

IVVCC

NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



Summer 2017

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Club Meetings:
Every first Monday of the month
(second Monday if first falls on a public holiday)

Venue:
West County Hotel, Chapelizod, Old Lucan
Road, Dublin 20
Time: 8.00pm

Front Cover:
Dinny Cronin's
1904 Type A Minervette
Waterfall, Co Cork.
Photo: Richard Cronin
(see page 14)

Club Website:
www.ivvcc.ie



MESSAGE FROM THE PRESIDENT

Dear Members

Now that summer is upon us I hope you are finding the time to get out and drive your old cars. There are so many events organised by our affiliated clubs to enjoy and I urge you to try and support as many events around the country as you can.



We have had a busy couple of months in the IVVCC between Festival of Transport, Pre-war Run, and our premiere event, The IVVCC Gordon Bennett. This year's event was the 114th anniversary of the 1903 Gordon Bennett Race and the 42nd annual IVVCC Gordon Bennett Rally. This year we returned to an old favourite, The Mount Wolsey Hotel, in Tullow, County Carlow, and from there we travelled a variety of great driving roads throughout County Carlow, Kildare and Wexford. Once again we had a great entry of the most fantastic cars in Ireland with a number entries coming from both Northern Ireland and the UK, with one entry travelling all the way from South Africa to take part. This is truly an international event.

I would like to take this opportunity to thank the team that put so much work into making this event the great success that it was. Special thanks to our clerk of the course, Michael Jackson; Chief Marshall, Mickey Gabbett; Competitor Liaison Officer, Ian McCullagh; Entry Secretary, Bernadette Wyer, and

not forgetting all the volunteers that helped with registration, marshalling and time keeping. We are very fortunate in the IVVCC to be able to rely on all these wonderful members who give their time so generously to make this event enjoyable for our members and visitors.

Finally, we have a new editor to this publication and I would like to take this opportunity to thank most sincerely Anselm Aherne for taking on this task. I have no doubt you will enjoy reading the many articles he has put together for you and I urge you to please contribute where you can.

Do not forget to put in your diary the Powerscourt Picnic Event, which is celebrating its 40th anniversary, and I look forward meeting you there.

Safe and happy motoring,

Shane Houlihan

THE TIMES THEY ARE A-CHANGING

Following his mighty stint of 14 years as Editor of our club magazine, Tom Farrell has now passed the assignment over to yours truly.

Tom introduced full colour in 2007, and the following year increased the format size from A5 to A4. That successful format will certainly continue, as it allows for attractive article layouts and photographic coverage.

You will probably note some differences in the current issue – starting with its new title, IVVCC News. The regular features will of course remain, along with some new material and competitions. And with the help of our loyal advertisers, the aim will be to have the magazine as near as possible self-financing.

But here's the thing: IVVCC News is your club magazine, so comments and suggestions regarding content are much appreciated. Rally reports, articles, letters to the editor, For Sale/Wanted adverts, news from our affiliated clubs, photographs and ideas are the life-blood of the magazine, so please keep them coming. Just email: anselm@eircom.net, or post to: 63 Granitefield, Dun Laoghaire, Co Dublin.

I would like to thank all those who contributed to this issue and hope you enjoy the latest evolution of our magazine, in this, the 54th year of the Irish Veteran & Vintage Car Club.

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SECRETARY'S REPORT

In my last report I referred to an important initiative which was the appointment of the Funds Review Committee and I undertook to report on their deliberations.

The Committee comprised Tom Callanan, Maurice Cassidy (Chairman), Martin Leech, Andrew O'Donohoe and Michael Tynan.

The Committee's brief was to establish: 1. What were the members' wishes for the Pegum legacy and other monies raised by the Club, and 2. Whether it would be feasible to create such a project.



All Club members were invited by the President to submit their views and suggestions as to the best course of action. The number of responses from members were less than expected (15), many of which were from Board members. The majority of members favoured a Museum project if it could be achieved and would like the legacy to be recognised by having it named in honour of Bill and Vera Pegum.

It became clear that the project would have to be in the Dublin area, close to the motorway network as this is where the bulk of tourism is concentrated. It was also clear that to be successful it would have to appeal to a wider audience who might not otherwise have sought out a car museum.

While the Committee did not disclose to any third party the funds available to the Club, it was clear that the public bodies contacted would have a preference to provide a premises and let the Club run the facility, an approach which would not be suitable to our membership and age profile.

After meeting with several interested parties the following facts were established:

1. A stand-alone Museum facility would not be viable as the costs are too high.
2. None of the public bodies contacted had any interest in running the Museum themselves.
3. Any project would need to be financially viable to be considered. The Committee felt strongly that such a project would need to involve a government/semi-state enterprise to ensure the Club's investment would be fully safeguarded.
4. Nowadays local authorities do not manage or run the facilities themselves. Their present model is to acquire and fund a Heritage property, bring it to a high standard of condition and facilities and then lease it to an operating company who are judged on the visitor numbers using it during the year.
5. From all these discussions it seems clear that it might be possible to advance some form of Museum. Generally the

feedback was positive and supportive of the project and it is believed that a good level of co-operation might be achieved.

The most attractive option for the Club would appear to be to tie in with an operating facility of one of the existing Heritage projects where costs would be lower and, if carefully set up and structured in this way from the outset, could utilise existing facilities of a commercial operator of the site such as Insurance, Catering, Security, Toilets and Staffing and avoid a hands-on role for the Club. The Club should not get involved in setting up or administering a stand-alone Museum under any circumstances, as this would have serious financial dangers for us in the future.

The most suitable location at the moment may be Newbridge House in Donabate, Co. Dublin. This is a large Georgian Manor House with extensive gardens, a children's playground, 350 acres of parkland and a rail link from the city. It attracts 100,000 visitors per annum and has sufficient room to accommodate a Museum project and planning might not be as difficult to achieve.

If a suitable building could be sourced or provided in this, or another local authority premises, a small committee could select cars which might be suitable and perhaps rotate them on a regular basis. Being part of such a larger facility would also make it much easier to maintain security and insurance, particularly in a state-owned premises.

Car events, picnics, vintage runs etc. (perhaps even the larger R.D.S. and Terenure Shows) could be centred on the facility and adjoining catering and playground facilities would ensure a much wider audience for the cars than an isolated stand-alone facility.

In conclusion, the Committee considered that a Museum project to be a definite possibility for the Club and is worth further consideration by the Board.

Peadar Ward

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Gordon Bennett Rally 2017

By Clive Evans



Photo: Nuala Grogan



The 42nd IVVCC International Gordon Bennett Rally took place over the weekend of Friday 9th to Sunday 11th June this year, based at the Mount Wolseley Hotel, Tullow, Co Carlow. IVVCC member Clive Evans, competing with his stalwart crew (see picture page 9), kindly penned this report, which gives an excellent flavour of this, the Club's premier annual event.

Lemon drizzle cake or apple tart? all home-made: that was the big decision facing us on the final day of the 2017 Gordon Bennett.

Relieved from the 'pressure' of the previous day's competitive aspect of the 'GB' navigation – and for those who wished, the regularity sections – the spectacular setting of Altamont House and Gardens was a welcome break. The open-sided coffee shop in these wonderful ancient gardens had such a relaxing feeling that it could have been in any exotic part of the world, even tropical when a heavy shower threatened! There was also the feeling that there just might be a 'left-over hippie' lurking under the nearby Camellia bush.

The event began, for many participants, as they entered the magnificent Mount Wolseley Hotel in Tullow, Co Carlow. The tree-lined entrance and manicured fairways led us to the hotel reception which had the look and feel of 'Celtic tiger opulence', a most suitable venue for the gathering of 150 'old' cars and all the attendees. Excellent parking for tow wagons and trailers.

On Friday 9th a welcome lunch in The

Arboretum Leighlinbridge, courtesy of Barrett Private Insurance/Chubb European Group Ltd kicked off the three-day event after which a scenic drive to Mount Wolseley Hotel left time to 'dress up' for a drinks reception followed by a buffet dinner, both kindly sponsored by Bonhams.

There were more big decisions to be made early Saturday morning, whether to erect one's roof, (for those with such a luxury) or not. Most participants with the option would like to travel with the roof down but in the event of a heavy shower, stopping to erect the roof in the middle of a regularity section would not be 'on' since, with the event being timed to the second, unnecessary delays could make a huge difference to the results.

High Spirits and Great Confusion

After a drivers and navigators briefing by the affable Clark of the Course, Michael Jackson, the actual Gordon Bennett Rally thus started. The usual high spirits and great confusion as to where to start the 'clock' took place, mainly because half of the competitors didn't pay attention to the briefing – and the other half couldn't hear, the age profile not being too different to

that of the vehicles.

A very well laid out and precise road book guided competitors to lunch at Leighlinbridge after completing, or not, two regularity tests timed to the second. Timing was done by a transponder fitted to each vehicle, which on passing over a wire on the road automatically recorded the time – losing one mark by being early or late per second at the beginning and end of each timed section. Sometimes there was a secret time point in between, the rotter! Relying on spotting a marshal was risky, and the possibility of secret checks kept the crew on their toes, or at least their brains in gear! Excellent work by those setting the course in providing both accurate and amusing detail.

Another very well planned aspect of the route was the dividing of participants so as not all the cars were on the same route at the same time, thereby reducing the congestion. This meant sometimes meeting 'rally' traffic coming towards each other, confusing, exciting – especially to those who had not listened to the briefing. The older cars had been set a lower average speed, appropriately. The afternoon run also contained two regularity sections.

Now we are getting the hang of it.

The weather stayed very agreeable all day; no rain and neither too hot or too cold. And with adequate time to stop for refreshment and a chat it made for a very enjoyable day's 'vintage' motoring. Although not every participant took part in the competitive part of the event, i.e. the regularity, it seems more did so than in previous years. After all the work that goes into organising this event by so many it would be great to see even more participants having a go at the regularity. It adds to the amount of rubbish that gets said in the bar after the event, with all the 'ifs' and 'onlys'!

Rusty Gates and Red Doors

Much of the after-event discussion involved wondering where the "special offer on red paint for doors" was, and how many farm gates had gone rusty recently. If the local community start washing their curtains and tidying up their yards we will never find our way to the finish. Great

work by those planning the course, great fun!

Much of the work that goes into an event such the Gordon Bennett – moving barriers, producing road books and rally plates, distributing rally packs, marshals along the route, publishing results – can be seen, and at the risk of leaving someone out I will not mention anyone by name. But we should not underestimate the enormous amount of work that goes unnoticed. To those people a 'very big thank you'. Several participants from other countries mentioned how grateful they were for the help with 'engineering' matters. Given the advanced years of our vehicles it is a credit to their keepers that so few did need attention, and although very few had to be 'loaded', we are always glad to know such a service is kindly provided. Let us not forget how much good these events do in promoting new friendships and renewing old ones.

