

IVVCC

NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



Autumn 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:
Michael Kelly's 1951 MG YA
Kilmacanoge, Co Wicklow
Photo: Anselm Aherne
(see page 8)

Club Website:
www.ivvcc.ie



MESSAGE FROM THE PRESIDENT

Dear Members

At the time of writing we have only two major motoring events left in 2017. It almost seems frightening how quickly spring and summer has passed us by – and winter is just around the corner.



Our Autumn rally especially designed for classic cars is taking place on Sunday, September 24th, based in the Killashee Hotel Naas. The route will follow the larger loop from the original 1903 Gordon Bennett race. It has been quite a while since we organised a rally to follow this route for non Gordon Bennett cars and it promises to be an enjoyable event for all. The event will finish with lunch at the Killashee House Hotel.

The following week, September 30th and October 1st, the IVVCC will host the annual Brass Bridge Rally based once again in Dungarvan, County Waterford. We have an incredible entry of 85 brass era cars manufactured before the 31st of December 1918. Never before has this number of brass cars been assembled in any event in Ireland, and they will surely be a sight to behold leaving the Park Hotel on Sunday morning.

This year the rally will travel part of the Copper Coast route through Kilmacthomas where we are invited for a coffee stop

at Curraghmore House, which is the historic home of the 9th Marquis of Waterford. It is a great honour for the club to be allowed to visit this fantastic house and gardens and no doubt the visit will be enjoyed by all those who take part in the event.

The 1st Monday in November takes place on the 6th and this night is given over to the open forum. This will give the board of directors and club members an opportunity to reflect on the past six months since the AGM and discuss future events for 2018. I would like to take this opportunity to encourage as many members as possible to attend and I look forward to discussing the future of the club with members on that evening.

In the meantime I wish you safe and happy motoring. ■

Shane Houlihan



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SECRETARY'S REPORT

NCT Testing of vintage vehicles: Action at last, we hope! The Road Safety Authority (RSA) has informed me that draft Regulations have been submitted to the Department of Transport to change the current requirement for the annual testing of historic cars register after 1st January 1980. The draft regulations are currently being examined by the Department's legal advisors prior to signing by the Minister.



The regulations provide for the transposition of EU Regulation 2014/45/EU which came into force in 2014 and has to be implemented by May 2018 into Irish Law. Most importantly the draft regulations include revised provisions for the testing of historic vehicles being used in a non-commercial capacity, i.e. with the exception of wedding cars, etc.

Vehicles first registered prior to 1st January 1980 which are being used solely for non-commercial purposes will no longer be required to undergo compulsory testing. This will move to a rolling 40 year exemption in 2020, with vehicles between 30 and 40 years of age (used solely for non-commercial purposes) being required to undergo compulsory roadworthiness testing biennially (every second year) instead of annually from 20 May 2018.

We don't yet have a time frame for the change and it may be a few months yet before the Regulations are signed but we are hopeful that it will come about before the end of 2017.

It is well worth recounting the history and background work undertaken by the IVVCC in bringing about a positive change in respect of the roadworthiness regulations. The RSA published a consultation document on roadworthiness testing of vintage vehicles in October 2014. The purpose of the document was to put forward a number of options in relation to changing the existing 1980 fixed date for the testing of older motor vehicles.

In July 2014 prior to the publication of the consultation document, the author and Fred Lewis (both IVVCC Directors) met with officials of the RSA at their Ballina head office in relation to their plans to formulate the consultation document. That discussion centered on maintaining the 1980 requirement for testing or back dating the date to include all vehicles registered from 1960 onwards. The 1960 date was the preferred date of the RSA at that time. The IVVCC pointed out that a review at this time to consider testing from 1960 onwards made no sense when the most recent EU Directive 2014/45EU which came into force in 2014 and has to be implemented by May 2018 defines vintage/historic vehicles as vehicles over 30 years old. Against all odds we

were pleased to see that the consultation paper included 4 options including a 30 year rolling provision and a 40 year rolling provision. We pointed out that a fixed date made little sense and a rolling date represented a much more realistic approach. With a rolling date, car club members could look forward to their vehicles becoming exempt from testing at some time in the future.

In the course of the meeting with the RSA, two main concerns were raised by their officials. The first was their concern that some cars from the 1960s, 1970s and 1980s were in use as every day transport and that these vehicles were availing of cheap insurance, reduced road tax and were not subject to roadworthiness testing. Their other concern was the use of vintage vehicles for commercial purposes e.g. vintage trucks being used for commercial carriage of goods and vintage cars being used commercially for weddings, etc.

The consultation process which followed was enthusiastically embraced by the IVVCC – with the support of Tom Heavy from Irish Vintage Scene magazine and also Martin Bourke and Myles O'Reilly. We attended many open meetings throughout the country seeking support for the IVVCC proposal for a rolling NCT testing date as distinct from the existing fixed 1980 date. We received overwhelming support from the old car movement throughout the country for this position and the result was that the RSA were overwhelmed by the submissions received. Never before had they received so many submissions for one of their consultation documents.

The IVVCC continued to pursue the Minister for Transport and Department officials with a view to obtaining the best possible outcome for our club members and affiliated club members. We now look forward to the signing into law of the new regulations within a matter of months. We will keep members posted on developments. ■

Peadar Ward
Honorary Secretary
September 2017

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“I Love Your Car, Mrs Crosby!”

By Michael Kelly



As a youngster doing after-school delivery rounds by bicycle, Michael Kelly fell in love with an elegant wine-coloured MG YA, the proud possession of one of his customers, Mrs Crosby. Half a century later the car is now his, refurbished to immaculate condition. Here he tells the remarkable tale of how it came into his possession – and the story of its subsequent rebuild.

I grew up in my family hardware business in Dalkey, Co Dublin, and as a young teenager I earned some pocket money after school by delivering small orders to customers. I would fasten a cardboard box to the back carrier of my bicycle and off I'd go on my way around Dalkey.

Every year, a Mrs Crosby would order a 1lb tin of maroon gloss paint to “freshen up” her car (in those years, paint had lead in it and was sold by the 1lb – and yes, she would hand-paint the car). On delivering the tin to Bosula, her house on Sorrento Road, Dalkey, I would invariably find her ready to work on her 1951 MG, dressed in her turban and flowing smock. She would always have the car out on her lawn ready for the job. I would give her the paint and as I jumped back on my bike my parting call would be: “I love your car, Mrs Crosby!” And off I would go.

So time passed. Then one day in the early seventies Mr Crosby, dressed in his wonderful tweeds and with his gold watch chain

across his chest, arrived in my hardware shop in Dalkey. I didn't catch exactly what he said to me, but I did catch something about “our car” and said: “Ah yes, I love your wife's car”. He continued talking, still about the car apparently. I wasn't exactly sure what he was saying, but I was beginning to catch the drift – which I took to be an invitation to buy his wife's MG YA. “I'm sorry,” I said, “but I'm afraid I'm not in any position to buy the car.” To which he exclaimed: “No, no!” Then to my amazement he slapped the MG's tax book on the counter, along with the car keys, and told me that the car was outside his office in Dublin city. I could have it...but it had gone on fire and I must get it out of there before he arrived at his office the next morning!

“
To my amazement he slapped the MG's tax book on the counter, along with the car keys

Needless to say as soon as the shop closed that evening, my wife June and our two daughters got into our car, then a Volvo with a tow hitch, and headed off to the City – only stopping at Cornelscourt to leave our daughters there to



"I stripped off layers of old lead paint and got down to the metal"



"The loom was burnt out but the rest was intact"

have a wander in Dunnes Stores. In Dublin I attached the MG to the Volvo's tow hitch by means of some straps. I sat in the MG and June towed me with the Volvo. When we arrived at Dunnes to pick up our daughters and they saw what we were towing, they promptly turned about and headed straight back into the store. However...cars and daughters did eventually arrive home safely.

I was building our new home at the time Kilmacanoge, County Wicklow, and had a big space dug out for a garage, yet to be built. The MG was pushed into this space...and covered up.

Time passed again. Thirty years, in fact. I had just retired, and my sons were insisting that I should begin work on the MG. They helped me pull the car out – and so began the refurbishment.

This MG YA is a wonderful old car. It has forward-opening driver and front passenger doors; wind-out front windscreen; built-in jacks and semaphore style indicators. The floor is made of timber. The loom was burnt out but thankfully the rest was intact.

So to the refurbishment: I stripped the layers of old paint off and got down to the metal. I found all sorts of things on the way...such as tin sheets that had been pop-riveted onto the

door panels, as well as plenty of rust spots. My son Colin and I took the engine out, and then took the whole car apart, right down to the chassis. We sanded and primed and with the help of a welder rebuilt the bad bits. Then it was off to the spray shop – Shane O'Brien's in Kilcoole. When the new paint job was complete I collected the car and all the body parts and brought them home for Colin and I to reassemble.

Then we started work on the engine – with the great help of my friend Ian Meldon, who really did all the engine work. I bought a new loom from NCG in England and Colin fitted it into the car. Next we installed the engine. Then, after three more years of hard work, to everyone's excitement the moment of truth came. I turned the key in the ignition and, happy days, the engine fired.

The final job was the upholstery. Newton upholstery in England supplied a complete upholstery interior kit. It was up to us to carry out the re-trim. June then took over. She fitted the roof cloth and back seats with armrest but as the front has bucket seats she felt it too difficult for her to do, so I sent the seats and the covers back to Newton in England. Their expert upholsterer fitted the covers and they were returned to us in about 10 days. With the seats installed the interior was complete – as was the car.

We have had some wonderful days driving in the MG YA. I was delighted when it was awarded the Winner's Cup at the Powerscourt Vintage & Classic Car Show last year. The MG has also been awarded a Winner's Prize at the Victorian Field Day in Enniskerry.

Little did I imagine as I cycled back down Mrs Crosby's driveway all those years ago that I would one day own such a treasure. I am sure that she would be very proud of the MG now, as are we. Ah yes indeed, I really do love your car, Mrs Crosby! ■

“
When they saw what we were towing, our daughters promptly turned about and headed straight back into Dunnes



The famous company



Down and dirty under the MG



Before and After



"I turned the key in the ignition and, happy days, the engine fired"



With the seats installed the interior was complete



Michael Kelly with his 1951
MG YA Saloon

The Irish Veteran & Vintage Car Club



Antique: Pre-1905
Veteran: 1906-1918
Vintage: 1919-1930
Post-Vintage: 1931-1945
Classic: 1946- 25 years old



The Irish Veteran and Vintage Car Club (IVVCC) was formed in 1963 to cater for owners of veteran and vintage vehicles – with post-vintage and classic cars welcomed subsequently.

