over 250 couples occupied the spacious floor and dancing continued to the early hours to the music of Mr. Gerard Quinn's Band. A feature of the function was the beautiful attire worn by the ladies who, in general, appeared to favour the colours black, green and white. The presence of nearly all the motor race competitors gave an added touch of interest to the function and many prominent persons in the city's social and business life.

At 11.30 p.m. the Mayor distributed the trophies to the prize-winners of the day's race. All received a great ovation, particularly Fontes, Fairfield and French-Davis, who, in response to demands, made speeches.

On Sunday night the motor race competitors were entertained at a dance in Athlun-kard Boat Club on the invitation of the club committee.

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WAY STATION

9.00 a.m.	30/-
9.15 a.m.	30/-
9.15 a.m.	30/-
9.45 a.m.	30/-
10.00 a.m.	20/-
OF	15/-
9.30 a.m.	14/6
ON	25/-
2.30 p.m.	25/-
ER, KILKEE	14/6
10.30 a.m.	25/-
9.30 a.m.	15/-
2.15 p.m.	25/-
9.30 a.m.	15/-
2.00 p.m.	

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Monday, August 2, 1965

Special bus services as follows:

Dep.	a.m.	Single	Double
Limerick Station	10.15	8/-	15/-
Cannocks	10.18	8/-	15/-
Parteen Cross	10.25	7/6	14/-
Blackwater Cross	10.30	7/-	13/-
Kilmora	10.40	6/6	12/-
Broadford	10.50	5/6	11/-
Killuran School	11.00	4/6	10/-
	11.10	2/-	

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—ON A SHANNO DATES OF OPE

From Killaloe: August 2, 3, 4, 5, 6, 7, 9, 10, 11, 25, 26, 30, 31.

From Portumna: August 4, 6, 8, 10, 11, 13, 16, 17, 1.

Full details from your local Sales Manager, 59 Upper, O'Connell St.

10 PAGES