Gordon Bennett Rally 2017 Results

Overall Winner:

Richard Cottrill – 1930 Rolls-Royce 20/25 Saloon

Class A – Antique – Pre 1904

- 1st Joe Byrne – 1902 Panhard
- 2nd Jonathan Bewley – 1900 Gladiator
- 3rd Jim Boland – 1904 Locomobile

Class B – Veteran – 1905-1918

- 1st Richard McAllister – 1913 Sunbeam 12/16
- 2nd Clive Evans – 1917 Ford Model T
- 3rd Keith Pearson – 1913 Krit K Tourer

Class C – Vintage – 1919-1926

- 1st Dave Alexander – 1924 Bentley 3-litre Tourer
- 2nd Terence Bradley – 1926 Alvis 12/50
- 3rd Andrew O'Donohoe – 1924 Vauxhall 14/40 Open Top

Class C1 – Vintage – 1927-1930

- 1st Richard Cottrill – 1930 Rolls-Royce 20/25 Saloon
- 2nd Richard Jackson – 1929 Lancia Lambda Open Top
- 3rd Detlef Heyer – 1928 Mercedes 630K



Clive Evans (far right) scribe for this article, with his 100 year-old Model T Ford – with (l-r): June Evans and Helen & Ray Cowan



Richard McAllister, winner of Class B – guided by the 'Angel of the Gearwheel' (inset) upon his 1913 Sunbeam 12/16



Eileen and Jim Cullen take a break at Altamont Gardens – overlooked by Gordon Bennett Rally main organiser Bernadette Wye, along with daughter Deirdre. Photo: Marian Ward

In this regard, observing the 150 cars gathered in Mount Wolseley, some as old as 117 years, and how skilfully they are prepared and presented, should remind us all how important it is to support the great work done by FIVA through being a member of the IVVCC or any of the affiliated clubs. The IVVCC supports a representative on the board of FIVA, which meets regularly somewhere in Europe and whose stated aim is: 'Protecting, Preserving and Promoting

World Motoring Heritage'. Now more so than ever as increasing number of 'greens' would have us and our wonderful machines swapped for sandals and something soulless and silent!

Rant over, and we are now back to the finish of the event, not forgetting to swap our transponders for a finisher's award and then getting all dolled up for the drinks reception, followed by a Gala Dinner and the presentation of awards. Wonderful short speeches (I have never yet heard one

that was too short) and showering well-deserved thanks on the organisers and sponsors for what was a wonderful event, with not a dissenting word to be heard.

And so back to the first paragraph and how those who were not in a hurry home enjoyed a short drive to Altamont for refreshments and fond farewells, promising to return next year. ■



Damien Walsh powers up his 1929 Riley 9 Special



Eamon Dunne manoeuvres his immaculate 1911 Model T Open Tourer



The rare 1913 Hispano-Suiza Type Alfonso XIII, said to be the world's first true sports car, driven by Sholto Gilberterson, with navigator Karen Gilberterson



Jim Clark of the UK, readies his 1906 Panhard Leavassor Tonneau for the rally



Paul Noctor and navigator Robert Lambert drives through the Tullow start



Winner Class C ... Dave Alexander's beautiful 1924 Bentley 3-litre Tourer



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CALENDAR OF EVENTS 2017

JULY

Sun 2	Donegal Vintage & Classic Car Club Annual Club Run	Venue to be advised. Eunan Kelly 087-2366924; Colm McLaughlin 0044-775632549
Sun 2	Irish Classic & Vintage Motor Show	Terenure. Thomas Connor 087-1276389
Mon 3	IVVCC First Monday	Social Run
Sat 8-Sun 9	Donegal Vintage & Classic Car Club Carrigart Show	Carrigart Village, *NWVC. Vincent O'Rourke 087-6472476; Eunan Kelly 087-2366924
Sat 15-Sun 16	Irish Model T Ford Club 28th Annual Club Rally	Hotel Westport
Sun 23	Donegal Vintage & Classic Car Club Bundoran Show	West End Car Park, Bundoran. Vincent O'Rourke 087-6472476; Eunan Kelly 087-2366924
Fri 28-Sun 30	Western Veteran & Vintage Car Club West Run	Celebrating 40 years. 087-9881036; victor.j.andrews@gmail.com

AUGUST

Sun 6	Irish Model T Ford Club Stradbally	Model T Presentation. John Hendy, 087-2563428
Sat 6	Muskerry Vintage Club Dunmany Run, in aid of Co-Action	087-2268752; larcummins2008@gmail.com
Mon 14	IVVCC First Monday	Social Run. 087-2220770; events@ivvcc.ie
Sun 20	IVVCC 40th Annual Powerscourt Picnic	Enniskerry, Co Wicklow
Sun 27	Donegal Vintage & Classic Car Club Tullaghan Run	Community Centre. Sean O'Rourke 087-2555701; Eunan Kelly 087-2366924

SEPTEMBER

Sat 2	Western Veteran & Vintage Car Club 40th Anniversary Dinner	Salthill, Galway. 087-9881036; victor.j.andrews@gmail.com
Sun 3	Donegal Vintage & Classic Car Club Kilderry Muff Show	Muff Village. Kieran Logan 0044-7821359522; Eunan Kelly 087-2366924
Sun 3	Shamrock Car & Machinery Club Annual End of Season Run	Hamlet Court Hotel, 10.30am. Christy 086-8511455
Sat 9-Sun 10	Garden of Ireland VCC Liam Kelly Memorial Run	Summerhill Hotel, Enniskerry. Eileen 087-8329235
Sun 10	Donegal Vintage & Classic Car Club Inishowen Run	Inishowen Area. Colm McLaughlin 0044-777-5632549; Eunan Kelly 087-2366924
Sun 17	Blessington VBMC Autumn Run	
Sun 17	Irish Model T Ford Club Autumn Run	Maldron Hotel, near Portlaoise. 087-2898718
Sat 23-Sun 24	Bray Vintage Car Club Original Garden of Ireland Run	Saturday Tour; Sunday Show. 086-1650353/086-2259215; brayvintagecarclub@gmail.com
Sat 30-Sun 1	IVVCC Brass Brigade Event	Park Hotel, Dungarvan. 087-2220770; events@ivvcc.ie

OCTOBER

Sun 1	Shamrock Car & Machinery Club Classic Tractor Working Day	Stephen 087-2709206 or Robert 087-9685627
Mon 2	IVVCC First Monday	West County Hotel, 8.30pm
Mon 2	Donegal Vintage & Classic Car Club AGM	Jackson's Hotel, Ballybofey. Leo O'Connor 074-9151633; Eunan Kelly 087-2366924
Sat 7-Sun 8	IVVCC Classic Car Run	
Sun 8	Garden of Ireland VCC Poker Run	Grove Bar, 11.30am. Eileen 087-8329235
Sat 14-Sun 17	Kingdom VVCCC Autumn Run Weekend	Garrett Foley 0876455293; garrettfoleyvintage01@eircom.net

NOVEMBER

Mon 6	IVVCC First Monday	Open Forum, West County Hotel, 8.30pm
Tues 7	Shamrock Car & Machinery Club Charitable Donation Ceremony	Hamlet Court Hotel, 10.30am. Hugh 087-2545089 or Tommy 087-2500194
Mon 20	Garden of Ireland VCC AGM	Grove Bar, 11.30am. Eileen 087-8329235

DECEMBER

Mon 4	IVVCC First Monday	West County Hotel, Chapelizod
Tues 5	Shamrock Car & Machinery Club AGM	Hamlet Court Hotel, 10.30am
Sat 9	Donegal Vintage & Classic Car Club Dinner Dance	Jackson's Hotel, Ballybofey. Leo O'Connor 074-9151 633; Eunan Kelly 087-2366924
Sun 31	Shamrock Car & Machinery Club Annual New Year's Eve Rally	Stephen 087-27099206

Special Notices...



BRASS BRIGADE RUN

The IVVCC Brass Brigade event for historic cars up to 1919

September 30th (Saturday) to October 1st (Sunday)

Location: Dungarvan, Co. Waterford, Ireland

ENTRY LIST IS FILLING UP NOW FOR THIS EVENT - ON A FIRST-IN BASIS
Contact Details: Email: events@ivvcc.ie ...or Phone +353 (0)87 2220770

The Shamrock Vintage Challenge is a 3½ day regularity event with special tests, designed for pre-war cars, with smooth roads and no night driving. The pace of the event has been set to suit these cars, and though competitive, there will be plenty of time allowed at the various stops for socialising.

It is intended that the event should be suitable for crews of all abilities, but some previous experience might be a help. All pre-war (pre-1940) cars are eligible, with separate classes for various ages, body types, engine sizes and specials. A working odometer will be required, and to this end a modern odometer, such as Halda, Brantz, Monet etc may be fitted, as long as it simply records distance.

The entry fee is an all inclusive charge. It covers 4 nights B&B in the hotels, based on two people sharing twin or double room. All lunches, coffee halts, a special evening out at Castle Blunden, Kilkenny, and the Gala dinner/prizegiving. Entry fee: €3700, with special 'early bird' fee of €3200 if paid in full before 1st December 2017.

Entry forms available by contacting:
info@irishracinggreen.ie Phone: +353(0)87 2400214
Full details and regulations: www.irishracinggreen.com

SHAMROCK VINTAGE CHALLENGE 2018

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IVVCC Powerscourt Picnic 40th Anniversary

Sunday 20th August 2017

12:00 pm - 5:30 pm

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9th - 10th
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The Sears Roebuck 1910 'Model H' No. 3189 high-wheeler – before dismantling for restoration by Dinny Cronin



HIGH-WHEELING IN WATERFALL

By Anselm Aherne

Over the past number of years, southern IVVCC member Dinny Cronin has been quietly building an impressive collection of old cars. His latest acquisition, a 1910 Sears Roebuck high-wheeler, is currently being given a full restoration in his spacious motor-home in the village of Waterfall, near Cork city. The Sears automobile was true pioneering motoring – and probably the last of the real 'horseless carriages'.

The village of Waterfall, just south-west of Cork city was, for over a hundred years, an important stop on the Cork and Bandon (CBR) rail line until the service closed in the early '60s. Today the only reminder is an attractive stone-arched railway bridge on the road leading to Ballinora. Out along this road is where Dinny Cronin and his son Richard have built a nice collection of antique, veteran and vintage cars. The cars include a concours standard 1904 Minervette – already well-known to IVVCC members and featured on this issue's cover, photographed by Richard Cronin – as well as a lovely 1910 Buick, a selection of Austins, and three Wolseleys, comprising a beautiful 1910 'Brass Brigade' 16/20; a 1921 Doctor's Coupé and a 1929 vintage 12/32.

In addition to these cars, Dinny has

recently acquired a very interesting 1910 Sears Roebuck 14hp high-wheeler. When I called recently to see Dinny and Maura and his collection of cars in Waterfall, he had already partly dismantled the high-wheeler (side-note: from the work-in-progress on many of his cars, it's obvious that Dinny takes as much pleasure in seeing inside the mechanicals of his acquisitions than he does in seeing them up and running).