The Club's Mission Statement is: To be the voice, custodian and facilitator of the historic vehicle movement in Ireland and to promote and facilitate the preservation, ownership, appreciation and use of historic vehicles, to promote public awareness of the historic vehicle movement and to protect the regulatory environment affecting the use of historic vehicles.

The IVVCC is Ireland's representative for FIVA, the international governing body for historic vehicles. A large proportion of Irish old car clubs are affiliated to the IVVCC and so also enjoy FIVA benefits.

The club organises rallies, monthly meetings, picnics and outings as well as publishing a quarterly magazine giving club news, details of vehicles for sale, information on vehicle restoration and articles of general interest. For more details visit: www.ivvcc.ie



CLASSIC CAR EVENT



The one-day IVVCC event specifically for Classic Cars - 1939 to 1987 - takes place on Sunday 24th September. The Route covers part of the original 1903 Gordon Bennett Cup Race circuit, with a stop for lunch at the Killashee Hotel. Photos of the event will be shown on the club website, www.ivvcc.ie

First Monday Meetings

2nd October 2017:

A special club event is in the planning for the October meeting at the West County Hotel. Details will be shown on the website, www.ivvcc.ie

6th November 2017:

Open Forum - West County Hotel, 8.30pm. Debates, Discussions, News and Views.

4th December 2017:

Irish Veteran & Vintage Car Club annual Christmas event. Details to follow.



IVVCC INTERNATIONAL GORDON BENNETT RALLY 8-9-10 June 2018

Following this year's very successful rally, planning is already under way for the 2018 event - the 115th anniversary of the famous 1903 Gordon Bennett Cup Race. To get a flavour of this, the club's premier annual event, photos and videos of the 2017 rally can be viewed on the club website, www.ivvcc.ie



IVVCC membership includes access to IVVCC and affiliated club events. First Monday Meetings feature free lectures and films on a wide variety of motoring-related subjects. Upcoming meetings include an organised social car run for members. Other club benefits include a quarterly full-colour magazine posted out to all members – which features club news, vehicles for sale section, information on restorations and articles of general interest.

For more information and to apply for membership of the IVVCC simply visit: www.ivvcc.ie, where there is a secure online payment system. You can also follow the IVVCC via the club Facebook and Twitter pages.

CALENDAR OF EVENTS 2017

SEPTEMBER

Sat 23-Sun 24	Bray Vintage Car Club Original Garden of Ireland Run	Saturday Tour; Sunday Show. 086-1650353/086-2259215; brayvintagecarclub@gmail.com
Sun 24	IVVCC Classic Car Rally	Killashee Hotel, Naas. events@ivvcc.ie
Sat 30-Sun 1 Oct	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
Sun 1	MG Enthusiasts Club - Afternoon Tea Party, 1.00pm	Noel Willis, Hon. Secretary. ngwillis@gmail.com
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 – Christmas Social Evening	West County Hotel, Chapelizod, 7.30pm
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

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 Triumph TR 7 V8 Grinnall Fiat X1/9...Parts Wolsely 1500 MK3 1991 Mazda MX5 Convertible
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Dalkey Vintage Festival



Peadar Ward's 1912 Clément-Bayard AC4A

Brilliant sun came out on Monday 7th August to welcome visitors – as well as an excellent display of veteran, vintage and classic cars – at the Dalkey Vintage Festival 2017.

Youngsters were entertained by story-tellers and face painting; a Formula 1 simulator provided excitement for the older children, while the senior children took the opportunity to admire the cars of their youth – with the inevitable comments of “Yeah, my dad had one of those” and “They don’t make ‘em like they used to” heard several times above the music and bustling crowds.

IVVCC Secretary Peadar Ward was among many old car club attendees and created a stir when he arrived en famille in his superbly restored 1912 Clément-Bayard AC4A 10 HP tourer. Dozens of pristine vintage and classic eye-catchers included a line of Jaguar E-Types, a similar line-up of Ford Model T open tourers, as well as nice examples from Rolls-Royce, Wolseley, Borgward, Triumph, Auto-Union, Austin, Mercedes-Benz, Morris, Delage, Daimler Dart and a beautiful 1934 Railton Sports Saloon.

Held in aid of Barnardos Children’s Charity, the event was supported by Spirit Motors, Bank of Ireland, DLR County Council and Sunshine Radio – along with great help from the ever-enthusiastic Discover Dalkey group. ■



Jaguar E-Types were there in force



A line-up of Ford Model T Open Tourers



Eric Byrne's Morgan - with a nice Aston Martin lurking in the background



The IVVCC has grown considerably in recent years and it is important for the club’s future development that more members become involved in organising events and sharing their expertise. In this way we can secure the future of the club well into the next 50 years!

The pressure on organising events slows down somewhat when late autumn and early winter approaches but work doesn’t stop in terms of planning future club activities.

It’s important that the following year’s dates are decided as early as possible so that commitment is agreed from people and that events are structured so that the information is available for all members during late December/early January.

The website and the club magazine are important sources of information for all our members and incur considerable cost in maintaining the high standards we have achieved in recent years. There is also a cost in organising and running First Monday nights, where ideas are always welcome for topics and presentations.

Many members have been involved in event organising in the past and so some may be prepared to help organise even one event during the coming year.

We would also welcome hearing from newer members who would be prepared to become involved in event organising, indicating sponsorship targets – or who have technical/IT skills, financial expertise or mechanical knowledge of historic cars. If so, please let us know if you are prepared to come forward in the coming months and help with some aspect of IVVCC work.

In particular, we would like to hear from members who have some expertise/knowledge of advertising – or who have business contacts who might be willing to place advertisements in IVVCC News.

Anyone wishing to discuss any position, or provide help in the running of the club, please contact: honsecretary@ivvcc.ie

Terenure Show 2017



Honda enthusiast John Cummins with his beautifully restored Goldwing and trailer



The magnificent Torrington USA liveried fire fighter

The 26th annual Classic & Vintage Motor Show, hosted by the Irish Jaguar & Daimler Club, was held at Terenure College, Dublin, on Sunday July 2nd 2017. The show was open to the public from 11.00am to 6.00pm, with ample and well-stewarded free car parking within the grounds.



A touch of solid luxury from Mercedes-Benz...



Bubble cars – a genre from the '50s sure to raise a smile



Big Brother is watching... a 1926 Ford Model T flatbed truck, restored by Noel Kavanagh of Co. Wicklow, who also built the perfect half-size replica

Some 1,400 classic and vintage motors of all varieties were on display – from motorbikes and bubble cars to American fire engines. One-marque car clubs presented a range of Jaguar, Aston Martin, Ford, Triumph, Alfa Romeo, Lancia, Porsche, Volkswagen, Mercedes-Benz, MG, BMW, Subaru, Rover, DKW, Saab, Fiat and Citroen cars. Also on display were commercial and military vehicles, kit and custom cars, as well as sports and supercars.

The Show was supported by AXA Classic Car Insurance, who had a team on hand to help with all aspects of old car insurance cover.

This year the charity supported by the show was the Help Emma Beat it Fund – organized to help Emma Naughten-Heavey beat an extremely rare cancer called Fibrolamellar Hepatocellular Carcinoma, a condition that affects less than 200 people per year worldwide. For more information on this charity visit: <http://helpemmabeatitfund.ie>

As in previous years, there were a wealth of autojumble and trade stands, children's entertainment and refreshments available throughout the day, with prizes awarded to the best cars on show. ■



...and innovation from Citroën



By Pat MacMahon
Secretary, TR Register Ireland

Triumph TR2 RR-1601

An interesting tale of a 1950s Irish "emigrant" made good. Patrick MacMahon, Secretary of the TR Register Ireland, tells the story of the Irish-assembled TR2, then registered as RRI-601.

On a trip to North Wales by TR Register Ireland, our club members were delighted to meet up with TR Register UK club member Colin Fairhurst and his immaculate TR2. Colin had contacted our club beforehand – and let us know that his TR2 had been imported to England from Ireland many decades ago.

When new in Ireland in 1955 this TR2 was registered in Dublin City with the number RRI-601. The DL on her chassis plate TS56##DL denoted she was assembled in Dublin by Standard-Triumph (Eire) Ltd from a CKD kit supplied from Coventry.

In 1953/55 supplies of TR2s in the UK could take many months to arrive to eager customers. Ireland was an export market for the UK and had on average a two-week delivery time for new TR2s in any colour or specification you wanted. Hence many new and not so new Dublin-assembled TR2s made the trip 'back' across the Irish Sea to the UK.

Up to the mid 1970s, Irish vehicles imported into the UK were not required to be re-registered with a local UK registration number. All Irish vehicle registrations from 1903 to 1986 featured an I or Z, or both, in their registration numbers.

Interestingly, the Irish registration number RRI-601 had been changed to RR-1601 by the British authorities. This happened because they didn't recognise the 'I' in the Irish registration when issuing a new log book, putting it down as a "1" – and so Colin's TR2 carries the adjusted registration number RR-1601 to this day!

Indeed the very first Triumph TR produced in RHD, chassis number TS2, was road-taxed in London for two years in 1954/55 with her original Co Offaly 1953 registration number IR-6360 by her owner Dr Brendan O'Hara, before returning to Ireland again in late 1955. Incidentally, the annual motor tax rate in the UK for a 2-litre car was double that in Ireland in 1954/5. Wouldn't happen nowadays!

Colin believes that his TR2 was exported from Ireland way back in 1958. He found it lying in poor condition in a garage in North Wales and set about restoring the car himself to her current concours condition. RR-1601 is a credit to Colin, and our club wishes him years of enjoyment driving his beautiful (Irish) TR2. ■



Colin Fairhurst's Dublin Assembled TR2 RR-1601 at Porthmadog, North Wales



Concours engine bay

NUTS & BOLTS

E-TYPE JAGUARS REBORN

Essen, Germany... A 1965 4.2-litre fixed-head coupé, the first in an initial batch of 10 cars under Jaguar's *E-type Reborn* programme, was unveiled at this year's Techno Classica Essen vintage and classic show in Germany. Jaguar Classic, the carmaker's re-build division, launched the new programme to comprehensively rebuild E-types, giving fans the opportunity to buy a perfect restoration – at prices from £285,000.

The 78,000-mile California sourced car shown at Essen was fully rebuilt to original factory specifications. Finished in Opalescent Gunmetal Grey, it retains its original bodyshell, engine and gearbox, all of which have been meticulously restored.

BORGWARD BRAND REVIVED

Shanghai, China... Borgward, the German manufacturer that went under in 1961 and recently revived by state-owned Chinese bus maker Beiqi Foton Motor Co., reports unexpected sales of 30,000 units during its first eight months in production. Word is that the distributors tend to keep a low profile about its Chinese owners and instead promote its German heritage. Borgward Group AG showcased its new electric BX7 SUV at the Shanghai Motor Show in April this year.

Carl F.W. Borgward designed and built his first vehicle in 1924 and by the 1950s he was the third-largest carmaker in Germany. In 2014 Beiqi Foton paid €6 million for the Borgward nameplate from the founder's grandson.

REMASTERING THE MINI

Silverstone, Northamptonshire... David Brown Automotive has entered the business of rebuilding the original '50s designed Mini at the company's new HQ in Silverstone. Each Mini Remastered model takes around 1,000 man hours to build from start to finish.

Every individually specified hand-built car has leather-trimmed interior and is equipped with modern technology such as Apple CarPlay and a seven-inch touch screen display. The exterior has deseamed panels for a smoother look. Each 1,275cc engine will be completely rebuilt from the ground up to produce 78bhp, hitting 0-62mph in 11.7 secs and a top speed of 90mph.

NEWS FROM THE AUCTION HOUSES

By Eric Byrne

I have just returned from the Beaulieu Autojumble in Hampshire., my 34th trip to this great event and as usual Bonhams presided over the auction of veteran, vintage and classic cars. They tend to get very good results at this sale, and this year was no exception.

A 1959 Austin Mini, in need of total restoration, fetched an astonishing £18,975 (€20,683) incl. premium – and another Austin, this time a 1934 Austin Seven saloon, in superb condition, made £14,720. A very nice 1963 Triumph Spitfire in good condition sold for £3,220, which seems like a bargain. A rarity was the Invicta Black Prince shooting brake, in lovely condition and complete with rear wheel spats, which sold for £16,560.

A partly restored 1935 Derby Bentley 3.5-litre Sports saloon sold well above estimate at £47,150. Aston Martins continue to make strong money: the DB6 in this sale, in need of restoration, made £152,700, while the 1968 series 1.5-litre E-Type Jaguar Roadster sold for £111,260 (if only I had kept the one I had!).

There were two Vauxhall 30-98s in the sale, one went for £214,300 and the other one for £219,900. The 1929 Rolls Royce 20/25 in the sale was the winner of the 2017 Gordon Bennett Rally and it sold for £32,200. Bonhams was a good sale with high prices achieved, but also produced some bargains.

Dorset Vintage & Classic Auctions (DVCA) held their sale in Dorchester on the 8th June last and sold the following:

- 1927 Austin Chummy, a past concours winner, for £18,150.
- 1932 Riley Nine Ascot D.H.C. in restored condition went for £15,950.
- A 1933 Austin R.P. Saloon, restored in the '70s and still in good condition, £6,160.
- An Austin 7 Pearl Cabriolet, 1937, needing light recommissioning, sold for £5,830.
- The Alvis TA14 saloon by Mulliners, in daily use for 59 years, fetched £4,070.
- A 1950 MG TD restored to a high standard, fetched £23,650.

Anglia Car Auctions at King's Lynn, Norfolk held their sale on the 17th June. They had a range of cars for sale, from restoration projects to highly restored cars. Their offering of an Austin Seven 1936 Ruby, a well restored example, fetched £5,460, while a nicely restored MG TA sold for £27,300. The 1952 Jowett Javelin

saloon, in original condition, but requiring recommissioning, fetched £4,260. A nice two-tone brown over beige Riley RME saloon seemed good value for £10,080.

Barons Auction at Sandown Park, Esher, Surry held their sale on the 13th June last. They had a 1924 Riley 11/40 fitted with a tourer body by Coach Craft of Melbourne, reputed to have cost more than £80,000, which sold for £28,500; a 1937 Austin 18/6 limousine in one family ownership for over 40 years fetched £9,900; a 1954 Jaguar XK140 F.H.C., in a dismantled state but thought to be complete, which got £16,775, while an excellent, rust-free 1958 Wolseley 1500 with only 27,000 miles made £5,225. ■



DVCA sold this 1950 fully restored MG TD for £23,650 in Dorchester



Barons sold this 1924 Riley 11/40 (after an £80,000+ restoration) for £28,500



Contrasting prices at Bonhams: this 1959 Mini went for £18,975 ...while the rare 1951 Invicta Black Prince Shooting Brake sold for just £16,560



Louwman Museum

The Hague, Netherlands

By Anselm Aherne

The Louwman Museum is located in the outskirts of the Dutch coastal city of The Hague. The collection comprises over two hundred cars, carriages, motorcycles and other unique vehicles and is regarded as one of the finest car museums in the world. Founded in the year 1934 by Pieter Louwman, the father of the current owner, the collection has been assembled by two generations of the Louwman family. And our club has a connection: Evert V.N. Louwman, the current owner, entered the museum's Grand Prix Napier in the IVVCC Gordon Bennett Centenary Rally held in Ireland in 2003.

I was very fortunate in having had the opportunity to visit the Louwman Collection on two occasions over the last few years. It is a stunning experience. The magnificent purpose-built building, designed by Michael Graves & Associates of Princeton, New Jersey and opened by Queen Beatrix of the Netherlands in July 2010, is worth a visit just to see how the Louwman family have succeeded in presenting so effectively the important milestones in the history of the automobile.

The exhibits themselves cover everything from before the dawn of motoring – from sedan chairs to the most luxurious examples of historic motor vehicles – and include an extensive display of motoring artifacts, paintings, sculptures, models and posters. A small number of the vehicles have been left in their original working state; others are the only surviving vehicles of their kind, while the majority of the exhibits are presented in absolutely immaculate concours condition.

Among the 200 or so vehicle exhibits is the actual 1904 Darracq 12hp car "Genevieve" of film fame, credited with giving a major boost to the historic car movement in the 1950s. The car was

originally restored from two 'barn find' Darracqs purchased for £25 after WWII. It was acquired by the Louwman Museum in the 1990s and has since been a regular participant in the London to Brighton Run.

One of the most unusual exhibits is the "Graham Blue Streak Coupe and Curtiss Aerocar Land Yacht". The American banker Hugh McDonald used this luxurious fully-fitted semi-trailer combination daily in the early '30s to be driven from his estate on Long Island to his office in New York. The trailer was pulled by a Graham Blue Streak model fitted with a trailer coupling in the space normally occupied by the dicky-seat. The lounge-like trailer interior came with all mod-cons of course. Sure that's bankers for you.

Along with its several display floors, the museum building incorporates a theatre, shop and restaurant. While it is hardly possible to give even a flavour of the extent and quality of the exhibits, I hope these few photos provide some idea of what's in store for visitors to the Louwman Collection. ■



The Great Hall with arched timber roof. Several lifts bring visitors to upper floors



1939 Lincoln Sedan – customized with special body and an electric ramp to allow entry for the 1992 Harley-Davidson Sportster ‘Deco Scoot’



Milnes-Daimler 1904 Omnibus, the oldest motorised bus still in existence in the world. Milnes-Daimler was created when the German company took over Milnes in 1902



1903 Napier 100hp Gordon Bennett Racing Car, which has participated in the IVVCC Centenary Gordon Bennett Rally, the London to Brighton Run and the Goodwood Festival of Speed.



Lacroix et Delaville ‘La Nef’. Rear-wheel belt drive by a single-cylinder DeDion-Bouton engine



1936 Mercedes-Benz 500K Spezial Roadster. Only 25 of these luxury cars were built out of a total 350 type 500K models



1935 Duesenberg Model SJ LaGrande Dual-Cowl Phaeton. At a time when a Ford cost \$500 dollars, this car cost \$20,000

Back to the FUTURE

Could steam power make a comeback?

Now that we're all charged up about new electric vehicles, we might take a moment to consider what happened to the once all-conquering steam car.

by Anselm Aherne

It's difficult to grasp now, but at the beginning of the 20th century, 40 percent of American automobiles were powered by steam, 38 percent by electricity, and only 22 percent by gasoline. Both petrol and electric powered cars were well advanced by then – but not as advanced, some would say, as the steam car. In 1906 a steam car called the Stanley Rocket broke the land speed record, travelling at 127mph at Daytona Beach – a record that held for over 100 years for a steam-powered car.

Petrol-driven cars had drawbacks in those days. Engines had to be started by hand-cranking – a dodgy task, when kick-backs often left hapless motorists with broken bones. There was also the fact that IC-engine powered vehicles were complicated – with gearboxes and clutches. Once pressure was built up in a steam car there is instant and constant power available, so there's no need for gradual gear changes to keep engine revolutions in tune with road speed.

The only problem was of course that initial build-up of pressure. Although by the mid '20s even this downside was being overcome. In July 1926, while reviewing the latest Delling Steam Car, *'The US Motor'* concluded that the automobile market would have taken a different turn (in favour of the steamer) if even "a fraction of the millions spent on the development of the gasoline car had been spent on steam car development." And as automotive writer John Bentley commented ironically: "An hour wasted in a Sunday afternoon traffic jam is quite in order, but two minutes to get started each morning would seem like an intolerable squandering of valuable time!"

In fact the Detroit-built 1924 Doble Model E Steam Car, equipped with fast firing boiler and electric start, could be started from cold within 30 seconds. The manufacturers claimed it could run for over 1,000 miles before its water tank needed refilling. In 1925 Howard Hughes is said to have brought his Doble E-20 up to 132.5 mph. Even in recent times, vintage Doble cars have been run at speeds approaching 120 mph, and hit 0 to 62mph in well under 10 seconds.

At various times during the early part of the twentieth century there were more than 80 companies manufacturing steam cars – many of which could easily out-perform, in silence and comfort, the petrol-driven models of the day. It has been speculated that if the kerosene fuelled, key-starting flash boiler had been perfected before the petrol car's self-starter, the chances are that the steam car would have won out. And the automotive world would be very different today.