A Car from a Mail-order Catalogue

In 1908 the American catalogue company Sears Roebuck was persuaded to enter the motor business by an engineer called Alvaro Krotz, who had designed the high-wheeler. They included the automobile as a listed mail-order item, building around 3,500 units in total up to 1912. To keep abreast of the trends,

Sears dropped the original title 'motor buggy' in favour of 'automobile' in 1910. The car was promoted as a robust runabout, offering a maximum speed of 25mph and suitable for the rutted country roads prevalent at the time. As the sales literature at the time said: *"We do not believe that the average man desires to go whirling through the country at 40 to 50 miles per hour"*.

In 1909 the Sears high-wheeler was priced at \$395 – although, if the customer considered himself particularly hardy (or frugal), he could purchase it without the mud wings and fold-down 'moroccoline' leather hood for \$25 less. For an extra \$12.95, acetylene lamps could be ordered in place of the standard oil burning lamps at the front. Customers could collect the vehicle from the Sears factory in Chicago – or, as was more



Above: The Sears 'Model H' nameplate – with frame number 3189

Left: Drive plate for the friction drive system

Bottom left: Twin-cylinder engine – fuel is delivered by a Schebler carburettor

Bottom right: The high-wheeler as depicted in the company's 1909 mail order catalogue



usual, have it dispatched to the buyer's nearest railway station in a crate, partly disassembled (was this the first-ever CKD operation?). A gallon can of lubrication oil was also included in the deal, so that all that was required was some simple assembly and a fill of gasoline.

Power is provided by a two-cylinder, horizontally-opposed, air-cooled engine, fitted with a Schebler carburettor. Steering is by a tiller, with the fuel and spark ignition controls attached to the tiller column. A floor pedal operates the internal expanding brakes on the rear wheels. The wheels are fitted with solid rubber tyres and final drive is via roller chains to both rear wheels. The frame is hung on four full elliptical leaf springs in order to provide smoother ride over rough terrain.

Instead of a gearbox, power transmission is by way of friction drive, the engine flywheel face being utilised as a drive plate (see attached photo). A sliding wheel fitted to a cross shaft is controlled by a lever at the driver's side. As this wheel is moved across the face of the flywheel plate to the right, the car's speed increases – up to a maximum of about 25mph. Moving the wheel to the left gives you reverse – although the wheel's travel is restricted so as

to limit speed when going in reverse. A type of clutch is fitted to the ends of the cross shaft to provide a basic differential action in order to avoid wheel scrubbing during cornering. For the new motoring class, more used to driving horses, the company's sales literature assured potential customers that "*you do not require mechanical training in how to operate the Sears Automobile; our Book of Instruction tells you how in thirty minutes*".

Enter Mr Henry Ford

Unfortunately for Sears Roebuck, a gentleman by the name of Mr Henry Ford decided to launch his Model T around the same time as Sears entered the automobile business. The Ford car was considered the height of modernity, and within a short time the high-wheeler was thought too old-fashioned, too slow – and too reminiscent of a horse-drawn buggy.

Although the car from Detroit was more expensive (this before Ford dropped his prices dramatically on the introduction of the moving assembly line), The Model T offered speed and comfort, and so quickly became the automobile of choice for the emerging mass motoring public of the early 20th century. Not only did

sales of the high-wheeler dwindle rapidly, but by the time the doors closed on its automobile division in 1912, the company was losing money on every single car it dispatched from the Chicago factory.

Knowing Dinny's expertise in restoring old cars (one only need look at the now beautiful Minervette featured on this issue's cover, which he rescued from a shed as a rusting frame and a collection of parts) we're confident that the Sears will soon be seen motoring in fine fettle on the roads of County Cork and beyond.

The Wolseleys

Two of the Wolseleys in the Cronin collection are pictured here: the 1910 Landaulet 16/20 features drop-down rear window frames to allow clear views for the passengers when its folding rear hood is dropped. Everything about the car is superbly engineered. The positive smooth clunk you hear, and feel, on closing a door tells you that. So much so that you want to repeat the action over and over.

Also pictured here is a very attractive 1921 Doctor's Coupé - currently having some work carried out on the engine. Apparently during the 1914-18 war, Wolseley made V8 Hispano Suiza aero engines under licence, and having gained



Dinny and Maura Cronin leading the Cork Gordon Bennett Commemoration Run on the 1904 Minervette. Photo: Theo Ryan



The 1926 Austin Seven Chummy...one of Dinny's favourites



The 1910 Wolseley 16/20 Landalet



The 1929 Wolseley 12/32

experience with the new overhead camshaft and detachable cylinder head technology, the company incorporated it into their post war cars. The 10hp Doctor's Coupé therefore has an OHC 1350cc engine that gave these cars quite sprightly performance.

We gained a great deal of information from Dinny, who is a veritable font of knowledge concerning all things relating to old cars... and more.

We might have delved more deeply into the motor treasures in his garage (such as the Wolseley 12/32 with the 'smoker's window' in the roof, the 1910 Buick and the Austins), but by the time we taken our fill of Maura's excellent home baking, in between more old car chat, time had run out. Which left a good reason to call again – perhaps next time to see the Sears Roebuck high-wheeler out on the road. ■

NEWS FROM THE AUCTION HOUSES

By Eric Byrne

H&H Auctions in the Imperial War Museum, Duxford, on the 29th March 2017 saw a collection of six Armstrong Siddeleys go under the hammer. These cars ranged from a 1925 14hp Tourer, which went for £9,843, to a 1935 Siddeley Limousine Special for £23,062. Also offered was a 1909 Renault AX Tourer in good condition, which went for £24,750. A 1923 Bullnose Morris Oxford seemed a bargain at £9,485, while a 1925 3-litre Bentley Tourer in need of recommissioning made a strong £247,000.

Brightwells held their first sale in Bicester Heritage Centre, Oxfordshire, on the 5th April. This is a lovely setting with the right atmosphere to entice you to purchase into the old car world. A 1957 Austin A35 with 36,000 miles on the clock fetched £4,704; a 1934 Rover Speed 14 Saloon with a lovely interior fetched £13,664 and a 1922 Model T Van not in running order sold for £10,640. A red MG TF sold for the average price of £18,592.

There were two 1928 Model A Fords in this sale. The first fell short of the reserve at £6,000, however the other one sold for £13,776. There was another Austin A35 in the sale, this time selling for over estimate at £8,960. Another over estimate sale

was the 1931 Lagonda 2-litre low chassis saloon at £42,000. The star of the show was a 1955 Aston Martin DB 2/4, a very nice car but only £105,000 was bid and it failed to sell.

Charterhouse held their sale on the 12th April at the Royal Bath & West Showground, Shepton Mallet. They had two MGT types on offer, one was a 1948 MGTC with a five speed gearbox fitted which sold for £24,640. The other one was an MGTD which had been converted to RHD, which sold for £17,360.

Anglia Car Auctions, King's Lynn, Norfolk, sold a 1939 AC 16/80 Supercharged Special at their sale on the 8th April. While the guide price was between £18,000 and £22,000, the car finally went for a whopping £73,500. This was despite the fact that the car was a 'special', with many modifications that will deem it ineligible for VSCC events. There was also a very large entry of mainly 'modern classics' in this auction.

The **SWVA** sale in Poole, Dorset, saw a 1951 MG YA Saloon, which was reputed to have had a £35,000 restoration carried out on it, sell for just £18,632. ■



This 1909 Renault AX Tourer went for £24,750 at H&H Auctions



1925 3-litre Bentley Tourer, a non-runner, fetched £247,000

A 1939
AC 16/80
Supercharged
Special went
for a whopping
£73,500





Mercedes-Benz 1936 500K

Mercedes-Benz Motor Museum Dublin

By Denis Dowdall

The collection of superbly maintained antique, veteran, vintage and classic cars at Motor Distributors Limited, Dublin, is a direct result of Denis Dowdall's lifelong interest in all things mechanical. Denis, who spent the majority of his working life with the Mercedes-Benz organisation in Ireland, has a wealth of tales regarding the collection. "Every single car here has a story," he says. Below, Denis tells us how the museum came about, and how some of the cars were acquired over the years.

The car collection in Dublin covers the history of Mercedes-Benz—from a full-size working reproduction of the world's first motor car powered by an internal combustion engine – "The Benz Patent Motor Car", produced by Karl Benz in Mannheim, Germany in 1886 – to a Mercedes-Benz sports car manufactured in 1990 in Sindelfingen, Germany.

The collection consists of cars from eleven decades, from the 1800s to the 1990s and gives a picture of the development and evolution of the motorcar from its invention by Karl Benz in 1886 to the present time.

Motor Distributors Limited was founded by the late Stephen O'Flaherty, who obtained the Mercedes-Benz franchise for Ireland in 1954. He was succeeded as Company Chairman by his son, the late Nigel, who held that position for a period in excess of forty years. A lifetime admirer of old cars, it was Nigel's acquisition of an iconic Mercedes-Benz sports car in 1962 that was to become the starting point for what is now the Mercedes-Benz Museum in Dublin. That particular vehicle was a 1955 Mercedes-Benz 300SL Gullwing – a car that now holds pride of place in the museum collection. About the same time he also acquired the sad remains of a 1938 right hand drive Mercedes-Benz 540K Cabriolet, which we later had fully restored and which is also now part of the collection.

A particularly interesting car is an 1898 Benz Velo, the rusted remains of which I acquired from a farm in Mullinahone, Co Tipperary, in 1984, where it had lain derelict for the previous eighty years. This car was originally owned by Dr. John Colohan, a former owner of The Grand Hotel in Malahide, Dublin, and who has been recorded as Ireland's first motorist. Over a two-year period I completed a full restoration programme on this historic Benz automobile.

Down through the years I acquired other vehicles of special interest for the collection, which now amounts to twenty-two exhibits. In 2009 I managed to acquire the use of a large unused car showroom, which had formerly been used by the Volkswagen division of Motor Distributors and which I proceeded to convert into what is now the Mercedes-Benz Museum. Today the display depicts not only the history of Mercedes-Benz but also the history of Motor Distributors. Besides the car collection, the many pictures, artifacts and memorabilia exhibited throughout the museum together paint a wonderful historic picture.

The museum is not open to the public but by special request a viewing can be arranged. Although I have been retired from my everyday job for many years, I still take care of the museum and attend there every week. ■



Denis Dowdall, with IK 52, the 1898 Benz Velo



The 1955 300SL Gullwing



1911 Benz Tourer



1938 Mercedes-Benz 170



BACK TO THE FUTURE



First car to exceed 100kms per hour...the battery-powered 'La Jamais Contente' of 1899

Considering that the concept of the battery has been with us for over 200 years, it could be said that today's 'revolutionary' electric powered cars is a clear-cut case of 'Back to the Future'. It should not be forgotten that in times past, battery-driven vehicles were a common sight on our roads – and not just electric milk and bread delivery vans – but luxury automobiles, buses and even heavy-duty trucks.

The first electric motor to be used in a machine was developed and patented in 1837 by a blacksmith, one Thomas Davenport of Vermont, USA, who used it to drive a lathe. Just ten years later batteries and electric motors were being used in the first electric-powered vehicle – a railway locomotive.