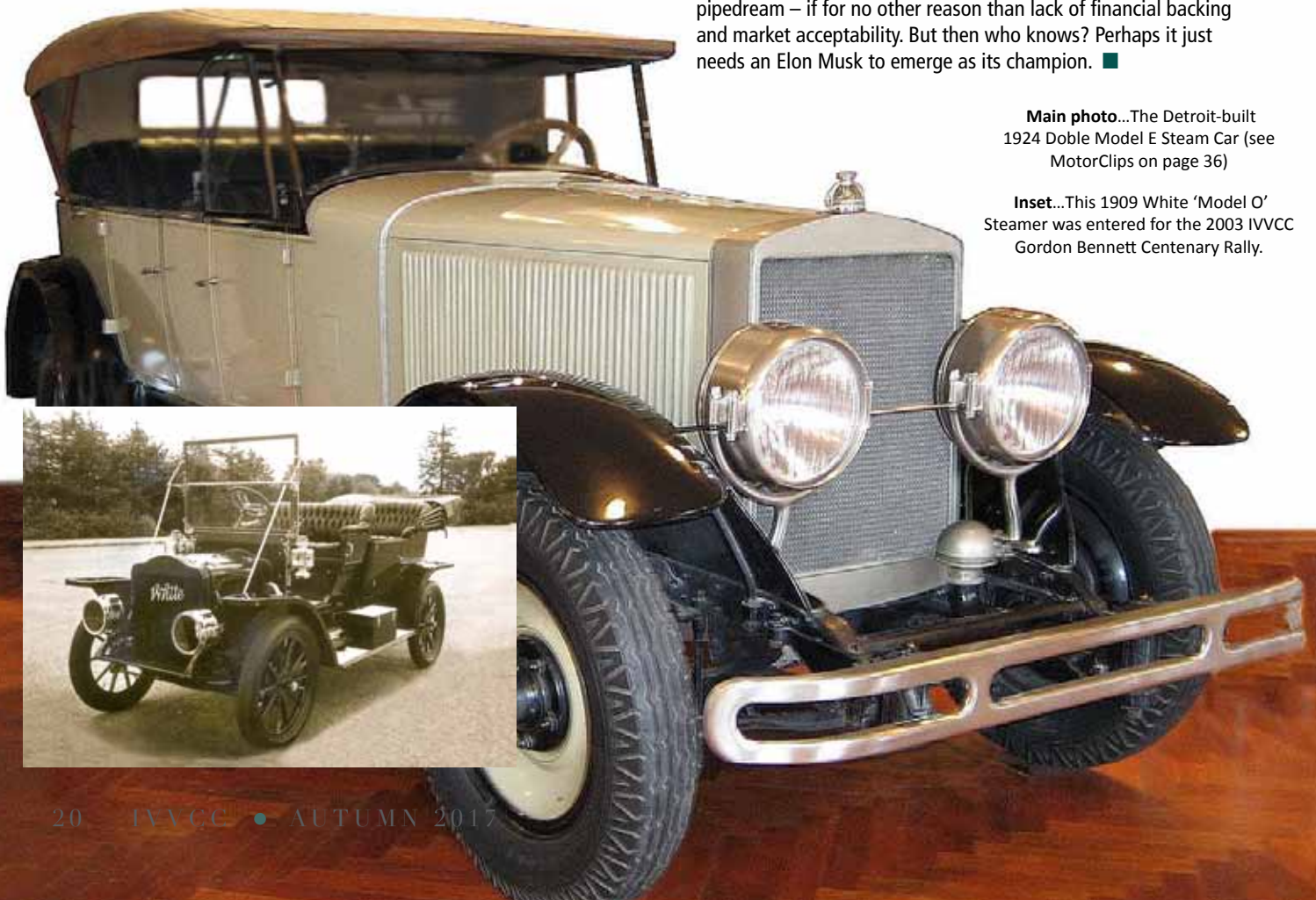
Steam cars once needed heavy boilers. But it's reckoned that with the latest advances in materials, condensers and flash boilers, it should be possible to build a steam car with warm-up times of just a few seconds.

A German R&D company called Enginon recently claimed to have built a steam engine that had comparable efficiency to ICEs. And the US company Cyclone Technologies say they have developed a high efficiency, compact and powerful steam engine that is capable of running on virtually any fuel while emitting far fewer pollutants than traditional gas or diesel powered internal combustion engines.

Realistically, perhaps the re-appearance of the steam engine is a pipedream – if for no other reason than lack of financial backing and market acceptability. But then who knows? Perhaps it just needs an Elon Musk to emerge as its champion. ■

Main photo...The Detroit-built 1924 Doble Model E Steam Car (see MotorClips on page 36)

Inset...This 1909 White 'Model O' Steamer was entered for the 2003 IVCC Gordon Bennett Centenary Rally.





OILY RAG Versus RESTORATION

By Alan Donaldson

I am an Oily Rag man. This may in part be because of my precarious occupation. I have learned to "live on the smell of an oil rag". I don't mind. And this carries through to my hobby, old cars. All I could ever afford were cheap wrecks, old corks, jalopies or what have you, which I enjoy "fixing up" well enough to drive about.

The word "concours" is not in my vocabulary. One old car I "did up" I thought looked quite smart only to provoke remarks like "what plans have you got for her ...restoration? Shame to leave her like that." And so on. I was a little deflated by such comments...but only a little.

I like the Oily Rag movement and I welcome its growing momentum. Great work in this direction is carried on by that wonderful magazine "The Automobile" under the influence no doubt of the enthusiastic publisher, Douglas Blain. Douglas takes great pride in its terrific collection of Oily Rag cars and is, to a great extent, responsible for the rising interest in what has become known as "The Barn Find" (though I suspect many of the same have never seen the inside of a barn!). Such is the growing interest in Barn Finds that auction houses are now seeking out these "discoveries". This may not be such a good thing, putting such motors out of the reach of many. In fact more and more often now we see the Barn Find attract greater attention from the public than the immaculate concours car next to it.

New owners are now encouraged not to restore so much as maintain a car in its present condition, "warts and all." It has come to the point where, at auction, the Barn Find often achieves as much or more as the restored example.

A preserved car carries its history in the bumps and scrapes it has suffered over the years. Remove these and you remove its story. As with many old historic buildings we have all witnessed the destruction of the original fabric – often replaced with inappropriate modern material in the course of "restoration". But it's not restoration...it's reconstruction. Some would go as far as to call it vandalism.

This is not to say that I don't appreciate the time and money that the perfectionist feels the need to expend to achieve his or her dream. Many might point out that I personally have never suffered from this obsession, being more Greystones than Pebble Beach.

At a recent gathering I came across an old, old friend. It was a case of "Girl, I hardly knew ya!" The dress this lady had worn for more than a century was gone, replaced by something brand new, entirely different in shape, colour and style. It brought to mind George Washington's axe: original, but for two new heads and three new handles. ■



Yes, but is feeling sorry for a vehicle a sound reason for buying it?

FROM

THE



BACK SEAT

Reflections on the old car scene – from an occasional backseat rallier

Isn't life funny? Sitting here on the back seat I occasionally ponder a question that those like me reflect upon from time to time. When I do, my mind wanders back to the days when 'boy meets girl' was a regular topic of conversation for those bothered by such matters.

The boy might well have been a clerk in an insurance company and the girl a nurse in some city hospital. Apart from the spark of romance that would pass between them, it is most unlikely that a passion for vintage cars was something they both shared, or ever contemplated. No Siree ... Life was too exciting and fast moving for youngsters bound up in such a situation.

I remember a lady once screaming the words "Don't mention that man to me!" into my ear. Something I had said reminded her of a chap she had dated in her youth. It seemed the young man had a fondness for fishing and, at every turn, he would be off to the riverbank, always inviting her along, as any love-struck young man might. Indeed, her unquestioning willingness to accompany him could well have led him to believe that she enjoyed fishing... which she most definitely did not!

Bored to her back teeth, she

“

A man who goes fishing, and doesn't invite his partner along, is a true gentleman indeed.

water, with hardly a word ever passing between them. Like the definition of a gentleman, (one who can play the bagpipes, but doesn't), the message I took from this exchange was: A man who goes fishing, and doesn't invite

complained that he would leave her, watching from the sidelines, as he cast his line upon the

his partner along, is a true gentleman indeed.

When I attend a rally of vintage cars, the memory of this conversation comes flooding back. Setting aside any thoughts of the 'boys' who occupy the drivers' seats, my thoughts inevitably focus on those charming, elegant, demure passengers who travel alongside with them. Often wrapped mummy-like from head-to-toe, shielded against the worst the weather can throw at them, these patient understanding passengers manage always to smile and wave at onlookers.

At the risk of drawing a volley of fire upon myself, I can never gaze upon these resilient women without secretly wondering if their enthusiasm is real or just pretend – an unworthy thought that prompts me to ask if we men ever stop to wonder if our partner's broad smiles and enthusiastic hand waving conceal some deeper feeling?

Does her presence at events reveal a love for their driver greater than any love she may have for open-top, open-face motoring? And, as she beats away clouds of exhaust smoke, who amongst us would have the nerve to ask: "Are you happy, darling, or would you rather be at home?"

Not in any patronising way, I promise, but I have long since formed the view that the veteran and vintage car scene would be nothing were it not for the active and enthusiastic participation of our lady members.

On occasions when we must dress in period costume, it is our companions

who bring true style and glamour to our outings.

They are the ones who think of things their men forget; who pack the picnic baskets and remember all the other little comforts and necessities we cannot go without. Often, they will be the ones who remember important birthdays and anniversaries, and prompt us when it comes to speech making or posting 'thank you' notes.

While I'm at it chaps, let's not forget too that it is our wives and partners who have to hold this, or turn

that, or fetch things from the tool box, or wipe that splash of oil from underneath our eye, or flag someone down to assist when the sound of air comes hissing from our tyres.

And, lest you might think otherwise, be assured that this writer is well aware of the great contribution women make (and have made) behind the wheel. One thinks of Bertha Benz, that adventurous spirit so revered in motoring history. And who could forget pioneers like the Overend sisters, and many other fine females who have so graciously shunted us males from the driver's seat. I remove my goggles and raise my hat to all of them. ■

“

Do we men ever stop to wonder if our partner's broad smiles and enthusiastic hand waving conceal some deeper feeling?

10 November 1958 McCairns Motors Ltd. Tara Street, Dublin. McCairn's specialised in Chevrolet and Vauxhall models and were the major supplier of parts and services for these companies in Ireland



irishphotoarchive.ie

Memory Lane

By Colm O'Neill

When this picture was taken of McCairns Motors' service department in 1958, the company assembled and distributed Vauxhall, Chevrolet and Simca cars and Bedford commercial vehicles. This period was the heyday of the company, which was started by Tommy McCairns, a Yorkshireman. GM had appointed him to develop sales of Buick cars and Chevrolet trucks in Ireland in the mid-Twenties as the then agents were making little headway. While McCairns also found it hard going, matters improved when GM acquired the troubled Vauxhall Motors and set about producing a new range of smaller and lower-priced models which had much broader appeal.