As batteries became lighter it became more practicable to use the technology to power road-going vehicles. In 1882 Werner von Siemens built and demonstrated an electric four-seater trolley car. This was followed in the next 20 years by battery-driven cars, taxi-cabs and omnibuses. During this period the London Electric Cab Company operated a fleet of electric powered taxis – which had a range of almost 50km, with a recharge time of twelve hours.

In April 1899, electric motive power found a new hero when the Belgian racing driver Camille Jenatzy (later of Gordon Bennett Cup Race fame), driving his

torpedo-shaped car powered by Fulmen batteries, became the first person to exceed 100km per hour. His speed, 105.81 km/h, remained as the land speed record for three years, when it was overtaken by a steam car driven at 120 km/h.

Electric Cars

Innumerable electrically driven cars were manufactured between the late 1800s and the mid-thirties. The best-known of the American marques was the Detroit car – of which there were an estimated 30,000 produced. By 1990 in the USA, electric cars accounted for one third of all vehicles on the road. But in the USA, as in Europe, the electric car eventually gave way to petrol driven models – mainly due to the high price of the battery-powered vehicle. While petrol rationing during WWII brought them a brief revival, the fate of the electric passenger car was largely left – at least up to recently – to small specialist firms, which produced a limited number of small space-saving city cars.

Electric Commercials

A hundred years ago in Europe, at least a dozen manufacturers offered battery-powered heavy goods vehicles – including Ransomes, Clayton, Garrett and the GV Company. In the 1920s the City of Birmingham operated a fleet of municipal electric vehicles – including a total of 262 refuse trucks – built by nine different manufacturers. The electric milk float meanwhile remained a popular means of delivering door-to-door dairy products in these islands, with over fifty thousand registered in 1970. In the USA, there were eighteen thousand electric powered trucks operating in the Eastern states alone. Electric trucks then well out-numbered petrol driven commercial vehicles in heavy-duty applications.

But now, with every major automotive manufacturer unveiling a range of fully electric and/or hybrid vehicles, battery power is back – at least until the Fuel Cell powered vehicle is ready for the road. ■

Anselm Aherne

Two Edison electric goods vehicles operating in London in 1922.



1940s French-built CGE-Tudor – gave 90kms per charge



POWER SOURCES

By Alan Donaldson

...THE ALTERNATIVE



We hear a great deal nowadays about 'alternative', 'renewable' or 'sustainable' sources of

energy. We are told that by 2025 petrol and diesel will be banned for general use. All the talk is of 'Hybrid' and 'Electric' and what have you. 'Electric'...as if it was a new idea. Sure hasn't it been around since the birth of the motorcar? Our own Reg Plunkett has been driving around in his Sperry for more than a century.

We of a certain age can recall the bread vans and milk floats of the good 'ol days silently delivering these staffs of life as we were contemplating getting up each morning. Or even perhaps just coming home! Their big drawback was the weight of the batteries we were told, therefore their limited range. Why has it taken over one hundred years to solve that little problem? Yes we know, 'vested interests'...those greedy old oil companies. Sure if we can put a man on the moon, etc, etc.

Of course, we were led to believe decades ago, that the Earth was rapidly running out of fossil fuels...remember that? PANIC!!! What were we going to do? Prices went up and up and we got used to that. There were petrol shortages to keep us in our place. Then lo! It was decided... Oh Golly it seems we have lashings of the stuff. Even in Ireland if we looked hard enough we might find some, (if we didn't give it away). And we could stretch it with all sorts of vile substance; the accursed Ethanol or rape seed oil, or are they one and the same? Once we stopped putting lead in it the world was saved! Remember the endless discourse on lead replacement now almost forgotten about, like herpes? Shall old car freaks, if such a breed still exists in 2025, have to, like their ancient forefathers, go to the chemist shop to obtain the spirit? Possibly on prescription?

We have been encouraged in the past to change over to diesel. It was said to be less harmful than petrol and perhaps cheaper, then POW! That was all reversed.



Preparing for a Brighton Run... Reg Plunkett with his 1899 Sperry Electric – and passengers: left, Peter McIlwaine; on top, Gerry Griffin.
Photo: Pat Foley

Now diesel is really out of favour. And I can't get my head around this Hybrid thing, and the thing where the engine cuts out when the car is stationary. To someone of my generation it's a most disconcerting sensation.

As the song by the Nobel winning poet Bob Dylan goes: "The times they are a-changing". They sure are. And maybe not for the better. Driving a car, modern or ancient is no longer much fun. The roads are seething with dull, mundane vehicles; the so-called traffic calming measures are barbaric and seem designed

to cause damage. The 'powers that be' are determined to discourage us from venturing out at all!

And what about driverless cars? Well really! What joy is that? I have it from what is often referred to as 'a reliable source' that there is a move among the same 'powers that be' to encourage us towards an energy source not widely utilised for some time – and which, when you think about it, has some excellent advantages. It requires none of the controversial fuels we so worry about; has no nasty antifreeze or brake fluid; has some of those 'driverless' qualities some people so desire; is self-repairing to minor damage; runs at a moderate speed which is self-governing and is therefore seldom dangerous to other road users; yet can be raced. It is man-friendly and is immune to the tiresome N.C.T. and road tax. Ireland is famous for its production; is virtually one hundred percent recyclable; if necessary can be consumed by humans; its waste great for the roses... yes, you've guessed it...our four-legged friend...HORSE POWER! ■



FROM

THE



BACK SEAT

A view from afar...by an uninvolved observer of the old car scene.

I remember the evening well. It was warm and sunny...one of those balmy evenings we enjoy so much in Summer. Gathered under the shadow of those tall trees that overlook the Moate of Ardscull was a band of veteran and vintage enthusiasts along with some media and motor industry types.

The event was the unveiling of the monument to the Gordon Bennett Race. Cut in bright stone and adorned with an appropriately engraved plaque, it was to be a standing testament to one of the most significant sporting events ever held in Ireland.

I cannot pass that spot on the road from Athy but I think of that evening, and of that wonderful gentleman of the motor industry who was our host on that occasion.

The man to whom I refer was none other than Terence 'Terry' Andrews, then chief Executive of the O'Flaherty Group subsidiary, Eurauto Limited, concessionaires for Mercedes-Benz in Ireland. Like a front man from a Harvey's Bristol Cream advertisement, Terry was charming, gracious, polite and debonair. Silver-haired and tanned, he was a

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A standing testament to one of the most significant sporting events ever held in Ireland

gentleman of the Irish motor industry in similar mould to another figure many readers will also remember - Rootes boss, Malcolm Freshney.

To his bootstraps, Terry embodied all of the qualities, characteristics and manner expected of one who would represent the three-pointed-star. Indeed, to the eyes of many, Terry looked like he 'owned' the three-pointed-star!

Around him on that evening in 1967 was a modest gathering of IVVCC members – students of Gordon Bennett Race history, classic car owners and enthusiasts, esteemed collectors, plus the

odd pavilion member, like myself.

That I would describe myself as a 'pavilion member' is due in part to the fact that, since that evening, I have hardly ever stopped at the monument, save for one occasion not so long ago. Then, I was pleased to see that the area was clean and tidy, with the grass around the monument cut and the verges neatly trimmed. Full marks to those responsible!

On the subject of the Gordon Bennett Rally, I can fully understand why organisers gravitate back to the original figure-of-eight race route when hosting their annual commemorative rally. True to the original, it is natural and understandable that entrants would wish to savour at least some of the bumps and twists, some of the smells and sights that the original competitors experienced.

The problem, though, is that residents of the greater Athy/Portlaoise area must be sick, sore and tired of gazing into the same old cars, year after year – while the population of Ireland as a whole would likely crave an opportunity to view these magnificently preserved vehicles wending a path through their own towns and villages.

In the opinion of this writer, it's time to take the Gordon Bennett Rally on tour...time to plonk the picnic basket on fresh, new ground...time to give a wider community of country folk the opportunity to relish that aspect of our history that readers of this publication so assiduously cherish and preserve.

Interestingly, one cannot but notice an enthusiasm for old cars within certain parts of the country, as there is an interest also in vintage tractors, threshing machines and other old-world machinery.

One such region is West Cork where, frequently, one can see old cars making their way towards some local festival or another where they will park up to be admired by all and sundry. Whether it's the Féile Beag or the Threshing Festival in Drimoleague, the O'Driscoll Clan Gathering in Baltimore or the '60s Festival in Skibbereen, the arrival of old classic and vintage cars is enough to set the selfie generation photo snapping and posing...not to mention local newspapers whose reports bring a sense of these events to readers far and wide.

Imagine, therefore, the impact that a gathering of Gordon Bennett Rally cars would have were

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In the opinion of this writer...it's time to take the Gordon Bennett Rally on tour

it to drive through the streets of Bandon, Bantry or Ballydehob and park there for the public to admire. Massive, I imagine. Besides, isn't it time that their careful owners got a chance to rest their heads in hotels they might never ever have stayed in before, or feast on delights peculiar to each local area?

As we know well, our Atlantic coastline is attracting visitors in their thousands. One wonders, therefore, if the time isn't right for the Gordon Bennett Rally to meet the Wild Atlantic Way?

Naturally, the good folks of Stradbally, Castledermot and surrounds might have a different opinion but, as everyone knows, a change can be as good as a rest. After all, without change, how can there be progress? ■

Memory Lane



By
Colm O'Neill

Given the promotion by Ford in Ireland of their one-hundredth anniversary in this country for 2017, and indeed the IVCC's timely feature on Ford cars at their stand in this year's IJDC Irish Classic and Vintage Motor Show in Terenure, an Irish image of Ford promotional activity seems apt.

The occasion is the 1955 St. Patrick's Day Parade in Dublin from a time when the event was dominated by extensive commercial displays, rather than the cultural emphasis of the parade in recent decades.

While Ford have based their centenary on 1917, the year that Henry Ford started to build a tractor plant in Cork, Ford cars were present in Ireland some ten years earlier, when the Ford Model N range was shown at the 1907 Dublin Motor Show in the RDS.

One Richard W. Archer, who ran a small business in a Dublin lane repairing cars, motor cycles and bicycles, was so impressed by the cars that he signed a contract to become the first Irish Ford agent, initially for the Leinster area. Shortly afterward Connaught was added to his sales territory. Although sales of the Model N proved slow and difficult, his persistence paid off when supplies of the newly introduced Model T commenced in 1910, and by the outbreak of World War One, the Model T had secured 10% of the

Irish car market. Archer's company was to survive as a Ford dealership until it ceased trading in the recession of the Eighties.

Closest to the camera and leading the procession of Fords is a Thames ET6 tractor unit and trailer carrying a large C-shaped banner reading "MEET THE FORD STARS", while underneath are listed the Dublin dealerships of Archers, Autocars, Smithfield and Walden. Following the truck are samples of each of the cars in the range that year, starting with the low priced Popular, and continuing up through the Anglia, Prefect, Consul, Zephyr 6, Zephyr Zodiac, and finally the pinnacle of luxury, the Customline V8. Following that are the 5 and 10 cwt Thames vans, two of the Dexta tractor range and to finish is another ET6 Thames which is just passing the O'Connell monument.

Most of the vehicles have roof racks with a star-shaped banner bearing the name of the model and its price; several are fitted with trade plates.

This was an era when Ford enjoyed a far larger market share than its rivals, and the Cork assembly plant was even building left-hand-drive Anglias and Prefects for export to the US. ■



Book Reviews

DRIVE IRELAND

A personal guide to driving Ireland's best roads and most interesting places - By Bob Montgomery



Bob Montgomery's latest book *Drive Ireland* is an excellent resource – not just for visiting tourists, but for anyone heading out for a Sunday drive or on a

weekend break.

The book provides a personal guide to Bob's favourite roads and most interesting places, featuring key attractions along the way. Many of the drives are lesser-known, but take in exhilarating and spectacular routes.

The book features a handy index of routes, a section on '50 Places You Must Not Miss', and a special chapter detailing 'Places of Motoring Interest' which is designed to appeal to the enthusiastic driver who can appreciate the unique charm of Irish roads. Highlights include the Wild Atlantic

Way (on the establishment of which Bob was a consultant) and Ireland's Ancient East; the Gordon Bennett Trail and the Game of Thrones Tour. There is colour-coding of individual sections, which can be helpful when planning a journey. The book contains over 460 colour photographs, plus a selection of maps.

"My aim is to share with you some of the many places that have delighted and inspired me in many years of exploring this ancient island" ...*Bob Montgomery*

"This is the guidebook that you hope for: a journey through Ireland with Bob Montgomery as your guide. It's beautifully produced...an absolutely splendid book...I hugely recommend it" ...*Barry Devlin, Horslips*

A useful reference guide for our IVVCC events committee – and the ARM Group!

Dreoilín Publications
Price: €19.99



DAVE DAVIES ...AN APPRECIATION

About 20 years ago, when Val and I happened to be seated beside Dave and his wife Lyla at a Gordon Bennett Rally gala dinner, they were so friendly that by the time dessert arrived, it seemed as though we were lifelong pals. Dave spent many years working at the Ford design office in the UK – and when he married Lyla and moved to Ireland, he worked with the Timoney organisation.

A keen IVVCC supporter and competitor in his beloved 1930 MG Type M, it was a mark of the man that I never once heard Dave complain about the route or the organisers - which is normally mandatory. Dave's health problems became progressively more serious. About five years ago he had a heart attack during the Gordon Bennett rally and was rushed to hospital. However that didn't stop him entering the following year, and finishing well.

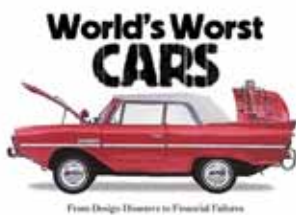
Dave was eventually wheelchair-bound and couldn't get around easily. So, in addition to playing chess, he took up the guitar and started learning French. When we last called on him and Lyla in Wexford, he was getting a builder to lay a path for the wheelchair, from the house around to his garage, because he wanted to work on his MG.

Dave was just a lovely man. Lyla told us recently that he never complained throughout all his illnesses. He died on 15th May 2017. May he rest in peace.

Anselm Aherne

THE WORLD'S WORST CARS

by Craig Cheetham



Now available in a 2017 reprint by Amber Books Ltd, Craig Cheetham's book *The World's Worst Cars* takes a detailed but light-hearted look at motoring tragedies old and new and asks: Why did they ever reach the showrooms? What went wrong? Why were these cars so unreliable, and what kind of person actually bought them? From the deadly Ford Pinto to rusty Lancias and plastic Nissans, the book features more than 150 of the cars that we love to hate, illustrated

with annotated photography and archive images from each car's heyday.

With over 150 models featured, including disasters produced by some of the most respected auto manufacturers, the book includes cars which sometimes make appearances in our own car shows and rallies, needless to say bringing the wrath of owners down on the book's author.

Though not always accurate with its facts and figures – often the question that arises in relation to the engineers and designers is: "What were they thinking of?"

The publication should be available in bookshops, but can also be obtained via Amazon in both hardback and flexibound at £27.59 and £9.99 respectively, plus p&p.

FOR SALE

'For Sale' and 'Wanted' ads are free of charge to IVVCC members.

Please send details, with photo if possible, to A, Aherne, 63 Granitefield, Dun Laoghaire, Co Dublin A96 D4E7 or email: anselm@eircom.net

Note: Please advise if item has been sold.

CAR STORAGE SPACE

Stepaside Area
Secure and dry
For further details
Phone Oliver Forde at:
01-2884254 or 087-2569411

WANTED

Mazda MX5
1989/90
Preferably Red. Good Condition
Phone: Michael
087-2417920

RESTORATION WORK UNDERTAKEN

Especially for Rolls-Royce cars
Specialising in re-wires, as original.
Phone: Phil Cordery U.K.
01248-717808 Evenings

WANTED

Morgan 4/4 Series1
Flat Rad Model. Any Condition
Phone James at:
087-3418731 or 087-6266112

FOR SALE

1926 Renault KZ
High-quality restoration
€21,950



This 1926 Renault, which qualifies for the IVVCC Gordon Bennett Rally, is from the collection of Prince Rainier. It has received a high quality restoration, retaining many original features. The hood is in good condition and is easily foldable. The dashboard is complete with the speedometer, clock and ammeter. This good-looking car is simple and robust and is equipped with a rear rack and has six new Dunlop tyres.

Contact: Adrian Murphy 086 1721074



Classic CarSales.ie

ClassicCarSales.ie is Ireland's only website dedicated exclusively to the buying and selling of vintage and classic vehicles. This means that visitors to our site are looking for your ad which is not listed on a website with loads of unrelated ads like cookers and prams.

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Triumph TR 7 V8 Grinnall

Fiat X1/9...Parts

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Mercedes W126

Mercedes W123

Volvo 343 Auto

Convertible Vintage Chrysler LeBARON

Volkswagon Jetta

Free private ads for 30 days or just €10 for 3 months online and 3 issues of Irish Vintage Scene magazine

PICNIC IN THE PARK

The annual Picnic in the Park, now in its 11th year, and in aid of LauraLynn House, was held on a sunny afternoon on 14th June at Marley Park, Rathfarnham. The event was organised – in the persons of Nick Gaye, Pat McMahon, Liz O’Riordan, Richard Warbrick and Bob Montgomery – by the TR Register Ireland and the Royal Irish Automobile Club.

The hundreds of classic, veteran and vintage cars and motorcycles that turned up were viewed by an appreciative public – bringing in much needed funds for LauraLynn, Ireland’s first children’s hospice. As in previous years, musical entertainment was provided by the Mellowchords, who delighted the assembled picnickers with their repertoire of barbershop numbers. ■



Picnicing in the Park, in proper style



Peter and Hazel Miller with their 1930 Austin 7 Chummy Tourer...and (right), Jim Cullen



Star of the Show...The magnificent Delage D6 75 of Liam Denning (right)



MGs also make their presence felt at Marley Park



The Mellowchords Barbershop sextet entertains



Albert Collier (left) indicates the finer points of his Riley RM to Ray Cowan



Michael McGreevy's immaculate 1955 Ford Popular



A highly desirable E-Type Jaguar

EXPÉDITION en FRANCE

By Ray Cowan

Saumur - Val de Loire, 19 au 22 mai 2017

When sufficient interest was lacking within the Club this year for a trip to France – which included the prospect of taking part in a French rally – a few stalwart IVVCC members and others liked the idea and so decided to run with it. The obvious choice of event seemed to be the International Fougères Rally, run by the greatly experienced APPE (Automobiles et Patrimoine du Pays de Fougères). This, their 23rd rally, was to be based in Saumur on the Loire. The APPE organising team was headed by Patrick Rollet, the worldwide President of the Brussels-based FIVA (Fédération Internationale des Véhicules Anciens), the guardian of the old vehicle movement throughout the world. Patrick had been extremely helpful to the IVVCC, being generous with his time and advice on our proposed itinerary when we were organising the 2008 and 2010 trips to France.

Rally entries for pre-1967 cars were submitted and accepted. Hotel and ferry reservations made, cars fettled and made ready. Although the rally was to take place over four days, i.e. a long weekend, four teams decided that a longer trip would give us more time to savour the delights of France and made arrangements to stay 13 days. Unfortunately, Des and Irene Cole had to cancel out when Des got ill. They were really missed and although absent in person they were constantly in our thoughts. We wish Des a speedy recovery to rude good health.

Our rallyers comprised seven teams as follows:

- Phillip and Sal Tivy from Youghal in a 1936 Wolseley 6
- Peter and Helen Ging from Dublin in their 1947 MGTC
- Clive and June Evans from Greystones in the family 1954 Jaguar Mark VII (the Big Cat)
- Ray and Helen Cowan from Enniskerry in the 1956 Austin Healey 100M
- Billy and Maeve Crosbie from Dublin in their 1959 Jaguar Mark 1 (Little Cat)
- Mervyn and Maebeth Wilson from County Antrim in the 1962 Austin Healey 3000 Mark 2
- Tom and Irene Clarke from Greystones in the 1964 Austin Cooper S

Embarkation Day 15 May 2017 broke with overcast skies threatening rain. Very soon after setting out for the Rosslare to Cherbourg ferry the threat materialised into a vicious waterboarding assault of a summer storm with strong winds and heavy driving rain. We met up with the others at the Whitford House Hotel. Introductions made we arrived at the ferry in good time as the forecast gale was building. It was a very rough sailing.

What joy!! We awoke next morning to bright sunshine in Cherbourg. Bonjour. We had arrived safely in France. Hoods down we quickly embarked, cleared passport and customs controls and headed east out of Cherbourg Port, in convoy formation. That order didn't last long but we mustered again at lunch stop in Granville and on to our first gaff, the very impressive Chateau Bois-Guy situated in a rural setting about 10 kilometres from Fougères.

Soon after we arrived at the Chateau, Patrick Rollet, our man in Fougères, drove out to greet us in his 1932 Lagonda 16/80 that he has owned for more than 20 years. He was very welcoming and sat down, lit up his pipe and shared a few beers—a very interesting and charming character.

Next morning we packed up our wagons and headed into town. Some visited the castle, others the shops and boutiques while others were just content to sit in the square, beside a fountain, drink coffee and solve the world's problems.

Our next gaff was the fabulous Chateau De la Ragotterie, a Best Western hotel also known as the premier Le Mans Country Club. This was situated in the Yvre-L'Éveque, east of the old town of Le Mans. Some visited the Le Mans race circuit museum while others headed south to our hotel in Saumur.



Patrick Rollet in his 1932 Lagonda 16/80 (Photo: Ray Cowan)



Many heads make much confusion (Photo: Irene Clarke)



Chateau De La Ragotterie (Photo: Ray Cowan)

Rally Day 1

On Friday morning, the first day of the rally, we made our way to the rally registration and check-in at the Chateau-de-Gizeux, where we received coffee, rally pack and instructions.