The first Fianna Fail administration in 1932 created a local car assembly industry to help reduce the balance of payments by importing vehicles in knocked down kit form, and to generate employment in both direct assembly and local component manufacture. GM encouraged McCairns to set up his own company to assemble and distribute Vauxhalls and the new Bedford commercials which had evolved from the Chevrolet range. He established an assembly works in Alexandra Road in Dublin's docklands and, built over 300 cars in 1935, the first complete year. There was a showroom in Dawson Street, a parts department in Nassau Street and a service department in Waterloo Road, later re-located to Tara Street where this picture was taken. McCairns Motors grew quickly and by 1951 had built its large headquarters and assembly plant in Santry, where the Omni Park shopping centre now stands.

Closest to the camera, the car on the lifting table is a 1955 Chevrolet Bel-Air, the V-8 powered top-of-the-range saloon. McCairns only built the Bel-Air four-door version, the plainer 210 variants and the other body styles simply not offered to Irish

buyers. Their high running costs and annual facelifts meant that these cars suffered steep depreciation and many were converted to hearses when still quite new.

The car to the right facing the camera is a 1957 Vauxhall Victor, its front number plate displaying a Wicklow registration ANI 51 in a non-standard style which anticipates the first reflective plates at the end of the Sixties. This is one of the original Victor F-types, which replaced the Wyvern of 1951-7, and used the same 1507cc power unit as its predecessor. Alongside the Victor the next two cars are Simca Aronde 90A models, registered HYI 308 and TIK 291, dating them to 1958 and 1957 respectively. McCairns offered the Aronde from the early Fifties as they were smaller than the Vauxhalls and with a 1290cc engine, did not clash with the British range. Although Simca also made a complex range of larger 2.4-litre V8 models, McCairns avoided these as they might compete with Vauxhall's six-cylinder Velox and Cresta models.

The car beyond the Simcas with its bonnet opened and the front end raised is a Vauxhall Wyvern Model E of 1955-57, the four-cylinder model going by its plainness and lack of spats on the rear wheel arches. Next is an Austin A40 Countryman estate of the 1949-1956 era. Derived from the van version of the A40 Devon of 1947-52. Largely hidden behind the Austin is another Wyvern Model E, this time the 1951-54 type with smaller rear window. In the far corner to the right is a pre-1956 Aronde, which used the smaller 1221cc engine.

In the middle distance are two more Chevys, the nearer one another 1955 Bel-Air and next to it a Bel-Air of 1953/4. Finally, on the far left under the gantry-type car wash, is a Vauxhall Velox or Cresta Model E. ■

Book Reviews

TRIUMPH OF THE RED DEVIL

By Brendan Lynch

Portobello Publishing, 2002

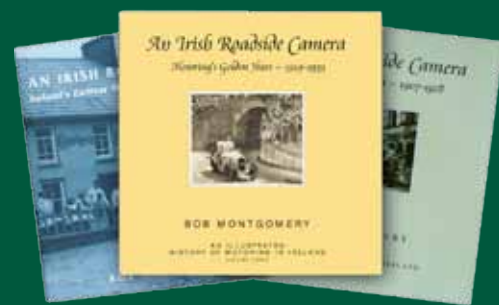


Brendan Lynch – who just this August celebrated his 80 birthday with a party at Hodges Figgis booksellers, – has written extensively about the early days of motor

racing, with many of his publications still available through websites.

His book, *Triumph of the Red Devil*, is an engrossing account of the 1903 Gordon Bennett Cup Race. The 'Red Devil' being of course the Belgian driver Camille Jenatzy, winner of that historic event.

In his foreword to the story, Sir Sterling Moss commented: "In this 'Boys Own' chronicle of skill, drama, chivalry and inspirational sportsmanship, Brendan Lynch brings us into the heart of that distant day's epic struggle". Which says it all. A great read.



AN IRISH ROADSIDE CAMERA

By Bob Montgomery

This excellent three-volume series by motoring historian and writer Bob Montgomery covers the years 1896 to 1939. Lavishly illustrated with photographs, the books recount how, from being a sporting curiosity of the privileged few, the motorcar found a role in all aspects of Irish life, even in its remotest areas.

In addition to the titles mentioned above, Dreoilín has published an extensive collection of books on Irish Transport. Titles include: *A LIFETIME'S COLLECTING - The Legendary Car Collection of Jim Boland*; *THE WAY WE WERE - The Motoring Photographs of George Stuart*; and *GREAT DRIVES - 22 Great Irish Roads*, a book based on Bob Montgomery's acclaimed series in *The Irish Times*.

The Dreoilín Albums

The company has also developed a series of inexpensive publications – DREOILÍN ALBUMS – in association with the Archive of The Royal Irish Automobile Club. Printed in A5 format, each album has 32 pages and around 35 photographs.

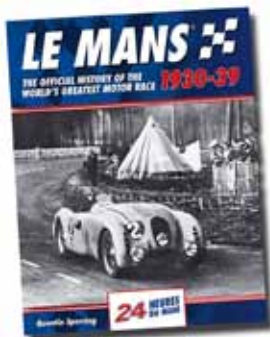
The Dreoilín Album series currently comprises some 20 titles. Covering such diverse subjects as early motoring in Ireland, famous personalities and Irish motorsports events, the collection has grown into a valuable source of information for students of Irish transport history. Any of these titles can be ordered by phone +353 1 835 4481.

Bob is curator of the Royal Irish Automobile Club Archive and is the show director of the RIAC National Classic Car Show held bi-annually in the RDS, Dublin.

LE MANS: THE OFFICIAL HISTORY OF THE WORLD'S GREATEST MOTOR RACE

By Quentin Spurring

Evro Publishing Limited, 2017



Written by a leading authority on the subject, this hardback book is part of the series of volumes covering the Le Mans 24 Hours race. The book is the seventh title in a decade-by-decade series and completes coverage of the endurance classic from its very beginning to the end of the last century.

Officially licensed with the ACO, the organisers of the annual Le Mans 24 Hours race, and containing over 350 photographs, each race is extensively covered with full commentary of the action and detailed information on entrants and results.

Bentley achieved its fourth

consecutive success in the 1930 race, Woolf Barnato and Glen Kidston the winning drivers in the very same 'Speed Six' with which they had won in 1929. Two of Britain's greats of the era, Earl Howe and Henry Birkin, won for Alfa Romeo in 1931, beginning a four-race victory streak for the Italian manufacturer. Tazio Nuvolari, the outstanding Grand Prix ace of the pre-war decade, secured an intensely dramatic last-lap victory in 1933 in the closest Le Mans finish to date. Lagonda (1935) and Delahaye (1938) secured a win each, while Bugatti took two with the great Jean-Pierre Wimille driving its innovative Type 57 'Tank' cars, with all-enclosing bodywork.

The book provides detailed year-by-year treatment of the decade's nine races, including the reproduction of photographs and full-colour race poster artwork from the race organiser's archives. Complete data for each year includes technical regulations, entry list, circuit changes and full results and category awards.

The 352-page book is available through specialist bookstores and via Amazon.

FOR SALE

'For Sale' and 'Wanted' ads are free of charge to IVVCC members. Please send details, with photo if possible, to The IVVCC Editor, 63 Granitefield, Dun Laoghaire, Co Dublin A96 D4E7 ...or email: anselm@eircom.net
Note: Please advise if item has been sold.



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IVVCC 40th Powerscourt Estate Picnic Event

Photos: Nuala Grogan



Noel and Christine Hughes from Blessington on their award-winning 1911 Renault AX

“And the floodgates of the Heavens were opened” Well, perhaps that’s a little overstated. Everyone knew rain was on the way...what with these mobile phone apps able to pinpoint exactly which part of your back garden was going to be hit – and at what time, at with what force, with how many millimeters, and in what direction, there wasn’t much point in hoping it would miss us. And it didn’t. It was wet – but at least it stayed mild.

So fair dues to the hundreds of hardy drivers and passengers who said bugger it, we’ll go anyway.

There was a great turnout of some 130 cars for this, the IVVCC 40th Powerscourt Picnic. Entries included many of our regular vehicles, along with some interesting machines we haven’t seen before. All cars were in splendid condition – and with their stalwart crews by no means put off by the inclement weather. All thanks go to the organisers, marshals and helpers who put in

great work and ensured everything went smoothly. And grateful thanks must also go to the Powerscourt Estate management and staff for their co-operation and friendly hospitality for this and all previous such events over the past 40 years. ■

AWARDS:

Pre-War Open Tourer:	Noel Hughes – 1911 Renault AX
Pre-War Saloon:	Peter Lynch – 1914 Rolls-Royce
Post-War Open Tourer:	David Will – 1964 Triumph TR4
Post-War Saloon:	Brendan Coyle – 1958 Zundapp Janus
Slazenger Trophy:	Ken Fitzpatrick – 1984 Morgan 4/4

People’s Choice – Dublin Crystal trophy to mark the 40th Powerscourt Picnic Anniversary: Brendan Coyle – 1963 Messerschmitt

Best Dressed – Dublin Crystal wine glasses to mark the 40th Powerscourt Picnic Anniversary: Franchesca and Barry O’Halloran



The lovely little 1930 Austin 7 RK of Declan Grogan



Best Dressed Award went to Franchesca and Barry O’Halloran, with their Fiat 507



Ken Fitzpatrick with the Slazenger Trophy for his 1984 Morgan 4/4



Peter Lynch, 1914 Rolls-Royce, Pre-War Saloon award



Brendan Coyle's winning 1958 Zundapp Janus and 1963 Messerschmitt

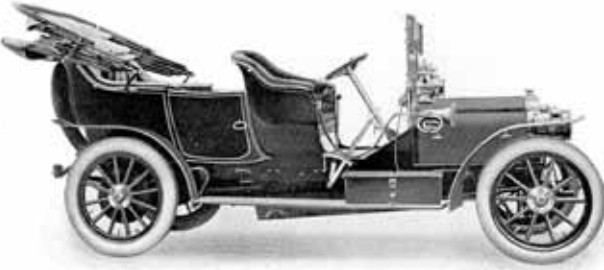


Tony Jobling's 1961 Daimler SP250, beside Jonathan Bewley's 1900 Gladiator



The remarkable 1981 DeLorean DMC12, with Thomas O'Sullivan's immaculate 1949 Triumph 2000

SPECIFICATION.—25 H.P. Deasy Car, fitted with 5-seated Double Phantom side entrance body, 2 side lamps, tail lamp, horn, full kit of tools and spare parts. Colour of painting and upholstery to taste Price complete, **£525.**

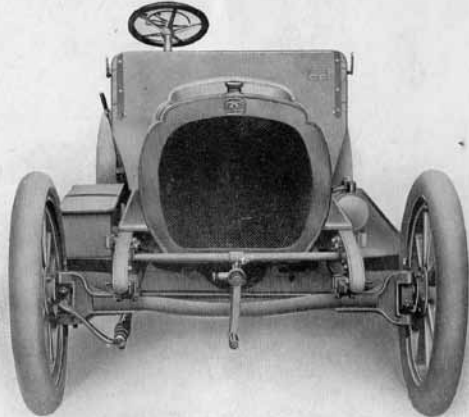


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DEASY CARS

By Robin Deasy

In 1906 Dublin-born Henry Hugh Peter (HHP) Deasy established the Deasy Motor Car Manufacturing Company in Coventry, England. Here, for IVVCC News readers, his grandson Robin Deasy relates the remarkable story of how his grandfather – known as ‘Hundred Horse Power’ – won recognition as an explorer and surveyor before becoming a pioneer of the emerging motor industry.