Chateau-de-Gizeux dates from the Middle Ages. Around 1600 the Chateau became the property of the Contades family. The marquis of the time opposed the revolutionaries in 1789—as he would—but had to flee when things got hot, returning in 1801 to find his property largely undamaged.

Every year the APPE rally features a make of car. This year there were two feature-cars: Lagonda, of which there were 28 entered – and, perhaps because of its rarity, a Lorraine-Dietrich, which actually won the Le Mans 24-hour race in 1926. As a Lorraine-Dietrich had also won in 1925, this manufacturer was the first to win back-to-back at Le Mans.

Clive Evans, our travelling IVVCC Board member, did the club proud by presenting Patrick Rollet with some IVVCC goodies and a hat which was graciously accepted and worn by Patrick throughout the day. Our cars made quite an impression as they sported Irish and French tricolours and, in the Wilsons' case, an extra Northern Ireland flag. This small gesture of Entente Cordiale appeared to be appreciated wherever we went.

The rally was oversubscribed and of the pre-1967 (50 rolling years) entries, 58% were British, 33% French, 4% Irish, with others from Belgium, Switzerland, India and Israel. There was a good turnout of

English cars with 28 Lagondas, 19 Jaguars, 8 ACs, 15 Alvises, 8 Healeys, 11 MGs, 7 Triumphs and 5 Vauxhalls. Tom and Irene Clarke's Mini Cooper S and Phillip and Sal Tivy's Wolseley 6 were each in a league of their own.

After a sit-down buffet lunch in the Chateau stables, we made our way by tulip navigation (or tagging along) to visit a Bellay mushroom farm about 30 kilometres through beautiful French countryside and picturesque villages. The mushroom farm was in tunnels that were actually old underground stone quarries from which Tufa limestone had been extracted for building renovation works.

The rally dinner that evening was in a Hotel and Golf Resort a few kilometres east of Saumur called Domaine de Roiffe. Apparently, this complex was formerly a religious institution which in Napoleon's time became a prison and latterly (up to 1985), a reformatory for young offenders. No difference there then! The dinner for 400 was excellent and very efficiently delivered and dispatched.

Rally day 2

On Saturday morning, all rally cars converged to meet in the Chardonnet Square in the centre of Saumur. The day's rally activity took the form of an organised scenic drive along the north bank of the Loire—tulips hardly necessary—crossing up-stream to the south side for lunch at the Chateau de Breze approximately 10 kilometres from Saumur. This classified historical monument situated in the heart of a vineyard, dated from the 11th century

and developed over a period of 800 years. After a very adequate picnic lunch, we were off again to yet another Chateau, the famed Chateau de Montreuil-Bellay. This is another certified historical monument dating from 1025. The current family ownership goes back to 1822 and the Chateau is famous for producing premium wines on the estate.

Dinner was in the Bouvet-Ladubay wine cellars near Saumur. This was the prize-giving banquet and the Irish contingent, unlike the Englishers, was not particularly bothered that we didn't feature in the concours awards. However when Phillip and Sal's beautiful Wolseley 6 was declared the winner of the ladies' choice voting, the Irish had cause to celebrate. ■



Peter and Helen Ging with their 1947 MGTC (Photo: Ray Cowan)

Amboise from across the Loire (Photo: Ray Cowan)





Phillip's celebration party (l-r): Phillip Tivy, Ray Cowan, June Evans, Irene Clarke, Maebeth Wilson, Sal Tivy, Maeve Crosbie, Helen Cowan, Clive Evans, Mervyn Wilson and Billy Crosbie. (Photo by Tom Clarke)



Phillip and Sal's beautiful Wolseley 6 – winner: "Ladies' Choice" (Photo: Mervyn Wilson)



Phillip and Sal receiving their winners prize from Patrick Rollet (Photo: Clive Evans)



Arrival at Chateau-de-Gizeau for rally check-in (Photo: Ray Cowan)

Rally Day 3

Sunday was an easy day, not that any days were hard. A visit had been arranged to the very famous Musee des Blindes (a museum of armoured vehicles), considered to be one of the largest tank museums in the world.

After the museum visit and lunch in the town, the highlight of the rally for the good citizens of Saumur was the presentation of cars and crews in front of the Town Hall by MC Patrick Rollet. Patrick has an encyclopaedic knowledge of old cars in general and seemed to know everything about the rally cars and their crews. Each had our minute in the limelight as he explained the background of each manufacturer and the vehicle history as advised to him, all without notes. The gathered public were very appreciative of the cars and each was heartily applauded, especially the foreign visitors.

Dinner on Sunday evening was in La Table des Fouees, another high-quality restaurant in an underground cavern at the end of yet another dimly lit and very atmospheric Tufa tunnel.

Rally Day 4

Monday, the final rally day, consisted of a visit to L'Abbaye Royale de Fontevraud

for a sit-down lunch served in the Abbey, which dates back to 1100 and is now an UNESCO World Heritage site. The monastic order was disbanded during the French Revolution when all property of the Catholic Church was declared property of the Nation. The Abbey became a prison from 1804 to 1963, holding some 2,000 prisoners and having the reputation of being one of the toughest in France.

Although our party was now depleted to five cars as the Gings and Clarkes had booked earlier returns, this lunch gave us an opportunity of saying our goodbyes to fellow rallyers and particularly to thank Patrick and the APPF team. Sadly, the Tivys were also returning on Tuesday and the remaining four teams headed up river through Tours to Amboise, a nice little town about 75 miles from Saumur.

Our little party left Amboise on Wednesday morning for an overnight in Quimper. We called into Port St. Guistan near Auray for lunch to find the place in festival mood preparing for the arrival of the Tall Ships. We pressed on to Quimper just as the gendarmerie started closing roads to prevent traffic chaos, resulting in more traffic chaos.

Quimper is a traditional Breton city with loads of bridges spanning its two rivers.

It has a very interesting cathedral built between 13th and 16th centuries, marked by twin towers 250 feet high. We also had the fortune of witnessing a very colourful Breton/African wedding. A sight to behold in a town worthy of a visit.

So off to Roscoff and the ferry home to Rosslare and the end of our French odyssey. We arrived back in Rosslare on the Saturday morning to be greeted by yet another Irish torrential rain storm.

Although this rally was not challenging in any competitive sense, it was very enjoyable. We stayed in nice places, made new friends of strangers, ate very well, drank nice wines, enjoyed the company of like-minded people and generally the weather was very good. Every day brought lots of new experiences. What more could one ask of a holiday?

Planning is already well advanced for the 24th Fougères Rally which will be held from 25 to 28th May 2018. This time it will be held around the town of Fougères itself but will follow a similar format. The regulations will be issued in October 2017. We might just be there. Anyone interested in taking part can follow the link to the APPE website and find Saumur photos at: <https://rallyedefougeres2017.wordpress.com> ■

COMMERCIAL MATTERS



Hubertus Josephus (Hub) van Doorne, 1900-1979

The DAF organisation began life almost 90 years ago, in a small workshop located in the corner of a brewery in Holland. Today, the company is one of the world's leading commercial vehicle brands

Hub van Doorne, the founder of DAF, was born in America – not in the New World, but in the small Dutch town of America. The eldest son of a village blacksmith, Hub came into the world on the first day of the 20th Century.

By his mid-twenties van Doorne was foreman at an engineering works in Eindhoven. There, Hub van Doorne came into contact with a Mr Huenges, the owner of a brewery, who owned a Stearns-Knight automobile – a car with an unconventional sleeve-valve engine. Whenever this engine failed to operate, Hub proved to be the only one who could get it going again. Mr Huenges was so impressed by the technical capacities of the young man that he offered him help in setting up a business. This was the beginning of DAF.

Hub van Doorne's small engineering business began in 1928 with four employees in a workshop in a corner of Mr Huenges' brewery. The activities focused on engineering work for the canal boats calling at Eindhoven. Within a year, Hub had 32 people on the payroll.

The DAF organisation From a village forge to global success

DAF TRAILERS

The Great Depression of the '30s forced the young company (now co-managed by Hub's younger brother Wim) to look for new projects and it was decided to start manufacturing trailers. In 1933, when electric welding of heavy load bearing constructions was still at a very early stage, Hub van Doorne began the construction of a fully-welded complete chassis. The result was an amazingly light semi-trailer which attracted great attention.

THE DAF CAR

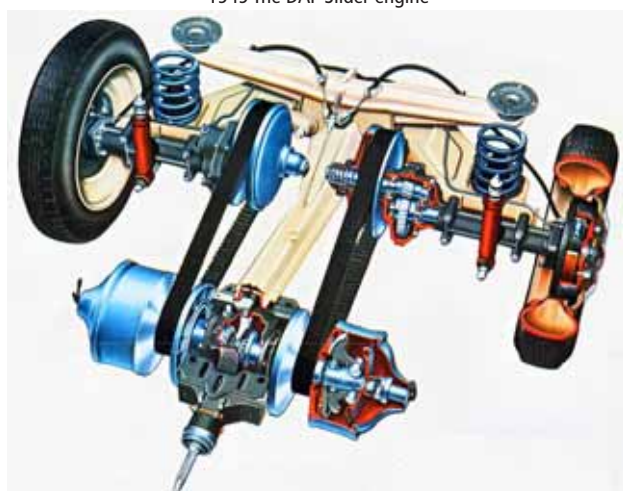
In 1958 the company, now known as 'Van Doorne's AanhangwagenFabriek' (DAF), entered the world of automobile production when it unveiled the famous DAF car – with its revolutionary 'Variomatic' belt-driven, fully-automatic transmission and 22hp 590cc air-cooled, two-cylinder engine. When unveiled at the RAI transport show in Amsterdam, 4,000 orders were taken within the first two weeks. DAF cars were eventually acquired by Volvo in 1975 and the last car with a DAF nameplate rolled off the assembly lines in 1976.

In 1987 DAF Trucks took over the British company Leyland Trucks, both of which finally came under the ownership of the U.S. giant PACCAR Group in 1996. ■

Anselm Aherne



1949 The DAF Slider engine



The DAF car's Variomatic transmission

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ARM Report ...JOURNEY TO THE STARS



By Jim O'Sullivan

The rain was coming down just after 8.00am on 28th June 2017 as

I took the old car from its nice cosy garage on the departure day for our two-day ARM trip to Armagh and the Cooley Peninsula.

We headed for the motorway going north, headlights on and wipers working hard and the spray from other traffic made visibility difficult. But it was our monthly ARM outing and this was an overnight event that we had been looking forward to for many a day. Now we were on our way.

Our group meeting point was the Applegreen service station heading north at Castlebellingham, from where the outing was to formally start at 10.00am. We joined the M1 at the start, close to Dublin Airport and reached the meeting point in time. Heading inside for the customary tea/coffee break we were issued with comprehensive route instructions by our organisers with a further verbal recommendation not to travel in long convoys, as that was not welcome over the border. I was surprised by the very large number of old cars that turned up on such a very bad morning but very glad they had.

Sliabh Gullion Drive

The first part of our journey was 28.40km long and brought us across Northern Ireland to the start of what is known as the Sliabh Gullion Drive. This is a 13km forest park drive that ascends to 576m. The spectacular journey is over

a narrow twisting hilly road not suitable for buses and other heavy traffic. By this time the rain had eased off but the lovely view of the valleys below the hill were affected by the heavy mist. It must be a very beautiful place on a sunny day.

We had a choice whether or not to tackle the drive and I was very glad that we did tackle it. We had our own little piece of car trouble on a very steep part of the drive when our little car refused to take the hill. Examination of the engine revealed that it was nothing more than a spark plug lead had come away from a plug. Replacement solved the problem. Many cars with larger engines may not have been affected but our little car only has two pistons and when one of them is down, half the horses are dead. Anyway thanks to all our members who offered their help.

The Sliabh Gullion Drive should be a must if you are in the area. I would like to do it again on a fine day. After the Sliabh Gullion experience we travelled along country roads to our lunch stop at Markethill. Our lunch was at the Court Rooms Restaurant where we had soup and sandwiches and a few other goodies also. They had some very nice cakes. After lunch we went back on the road again for our next port of call, the Armagh Planetarium, where we were booked for a tour to start at 15.30.

Armagh Planetarium

I think our group filled the theatre for the audio-visual presentation. We were seated in nice comfortable seats, which folded backwards so that we could more easily view the roof. I was told that there

were a few snores from the audience, but I don't know anything about that. But we are going back soon to see the show again.

Soon we were on the road again and headed for The Armagh City Hotel where we planned to spend the night. But our long day was not finished yet. We were all invited to attend a civic reception by Councillor Sam Nicholson, the Deputy Lord Mayor of Armagh/Banbridge/Craigavon Administrative Region in the offices at the Palace Demesne at 18.30 that evening. The Palace building was originally completed in 1770 as residence for Archbishop Robinson, Church of Ireland Archbishop of Armagh 1765-1794, and subsequent Archbishops of Armagh. The Deputy Lord Mayor outlined the council plans for tourist development in the area and it was nice to listen to what I considered was a very positive approach to future development. As I wandered about the rooms where the reception took place I was surprised and very pleased to find many beautiful impressionist paintings of Irish traditional music and dancing. These were the work of JB Vallely, Artist in Residence at the Palace. If you do get a chance to visit the Palace in the future an examination of those paintings would be well worthwhile. The vivid colours are very beautiful.

When we returned to the hotel for our pre-booked evening dinner we were at the end of a long day that started for us at 07.15. The rain had stopped and soon it was time for our last journey of the day, up the wooden hill to bed.



ARM coordinator Tom Clarke exchanges mementoes with Councillor Sam Nicholson, UUP, Deputy Lord Mayor of Armagh City/Banbridge/Craigavon



The ARM group gathers outside the Palace Demesne, Armagh

St. Patrick's Cathedral

The next morning, Thursday, we were down for breakfast at 09.30. Our plan was to visit the two cathedrals located in Armagh. So we checked out of the hotel, packed the car and then headed off on a walking tour for the first cathedral, the Catholic one. We found it easily enough as the route is well sign posted, and climbed the many steps up to the entrance. What a magnificent building. Over many years we have been in many of the magnificent churches in France and this cathedral in Armagh is the equal of any of them. But we spent so much time examining this cathedral there was

insufficient time to visit the other one. We had to be back at the hotel for our departure time. Still that visit can be on our list for our next trip to Armagh.

So we left Armagh about 01.00 for the Cooley Peninsula and we had not gone very far when the rain started again. It was more than a soft shower. It got heavier and was settling in, and I did not know it then but it was to be with us for the rest of the day. We were heading for the Omagh Coastal Drive to eventually stop in Carlingford. We had a lovely lunch of soup and cakes in a nice restaurant that we found in Carlingford. It was not our intention to go to

Fitzpatrick's as we had to be home to collect Cian, so the remainder of the road trip is down for another day soon.

We enjoyed a great two days on this ARM overnight, in spite of the rain. Ray and Helen Cowan with Aidan and Maeve Geraghty obviously put many hours into organising the event. Their efforts showed, as the instructions were flawless – and we can't blame them for the rain. Our sincere thanks to you. ■

Text and photos by Jim O'Sullivan



Ladies Day in Armagh (left to right): Barbara Cooper, Ann Tynan, Jean Morton, Imelda Newman, Bernie O'Sullivan, Ethni Seymour and Suzanne Storey



Painting by JB Vallely at the Palace Demesne



MOTOR LOG

Capt. Neal E. Sherman

Soon after the Great War, Captain Neal E. Sherman test drove the new Straker-Squire 24/80. Regarded as a potential rival to the great sporting marques of the post-war years, motor enthusiasts anticipated a great duel between the 24/80 and the soon-to-be-released Bentley 3-litre. This, the first in a series of motor reviews penned by Sherman back in those tumultuous days, is reproduced below:

STRAKER-SQUIRE

London, January 1919



A new breed of British sporting car is born...

One of the few benefits to emerge from the recently ended war in Europe is the great progress made in the field of motor engineering – already apparent in the provision of more efficient and durable power units for motorised transport on land, sea, and in the air.

In a world now dedicated to outlawing war forever, these advances can be utilised for peaceful means – to rebuild devastated territories and to enhance the lives of people all over the world. A great drive towards revolutionising our motor industry is already under way, with a multitude of new vehicles being presented to an interested public.

A good example of this can be seen in the world of the British sporting car, where a spirited duel is expected soon to take place. On one side it has been announced that Captain W.O. Bentley - designer of some of the best aircraft engines used in the war - is working with a team to produce an entirely new 3-litre motorcar, to be called a Bentley of course, and equipped with a high performance engine capable of 80 miles per hour at top speed.

On the other side, Roy Fedden, who worked on the design and construction of the famous Rolls-Royce Eagle aero-engine, has had first-rate influence on all aspects of engineering at the company. Currently the firm is working on the prototype of a new Straker-Squire sporting car fitted with a powerful 3.9-litre engine. Having recently had the opportunity to try out this new car, I can report that Captain Bentley will have a battle royal on his hands.

These new cars are indeed very welcome, as the current crop of British sporting machines are largely regurgitated versions of pre-war fast tourers, some quite antique in design. One might instance the Vauxhall 30/98, a car of the first rank and capable of a fantastic 90 mph, but its heavy chassis makes it unwieldy in competition events, and a lighter, more manoeuvrable vehicle is now called for from the Luton firm.

Straker-Squire built staff cars lorries during the war and so, through my War Office connections with the firm, I was offered a drive in their prototype 24/80 open sports model (24 being the RAC horsepower rating and 80 being the actual

From Spectator To Reporter...

How County Kildare-born Neal Sherman became a widely travelled pioneer Motoring Correspondent during the interwar years.

In September 1919 the British Ministry of Transport was established at Whitehall, headed by the Right Hon. Sir Eric Geddes. The motorcar, having proved its worth during the Great War, was thus granted the official seal of approval.

As a 14-year old schoolboy in County Kildare, Capt. Neal E. Sherman had watched in awe as the 1903 Gordon Bennett Cup racers roared through his village.



Captivated by the automobile in all its forms, during his Great War service he contrived to place himself as close as possible to the centre of motor developments. This interest led to him being attached to the new transport ministry at the end of hostilities, allowing him to view the advancement of the motorcar in many countries at first hand, often through the eyes of its gifted pioneers. So it was that during the 'vintage period' of 1919-1930, Capt. Sherman observed the transformation of the automobile as it matured during those dramatic years of economic, social and political change.

The personal impressions gained by him of many marques – from the humble Tamplin to the magnificent Duesenberg – provide some conception of the dreams and ambitions held by those who dedicated their lives to the development of the motorcar, sometimes to be handsomely rewarded...more often to watch their creations pass into oblivion.



hp at maximum revolutions). I had hoped that I could drive the car at the Brooklands circuit, which is now under repairs. However the track is not yet ready, so I arranged to pick the car up at the Straker-Squire factory in Edmonton, North London, and drive it to Cambridge where I was due to visit some friends.

At the factory I was shown the new 3,921cc engine. The unit employs an overhead camshaft and develops 80 brake horse-power from its six cylinders, each having a bore of 80mm and a stroke of 130mm. The cylinders are separately cast and are fitted with aluminium pistons following modern aircraft design practice, and which results in the car's power unit being lighter than even the Rolls-Royce Eagle aero-engine.

The 24/80 is an impressive looking motorcar. Electric starting is fitted as standard equipment, as are Rudge-Whitworth wire wheels. The 6-cylinder engine is mated to a four-speed gearbox with a right-hand lever change. The acceleration available from the engine is quite dramatic, with the low boom from its exhaust ensuring that everyone ahead is made well aware its approach long before the car appears.

Shortly after leaving Edmonton I had the opportunity to demonstrate the car's power to maximum effect on the open road. I came up behind a long line of army lorries complete with fully kitted soldiers, en route no doubt to one of the Empire's current trouble spots: perhaps Ireland, or the Indian/Afghanistan border. Being presented

with a straight stretch of road ahead I pulled out, put my foot hard down on the throttle, and hoped for the best.

In violation of our ridiculous 20 mph speed limit (along with much thumbs-up encouragement and cheering from the troops on board the lorries), I brought the car up to its top speed. At 75 mph I discovered that the machine demanded more than a little attention to the steering control, not to mention careful observance of the road surface conditions, which as we know are certainly not designed for vehicles moving at such a speed. Although on a proper racing circuit I have no doubt that the car would achieve - and exceed - 80 mph with no difficulty, I was more than a little relieved to get back safely in to my own side of the road once again.

I have to say that driving outside London is a pleasure nowadays: traffic in the countryside is at a very low ebb - apparently only some 78,000 cars are using the roads in Britain in this post-war period. However, I am convinced that this cannot last long, considering the current revival of interest in motorcars of every type. Typical of the automobiles on the market today is the Straker-Squire 15/20hp Standard Limousine, up to now the firm's most successful product. An advertisement in 1914 by S.Straker & Squire Ltd described this 15hp model as "The World's Best 15-20hp Car". As regards the sporting car class, I feel quite sure that the new Straker-Squire will be in the forefront of this category's revival within the British motor industry.

The background of Straker-Squire is

quite difficult to untangle. The firm's origins go back to before the turn of the century and encompass many different individuals, products and company names. The original company was formed in 1893 in Bristol, as Brazil, Straker & Co., by Irish engineer John Brazil and the London motor agent Sidney Straker. In 1907 the firm's latest model achieved immediate success on its speed unit a couple of years later.

The radiator badge on the 24/80 obviously owes much to Fedden's association with the Rolls-Royce war-time engine design as it bears quite a resemblance to that marque's emblem: a double 'S' design replacing the intertwined R's of the Derby car.

The price of the 20/80 has not yet been established but indications are that it will be extremely expensive, a figure of £1,500 being hinted at. At that rate the company will have to set its sights on that circle of automobilists who are not only of a sporting frame of mind but who can also afford to indulge in high spending in the pursuit of their diversions.