My grandfather, Henry Hugh Peter Deasy, was born in 1866 and reared in Carysfort House, Blackrock, County Dublin. He was raised by two maiden Aunts who, according to my late Dad, had ‘religious mania’. HHP escaped the well-meaning ladies by joining the army, where he was quickly nicknamed ‘Hundred Horse Power’. The army and the moniker it seems suited him. After his army service in India he became one of the first westerners to write a detailed account of Tibet, covering his travels between 1897 and 1899. As a consequence he won the Royal Geographical Society’s Founder’s Medal in 1900 for meticulously surveying nearly 40,000 square miles of the Himalayas.

In his account *‘In Tibet and Chinese Turkestan’*, HHP records the problems he encountered dealing with bad tempered mules and their mutinous drivers. By the time he returned to Europe the motor car industry had taken off, and he became totally fascinated with the possibility of motoring as a means of exploring the world, that did not involve bucking mules, ration-pilfering drivers, and sourcing wretched grass.

HHP quickly immersed himself in the budding motor industry. He rallied and promoted cars in Europe, he collaborated with Rocket-Shneider, and helped promote Martini by driving one of its models up a Swiss mountain using a railway for a road. Understanding the value of publicity, HHP had cameras placed at different strategic points of this stunt. A hundred and ten years later, one can watch the film of him put-putting

out the front gate of a Montreaux hotel with three passengers aboard. The next shot is of them calmly driving over the rails aided by a few planks, then driving on the sleepers and the ballast. The passengers seem to have bailed out at some stage. One wonders why? Nonetheless, you see them as happy celluloid century-old ghosts from a world yet to bloody itself with two world wars.

The Start of Deasy Cars

By 1905 HHP was the sole agent in England for the Swiss automobile manufacturer Martini. In 1906 he decided to start manufacturing his own ‘Deasy Cars’, taking over the factory formerly used by the Iden Car Co. at Parkside, Coventry. A cartoon of HHP posing manfully on top of a Matterhorn style mountain, holding a shillelagh in front of a car with an exaggerated shamrock shaped radiator, had been published after the Martini railway trip. HHP took to the shamrock idea, and by greatly toning it down, incorporated it into his own distinctive radiator and bonnet styling.

There were 3 basic ranges of Deasy cars: a 4-point suspension 15hp Deasy Fifteen (without the shamrock radiator); a 3-point suspension 25hp model; and 4-point suspension 35hp and 45hp models. The 45hp basic engine/chassis without the carriage is listed at almost 1.5 tons. A finished out car then must have been a beast even for 1908.

‘Hundred Horse Power’ as he was called in the family (but

not to his face) was obsessed with reliability and simplicity. It seems in the first two years there were about 150 Deasys built. But money was tight. The cars were too slow coming off the line and HHP fell out with his board and the designer Edmund Lewis over design and production quality issues. These problems eventually became intractable, leading to HHP resigning in 1908. My father said HHP once referred to Lewis in conversation, and recalled that it was the only time he ever heard HHP use “very strong army language”. Apparently the 1906-1908 cars were quite good. There were some problems with diff and gearbox noise. But HHP believed that this was mainly the result of poor assembly and his designer’s choice of lubrication. These and other matters were however a source of much frustration for him and figured greatly in the heated boardroom discussions that led to HHP’s resignation.

JDS Deasy Cars

Following HHP’s resignation the company was joined by Jack Davenport Siddeley, and went on to produce a new range under the name JDS Deasy cars. The company continued to use the elements already to hand from the original Deasy cars, but with some changes. The addition a new bulkhead mounted radiator with the engine mounted out in front, a set of Reillys, and a not-altogether attractive pointed ‘coffin’ shaped bonnet made the JDS Deasy very recognisable.

Several of these JDS Deasy cars are still around today. A well-documented three cars are in the UK; two are in the US; a further three in Australia (including one complete wreck and one under restoration); one in Tasmania and one in Spain. Some of these cars are top-of-the-line restorations and some are really beautifully preserved originals. One is such a miserably meagre wreck that it’s doubtful it will ever be restored.

Alas, however, the original 1906 to 1908 Deasy cars appear to be truly extinct, although there are a few engines and odd parts about. But I would love to hear from anyone who knew

of any other parts – or even of the guts of a complete car. There is possibly enough information in the collection of ephemera to hand to make a fair stab at building a replica. One wonders which model might be best to replicate...but first one must ask, is there a car already out there, anywhere?

Round Ireland Trial

In 1907 a Deasy was used in a ‘Round Ireland Reliability Trial’. The vehicles covered a 1,040-mile coastal route on mostly bad roads at an average speed of 20mph, taking four days. There were three passengers in the Deasy, with HHP doing the driving. The actual account published of the trial is rather boring. Apparently it rained a lot, they stopped for dinner a lot, and they had no breakdowns.

But wouldn’t it be wonderful to have a more detailed description of Ireland at 20mph, as it was back then. On such a thought, there is a giant photo mounted in the stairwell of the Avoca shop and cafe at Moll’s gap above Killarney. It gives a splendid feeling of how vibrant motoring actually was in early 1900 Ireland. Indeed

“ I would love to hear from anyone who knew of any other parts – or even of the guts of a complete car.

1900 Ireland wasn’t a place of dull morbidity; it was not the country of dire embittered people as depicted in

so many earnest and dreadful films of the era. If you haven’t already done so, it is well worth calling to see the giant Avoca photo for a five-minute inspirational contemplation, a coffee and a pee.

There are also some motoring photos in HHP’s papers. But it is hard to know exactly when or what trip is being photographed. Also in his papers is a modest collection of motoring articles and advertisements about other cars of the time. This collection seems to have been slightly vandalised by one of us children, with a blue wax crayon (it wasn’t me!).

DETAILS AND SPECIAL FEATURES OF 45-H.P. DEASY CARS.

ENGINE. 4 cylinders, bore 125 mm, stroke 145 mm, normal speed 1,500 revolutions, nickel steel crank shaft, hand control, acting on throttle. H.A.C. rating 43.4 h.p.

CARBURETTOR. Automatic, varies the mixture to correspond with throttle opening and engine speed, extremely economical.

TRANSMISSION. By cardan shaft, direct drive on top speed.

IGNITION. Simple Bosch H.T. magnets, gear driven from engine, advance and retard effected by lever on fixed quadrant on steering wheel.

FUEL TANK. Beneath driver's seat, capacity 11 gallons, gravity feed.

LUBRICATION. By pressure from exhaust.

Gears. Of specially tough, hardened steel, all gear shafts running on ball bearings.

CLUTCH. Lewis' patent metal disc.

CHANGE SPEED CONTROL. Improved gate.

REAR AXLE. Running on ball bearings of exceptionally large diameter. All gears being of specially tough, hardened steel.

CHASSIS FRAME. Best assorted ash, with steel plate on either side, depth being greater in middle than ends. This system allows of a higher grade steel for side members than ordinary type of pressed frame, and is impossible to break through crystallisation.

BRAKES. Improved type of cardan shaft brake carried on an extension of the direct drive on gear box shaft, and worked by pedal. Large internal expanding brakes on road wheels worked by side lever; also a patent arrangement of cams working the engine to be utilized as a supplementary brake of considerable power, but of soft action. Use of which also reduces the petrol consumption and mislension wear and tear of tyres.

SUSPENSION. Four point.

FOOT PEDALS. Adjustable to suit driver.

SPEEDS. Four forward and one reverse, direct drive on top speed, and geared to following speeds when engine is running at normal.

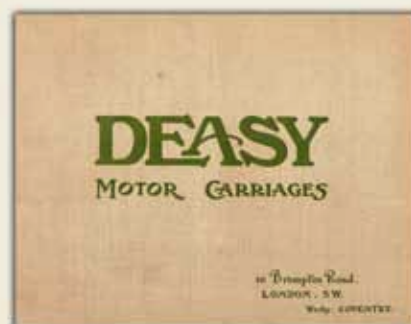
1st Speed	-	-	-	-	12	M.P.H.
2nd	-	-	-	-	18	"
3rd	-	-	-	-	21	"
4th	-	-	-	-	21	"

WEIGHT OF CHASSIS. 29 cwt.

TYRES. Front 9 1/2 x 10. Rear 9 1/2 x 12, grooved.

WHEEL BASE. 10 feet 8 inches.

TRACK. 4 feet 2 inches.



NUTS & BOLTS

McQUEEN'S MUSTANG FOUND

Baja California, Mexico... Two automobile enthusiasts have discovered the long-lost '68 Mustang driven by Steve McQueen in the film *Bullitt*. Hugo Sanchez and Ralph Garcia found the Green Ford Mustang 390 GT in a scrapyards in Baja California state, Mexico.

In one of the most celebrated car chases in movie history, McQueen pursues a Dodge Charger at breakneck speed. Two Mustangs were used in the film: one is now privately owned, but the other went missing after filming was complete. McQueen attempted but failed to find it before he died in 1980.

PRESIDENT TRUMP...PETROLHEAD

New York... Turns out Donald Trump is a big fan of European cars. He has owned a 1956 Rolls-Royce Silver Cloud and has also been seen behind the wheel of a Phantom saloon. Other cars he has owned include a 1997 Lamborghini Diablo, a Mercedes S600 saloon, a Maybach limousine and an SLR McLaren supercar.

His U.S. machines have included a pair of special edition Cadillac limousines, known as the *Trump Executive Series*. And then there was his customised Orange County Choppers motorcycle – featuring parts made out of genuine gold. Perhaps surprisingly for a climate sceptic, Trump also owned a zero-emission Tesla Roadster!

VOLVO CELEBRATES 90 YEARS

Gothenburg, Sweden... On the morning of April 14, 1927, the first Volvo car, called the OV4, drove out through the factory gate in Gothenburg. The open-top car – with a 28hp four-cylinder engine and an ash and beech frame covered with sheet metal – was only available in one colour combination: dark blue with black fenders.

Volvo (Latin for "I roll") was acquired by Ford in 1999. In 2010, Chinese carmaker Geely purchased Volvo from Ford for \$1.8 billion. An \$11 billion campaign has since gone toward developing new model ranges – as well as two new plants in China and a U.S. plant that is set to open in 2018.



Capt. Deasy starting on his 1,000 Mile Trial in Ireland.

I would be so grateful though to hear from anyone willing to share any information they might have of any old Deasy bits and pieces...or stories.

New vs. Old Cars

Of course there were hundreds of budding car manufactures around the world in early 1900, and the Deasy marque may have been of little importance. Yet, having taken a drive in a Tesla the other day (and yes, it's the way forward for cars, and yes we will all have to get one at some stage), one has to ask how, after over a century of huge technical advances, how little the motorcar has actually changed. There are still four wheels, a steering wheel, a motor somewhere, brakes and a parking brake. Somehow the Tesla actually makes those first cars more relevant now than ever before.

The old cars are as much about the people of the time as they are about engineering back then. By seeking to appreciate the old cars are we not, each in our own way, reaching out to the people gone before us. To us, are not their voices more honest, more worthy and more valuable, coming from a less compromised time. And oh, how the new cars make one year for a car that does not smell of a disgustingly 'engineered' new-car smell, rather than a bit of honest gearbox whine and wisp of radiator steam. ■

RIGHT TO THE FRONT
they have come with one bound, or rather with one glide—for it is a glide that best describes the motion of

Deasy Cars

They are not experiments, but the result of months of careful study, backed by the years of practical experience of Capt. H. H. P. Deasy, assisted by Mr. E. W. Lewis, whose names alone will serve as guarantee to all motorists. The DEASY CARS embody many

Exclusive Features
which make for the perfect motor car. Make a point of seeing them at the Show; they are full of interest.

STAND 92, OLYMPIA SHOW.
Telephone: 4225, Western. Telegrams: "Deasy, Olympia, London."

Trials will be given daily to intending purchasers free of charge, and every opportunity to test the DEASY merits.

DEASY MOTOR CAR MANUFACTURING CO., Ltd.,
10, BROMPTON ROAD, LONDON, W. Works: COVENTRY.

LETTERS

Dear Editor

How could you be so cruel? As editor of a veteran & vintage car club magazine, you may think that your readers are all like you – that we all drive cars that are much older than ourselves. Regrettably, not all of your readers are so fortunate. Many of us drive cars that are significantly younger than we are.

And, if there is one thing common to people like us, it is that our eyesight is not what it used to be!

Your recent 'spot the difference' photo challenge was a torture beyond belief. Without too much difficulty, I spotted the missing windscreen wipers. Moments later, I stumbled across the missing car park markings, and the man whose shirted companion had up and left him and then, lo and behold, the mudguard light that had disappeared.

Feeling I was getting the hang of things, I sought the aid of a magnifying glass whereupon, quite quickly, I pinpointed another three differences I hadn't seen before. It was then that matters ground to a halt...**and I still had five differences to go!**

From top to bottom and side to side, I continued to scan both pictures in minute detail, even following an imaginary grid pattern, but all to no avail. Drawing blanks, I set the magazine aside...where I have left it ever since.

Allowing my tired eyes to return to normal, I began to form a picture of my own. Imagining this fiendish figure – the Batman's Joker of the publishing world. I pictured myself imprisoned in a room of your construction, made entirely of Rubik's cubes from top to bottom, As I struggled vainly to find my escape, suddenly, in a picture next to it, I spotted what seemed to be a difference. It was a door handle!

Then did I think to myself: Maybe you're not such a bad guy after all!

Yours,
Renfrew Pitcher
Old Court, Skibbereen Co. Cork

Dear Editor,

In the summer issue of the IVVCC News the article "From the Back Seat" suggests that the Gordon Bennett Rally should be taken on tour.

On one of the Gordon Bennett Rallies for which I acted as Clerk of the Course, we held the event in Offaly, basing ourselves at the Tullamore Court Hotel. We were told in no uncertain terms by some people that they were uncomfortable being so far away from the area where the 1903 race had been held.

Perhaps a questionnaire to regular rally participants seeking their view on the matter should take place before any 'event tour' is contemplated.

Yours sincerely,
Robin McCullagh.

Dear Sir,

I am a Swedish car journalist with an interest in the old Irish-built car, the Shamrock. Do you know the history of the car and if there are any driveable cars in Ireland? I learned that there are two examples left in Drogheda and if possible I would like to get in contact with the owners.

Best regards
PeO Kjellström
peo.kjellstrom@teknikensvarld.se
tel: +46 (0)70-544 76 01



CHARLIE SOMMERVILLE

...An Appreciation

Charlie Sommerville was well known in Irish motorcycle sport from the early fifties, especially to members of the Dublin and District Motor Cycle Club, known as the D&D.

As well as organising events for the D&D Club, Charlie and his brothers Stuart and George were also involved over a long period in motorbike trials, scrambles and grass track racing. My brother Des and I joined the D&D after going to these events, and also road racing events, as spectators. Bike trials attracted us to places like Glen na Smoll and Rocky Valley in County Wicklow, and as Charlie and Stuart took part in these events regularly we got to know them well.

Trials riding was not easy and had to be learned from watching experts like Charlie and his brothers – as well as Harry Lindsay, Chick Gibson, Reg Armstrong, Ernie Lyons and so many others, who used their bikes to practice cross-country riding during the war years.

Charlie served as a committee member of the Dublin & District Club for many years, so he was not only a competitor but also took part in organising events all year round. Charlie worked at Lindsays of Ship Street under Harry Lindsay and Harry's father. Competition motor cycles, everyday bikes and mopeds were sold in that premises. A lot of servicing was also carried out on competition bikes.

In recent years Charlie joined the IVVCC and the ARM section, he and his wife becoming regular attendees. Charlie was also a member of the Blessington Club and took part in their events. His friendship in these clubs will be missed by all of us.

Charlie Sommerville died on 3rd August, 2017. We extend our sincere sympathy to his wife Ursula, children Niall and Terry and families. Charlie's place in motorcycle sport will go down in history. May he rest in peace.

Jim Cullen



By Jim O'Sullivan

ARM Report

...to Rathbawn, Co Kildare – where FIA World Champion Joe Reynolds was host to the ARM Group

If you take the M50 and put up with all the hustle-and-bustle and much of what takes the pleasure out of driving an old car, then depart on the N7 (the old Naas Road to you) and continue with more of the same mayhem, your exit at Junction 4 for Rathcoole won't come soon enough.

Then you can follow your instructions as you meander through small country lanes, always getting smaller and quieter and there on the side of a hill you will come across Rathbawn, the home of Joe and Kathleen Reynolds...an oasis of beauty and quiet peace not far from a traffic-mad wilderness.

The home of Joe and Kathleen goes back a long time. To about 1710 I believe, to a time when Michael Dwyer and his colleagues were giving the occupation forces a hard time. To stop him they were trying to build what is now known as the "Military Road" across the mountains, and the workers had to be garrisoned to protect them from wind and foe. Hence the existence of Joe's house and many others like it along the route of the road. But that was long ago and now the house serves the needs of the Reynolds family.

The surrounds of the house were prepared for our arrival and we parked our old cars in an orderly fashion as befits the local area. The garage in particular was the cleanest and most tidy that I have ever come across. Joe, who was a very successful driver in Historic Regularity Rallies, had three back-to-back wins in 2010, 2011 and 2012 in the FIA World Trophy. Joe's cars from his competitive side were on view, all nicely parked on a carpeted floor suitably lined with drip trays. There was a Mini, a BMW, an MG Magnett, another MG and a Jaguar – all beautifully prepared for the intended end use.

After some tea and cakes kindly supplied by Joe's staff we were given a tour of the lovely garden, which is under the care of the gardener, Kieran Farrelly. Kieran was ably supplied with many gardening questions from his very appreciative audience.

There was also great interested shown in the Tangye stationery engine and also the timber structure in which it is housed. Interesting to find that the engine is not seized but could be rotated slowly. The roof structure was hand fitted with all joints numbered and pegged. The roof maker James Grace of Dunlavin used no nails and used all local timber in the manufacture of the roof.

Soon it was time to depart for Ballymore Eustace where we had lunch at The Ballymore Inn. The given directions brought us there without difficulty. Then it was time to depart for home after a great day out.

Our grateful thanks to Joe Reynolds and his staff who made us very welcome, the staff at the Ballymore Inn for a lovely meal, and finally to our organisers Susanne and Trevor Storey for a lovely day. ■

Text and photos by Jim O'Sullivan





The MG Magnett race car



An MG TD in pristine condition



The Tangye stationery engine...



...under a Dunlavin hand-crafted roof



The Two Bernies in the garden...



...with Michael Gaynor and Eleanor Brodie



MOTOR LOG

Capt. Neal E. Sherman



Early in the 20th century the Swiss engineering company Piccard-Pictet was asked by the brothers Charles and Frederic Dufaix to build a race car. The success of the racer, known as SAG, led to the establishment of a car manufacturing company, the Société d'Automobiles, Geneva, with the name Pic-Pic adopted for the car in 1910. Soon after the end of WWI, Captain Neal E. Sherman reviewed the Pic-Pic model 15cv. His report is reproduced below:

The 'Swiss Rolls-Royce'

Geneva, May 1919

Attending a speed trial event in England recently I was intrigued by a racer with the rather unflattering name Pic-Pic, built in Switzerland. I determined to find out more about the machine and was pleased therefore when my work with the War Ministry required me to visit Geneva.