British cars should be in a position to mount a serious challenge to the famous Continental marques such as A.L.F.A., Mercedes, Fiat and Ballot - cars that dominated international motor racing prior to the Great War. And of course we also have the eagerly awaited machine from Captain W.O. Bentley. One way or another, it seems we can look forward to a gladiatorial duel at Brooklands between these new British sporting cars. ■

In 1921, Sidney Straker's nephew, "Bertie" Kensington Moir, set a class record lap at 103.76 mph with the 24/80 prototype at Brooklands. The car was not a sales success however, mainly due to its high price. Later cars built by Straker-Squire were lighter and less expensive 4-cylinder models, with 10/20 and 12/20 designations.

Straker-Squire Limited made valiant efforts to survive in the years immediately after WWI, but to no avail.

The company's high-performance cars found it difficult to compete against rising competition - and its commercial vehicle range fared no better. Finally, on 4 July 1924, a receiver was appointed.



Although car production struggled on for a further two years, the end was inevitable. Sidney Straker was killed in a hunting accident a few years after the company closed in 1926.

The designer Sir Alfred Hubert Roy Fedden, who was knighted in 1942, died in 1973 aged 88.

**Next issue: On War Ministry business in Geneva, Capt. Sherman takes the opportunity to drive the car known then as 'the Swiss Rolls-Royce'.*

MOTORING EYE TEST

Sharp-eyed readers should be able to find differences between these two photos. 12 changes have been made in the bottom picture (hint: missing lines count as one).

**There'll be a small prize for the first correct entry out of the bag.

Post your entry – with the changes clearly marked (a photocopy is

fine) – or the changes described in writing, to arrive on or before Monday 21st August 2017, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co. Dublin A96 D4E7. Alternatively, email your answers (with contact details) to: anselm@eircom.net – subject line: Motoring Eye Test.

Name _____

Phone No: _____

Address _____



MOTORCLIPS

To view the YouTube clips, just type the website address shown into your Internet browser address bar – or alternatively, type the heading into the YouTube search bar.

All-Field Dodge Promotional Film

www.youtube.com/embed/nq2jY1trxqg?rel=0



Remarkable film (probably promotional) of a 1920s vintage Dodge sedan driving down muddy roads and across muddy fields to get to the company oil field. Seems like when the going gets tough...the tough keep going!

The Beast of Turin let loose

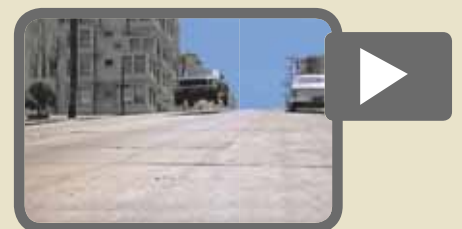
www.youtube.com/watch?v=eToHTf-QUBA



The fire-breathing Beast of Turin, the 1911 Fiat 576, embarks on its longest journey for over 100 years, as owner Duncan Pittaway and crew charge 150 miles across the country from Bristol to the Goodwood Festival of Speed.

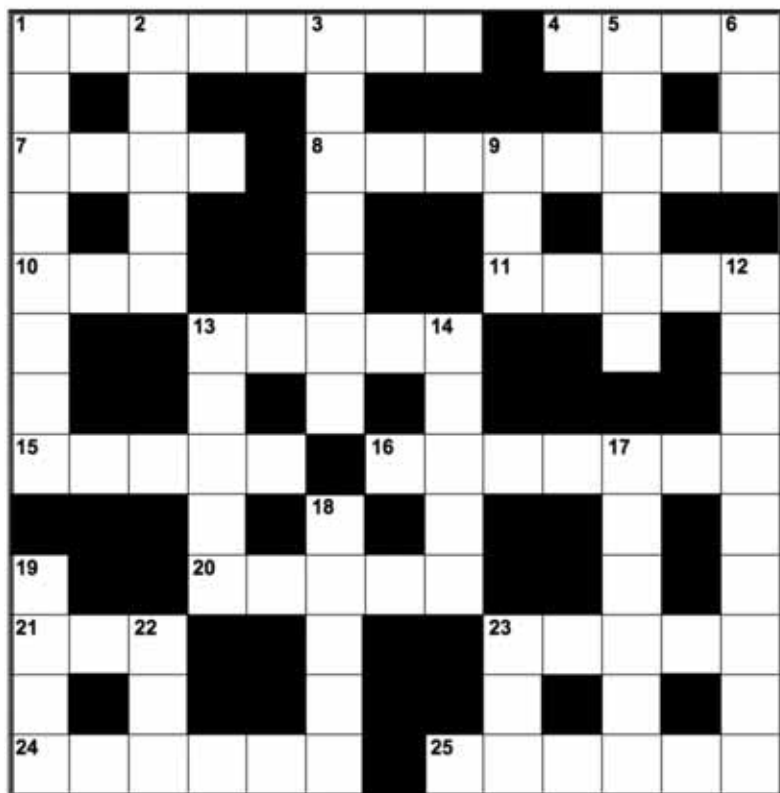
Bullitt – The Chase Part 1

www.youtube.com/watch?v=31JgMAHVeg0



The iconic film sequence of probably the greatest ever movie car chase. Steve McQueen drives his 1968 Ford Mustang 390 GT in a chase after two baddies in a Dodge Charger. You've seen it before no doubt – but worth another look!

IVVCC CROSSWORD - No: 1



ACROSS:

1. Name of 1903 Gordon Bennett winning car (8)
4. The club we joined initially (4)
7. Gear changes can be as smooth as this (4)
8. Substandard - for example, work on a car? (8)
10. Could be a headlight beam - or a fish? (3)
11. This 1902 motorcycle had a Kerry engine (5)
13. You must always be this while driving (5)
15. Winner of the 1907 Peking-Paris race (8)
16. Legendary head of the Fiat organisation (7)
20. British car - sounds like a Wanderer? (5)
21. Lifeblood of every car engine (3)
23. He wrote: *Unsafe at any Speed* (5)
24. Clear the steamed up windscreen! (6)
25. Pelted with rocks - while drugged? (6)

DOWN:

1. Italian luxury car, now Fiat/Chrysler owned (8)
2. British car, founded in 1896 - sounds Irish? (5)
3. German car pioneer, became a British brand (7)
5. French carmaker and aviation engineer, 1919 (6)
6. An automobile, in simple terms (3)
9. This was briefly English Racing Automobiles (3)
12. Former name of the Hermitage home city (9)
13. German for eagle - a car marque from 1900 (5)
14. Messerschmitt four-wheel bubble car model (5)
17. It's a capital place, this English city (6)
18. Citroën put French for before, after Traction (5)
19. Popular car brand - or a river crossing? (4)
22. Space cab, initially Lunar Excursion Module (3)
23. Briefly, it's our National Car Testing service (3)

Post your entry (a photocopy is fine) to arrive on or before Monday 21st August 2017, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co. Dublin A96 D4E7 – or email your answers (with contact details) to: anselm@eircom.net – subject line: CROSSWORD.

**There'll be a small prize for the first correct entry out of the bag.

Name _____

Phone No: _____

Address _____

MURPHY'S MOTORING LAWS

- If you're working under the bonnet of a car and drop something, it will always roll to the precise middle of the underside of the car. That's the law.
- A car always breaks down at the least convenient time. If it is a small repair, the mechanic will have to remove the engine to get to the part.
- The temperature of vinyl car seats will always be inversely proportional to the length of your shorts.
- Within one minute after you leave the carwash, a huge insect will splotch your windscreen.
- When you reach your car from the shops, your car keys will always be in the side pocket of the hand that is fullest.
- When you take your car to a garage because it makes a funny sound...the sound will have disappeared.
- Your child will fall asleep in the car exactly two minutes before you arrive to your destination.
- When you have a puncture, it will always happen when it's raining, after dark, and on the side of the car closest to the traffic.
- The later you are running, the greater the chance of hitting every red traffic light on your way.
- If you're stuck in traffic and you move to the fast lane...it will become the slowest lane. If you move back...that lane will stand still.



MODELS & MEMORABILIA

...It's a small world



1886 Benz 3-wheel Motorwagon (1:8 scale) from Franklin Mint ... along with model admirer

There's many a grizzled veteran, vintage and/or classic car owner who can trace his obsession back to a Christmas morning when Santa delivered a Dinky blue Jaguar or a Models of Yesteryear red London double-decker bus.

And truth to tell, some of those same car rally enthusiasts will proudly show you his collection of dusty models – often displaying a prevalence for miniatures of the grown-up version at rest out in the garage.

To go by the number of model car shows taking place around the country, the popularity of the collecting hobby has never been stronger. A recent issue of Tom Heavey's excellent magazine *Irish Vintage Scene* mentioned – in the "Model Scene" section, no less than fourteen diecast model shows taking place in various locations north and south. And going by the superb displays featured in the magazine, collectors take their pastime very seriously indeed.

My own collection started with just a few free promotional models – acquired through the motor distributor I was working for at the time – displayed on our mantelpiece. Then someone gave me a present of a green *Models of Yesteryear* 1910 Benz Limousine. I was intrigued to discover that its radiator badge wasn't properly discernable to the naked eye; one had to use a magnifying glass!

Granted it must have been from an early production run to preserve such mould detail, but I was hooked. Twenty years later I took the plunge and acquired a grown-up classic car.

Participating in the hobby has no doubt been made easier since the arrival of the Internet – with sites such as eBay and Amazon offering a proliferation of products at the click of a mouse. Though I reckon these sites haven't helped value appreciation. I know that the price I paid for a boxed mint series of one manufacturer's models hasn't gone up in some 30 years, at least according to one valuer.

IVVCC members must have stories to tell about their own collections – so articles (with photos, if possible) would be most welcome. And we won't keep it to cars: models of commercial vehicles and machinery can be just as interesting. *Anselm Aherne*



1910 Benz Limousine (1:45 scale) from Lesney's *Models of Yesteryear*

Motor Memorabilia

There's no shortage of autojumbles in Ireland; they take place in all corners of the country.

July 2nd this year for example saw the usual large number of stands laid out at the Jaguar & Daimler Classic & Vintage Motor Show in Terenure, Dublin. The most surprising items could turn up – from those hard-to-find vintage slot-head bolts of just the right size, to that nice wooden steering wheel to set off your classic beauty.



The Punchestown Festival of Transport in May also featured a wealth of stands, many of which were under cover, offering parts new and old – including books, model cars, tools, accessories, enamel signs old oil and petrol cans and novelty items. A glance through *Irish Vintage Scene* magazine will give you dates of other popular shows.



And then there's the daddy of them all: the Beaulieu Autojumble in Hampshire, which takes place this year on 2nd and 3rd of September. With over two thousand stands it is claimed to be the biggest outdoor sale of motoring items this side of the Atlantic. Beaulieu's motto is: "If you can't find it at Beaulieu it doesn't exist!"

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Irish Vintage Scene was delighted to partner the IVVCC in the organisation of the Festival of Transport event in Punchestown.



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