That Swiss car first came to my notice when I read reports of the 1914 French Grand Prix, held in Lyons. Two Pic-Pic racers performed very well there against some of the most famous names in the sport. It turned out that one of these Swiss racers was later rebuilt as a coupé for normal road use by London Improved Coachbuilders Limited of Lupas Street, a car I had seen on a few occasions being driven around the city suburbs

The decision of the Versailles Peace Conference to site the headquarters of the League of Nations at Geneva required me, as support to the British delegation, to go to Geneva in order to undertake some preparatory work regarding transport operations. Needless to say, as soon as time allowed I sought out a Pic-Pic motor dealer.

As Switzerland is by no means regarded as a prominent car manufacturing nation I was surprised to discover that the

country has seen well over twenty car manufacturing companies established on its soil, most of which, mind you, having had only a fleeting existence. It would seem that at present only two Swiss firms: Piccard, Pictet & Cie (Pic-Pic), and Martini (also famous as makers of fine rifles) are in any way substantial. Nevertheless, over the years, Swiss automobile engineers have made a surprising number of innovative contributions to the development of the modern-day motorcar.

The founders of the Pic-Pic marque, Mr Piccard and Mr Pictet - from whom its name derives - were both involved with the S.A.G. automobile company of Geneva. These two men developed their first models under the auspices of that company, employing as their chief designer a brilliant young Swiss engineer, Mr Marc Birkigt.

The first SAG car, produced in 1906, was known locally as the 'Swiss Rolls-Royce' due to its high quality workmanship, reliability and quiet running - technical excellence typical of Swiss engineering. That country being totally lacking in natural mineral wealth, the Swiss are always insistent that the very best use is made of any raw material they import. Automobiles of high quality have been manufactured in Switzerland since around 1897, though having had little exposure outside that country.

In 1910 the name SAG was replaced with the designation Pic-Pic and the company concentrated all its efforts on building strong, sturdy motor vehicles suitable for the

mountainous Swiss roads. The reputation of the cars grew rapidly, assisted no doubt by large orders for Pic-Pic vehicles from the Swiss Army during the war.

At the dealer's showroom I was at once struck by the handsome appearance of the model 15cv, the coachwork of which had been supplied by the specialist firm, Gangloff of Geneva. Of open tourer construction, the car is distinguished by its prominent 'shouldered' V-shaped radiator, which I remember was also used on the 1914 Grand Prix racer. This pleasing line is carried back to the windscreen, the whole being nicely set off by the large headlamps mounted high in front of the radiator. The body sits on a wheelbase of 10'3", with wire-spoke wheels. The car has comfortable upholstery and a high standard of fittings - including a foldable protective rear screen for the protection of passengers in the back seats.

The 15cv has a 4-cylinder, in-line engine of 2,950 cubic centimetres capacity, producing 50 brake horsepower at 1,800 rpm and equipped with a Zenith carburettor and Scintilla magneto ignition. The engine is of the single sleeve-valve type, designed by Burt and McCullen and currently used in that company's own Argyll motor car manufactured in Scotland. Piccard, Pictet & Cie is one of the very few companies using sleeve-valve engines to adopt the Burt design instead of that used in the more famous American Knight engine. It appears to be a well-built motor, using twin oil pumps for its dry-sump lubrication.



The dealer was quite happy to provide me with a 15cv tourer for a long trial run, and so, on a clear, bright May morning, I found myself ensconced in a Pic-Pic, with lowered hood, leaving his courtyard and driving into the Swiss countryside.

The scenery of Switzerland is simply breathtaking. Towering snowcapped mountains dominate peaceful valleys, in which nestle toy-like villages surrounded by pastoral grassy slopes. Everything seems to be arranged as though designed for a perfectly composed landscape painting, and an impression of ordered serenity prevails everywhere.

On a journey from Geneva to Lausanne, a round trip of about 100 miles skirting the northern edge of Lake Geneva, the Pic-Pic handled all roads with ease, answering quickly to the controls, its engine never missing a stroke.

As regards standard equipment, the Pic-Pic's interior instrumentation is much more complete than in many other cars of this class. Mounted on the dashboard is a map-reading light, a time clock, a mileage counter, a voltage and amp meter, as well as an instrument to show the lubricating oil level. Suspension is by semi-elliptic leaf springs dampened by Houdaille hydraulic shock absorbers.

Four forward gears swiftly bring the car to a speed of about 60 miles per hour on a level straight. Petrol consumption, (now of greater importance as it has reached a price of 3 shillings and 6 pence per gallon in England), was not noticeably excessive bearing in mind the car's weight (about 3,650 lbs), not to mention the often mountainous terrain encountered on my trip, which involved frequent gear changing and low gear-speed driving.

The Burt sleeve-valve engine performed well. In particular I was pleased to note that there was very little oily smoke being emitted from the exhaust – a feature of the American Knight engine, which is of similar sleeve-valve design and which is often known for trailing a blue cloud.

As to the future of the Pic-Pic: the views I obtained locally were somewhat contradictory. Without any foreign imports during the war, the Geneva firm enjoyed excellent sales. However, renewed strong competition from imported cars means that the firm needs to build stronger export sales or their vehicle will undoubtedly encounter difficult times ahead.

And the Pic-Pic 15cv is undeniably expensive: in England it is priced at about £1,400. With quite a number of less costly quality cars there to choose from, exports to Great Britain will surely be few. On the other hand, with many international organisations now sited in Geneva, much attention is focused on the city and it would be a great pity if the firm could not take advantage of this activity to increase its overseas markets.

At very least, the new air of hope brought about by the termination of the war should bring renewed optimism to the firm of Messrs Piccard and Pictet. ■

Alas, Captain Sherman's hopes were not realised. Two post-WWI Pic-Pic models were produced - one powered by a 2.9-liter 4-cylinder engine and the other by a 5.9-liter V8 unit. However sales of the cars were sluggish and declined steadily, mainly due to competition from imported brands. Eventually Piccard-Pictet & Cie. was forced to file for bankruptcy in 1920. Following the demise of the company, the French aircraft engine manufacturer Gnome et Rhône produced Pic-Pic cars for a few more years.

The last Pic-Pic model, a 3-litre sleeve-valve engined car, was presented at the 1924 International Motor Show in Geneva. Today, only three cars badged as Pic-Pic are known to survive. Gnome et Rhône continued in operation until the middle of the last century, mainly manufacturing motorcycles.

**Next issue: Capt. Sherman tries out the Napier 40/50, the British marque that aimed to win the accolade: 'The World's Best Car'.*



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.

MOTORING EYE TEST No. 2

...and okay, it's got easier!

Find the 12 changes made between the top and bottom photos.

Post your entry – with the 12 changes marked on the top photo (A PHOTOCOPY IS FINE) – or the changes described in writing, to arrive on or before Monday 23rd October 2017, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co.

Dublin A96 D4E7. Alternatively, email your answers (with your contact details) to: anselm@eircom.net – subject line: Motoring Eye Test.

Don't forget – you can simply email in the changes described in writing. **There'll be a small prize for the first correct entry out of the bag.

Name _____

Phone No: _____

Address _____



MOTORCLIPS

To view each YouTube clip, just type the heading into the YouTube search bar – or Google the heading.

Jay Leno's 1925 Doble E-20

In this clip, Jay Leno, whose extensive collection includes several steam cars, takes you for an interesting ride in the greatest steamers ever built, his own Doble model E-20. This particular car was owned by Howard Hughes, who in 1925 took it up to a speed of 132.5mph!



Round the Houses (1934) in Bray

Bray, Co Wicklow... a remarkable Pathé News film from 1934 of the first "Round the Houses" motor race held in Ireland. Twenty cars competed in the race, which was won by Le Fanu in a German Adler. An estimated 80,000 spectators enjoyed the spectacle.

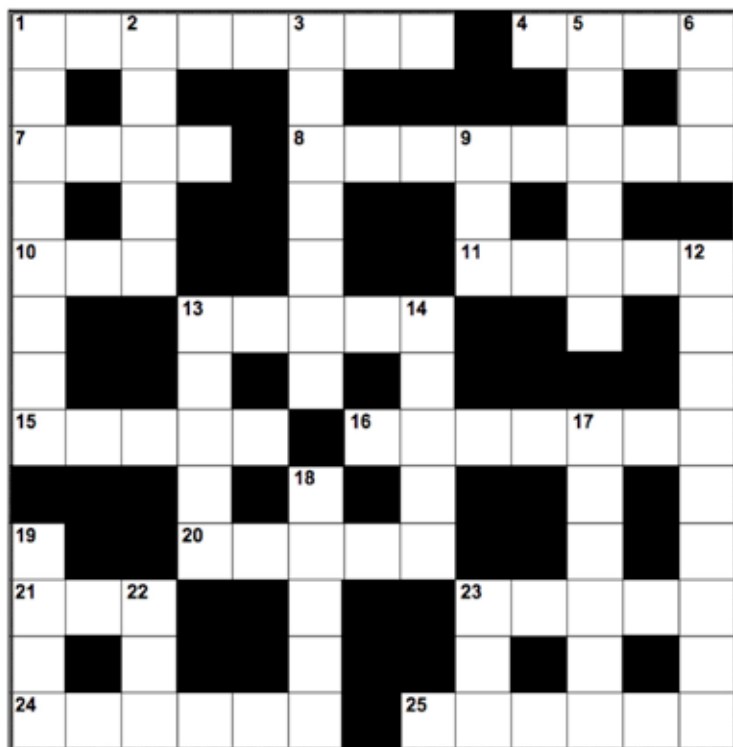


Building the last VW Bug in Mexico

The last of the original VW Beetles to be built anywhere rolled off the line in Puebla, Mexico in June 2003. Despite it being a 2-door car, the Beetle was a firm favourite with taxi drivers in Mexico – until the Government there decreed that all taxis must have four doors.



IVVCC CROSSWORD - No: 2



ACROSS:

1. Tyre brand - for starry-eyed food experts? (8)
4. US '30s auto - or it could be just twine (4)
7. Rubik invented a game with this shape (4)
8. Famous UK old car run ends here (8)
10. Also known as this, initially (3)
11. Waterway, it's Grand in Dublin and Venice (5)
13. Car components that benefit from inflation (5)
15. Engine starter - before the self-starter (5)
16. Sleeping soundly - too 'soundly' perhaps (7)
20. This solution is a mistake (5)
21. This is just a short revolution (3)
23. Small car model - or small dog breed (5)
24. Home city of BMW car manufacturing (6)
25. Lubricant - used on cars and in cooking (6)

DOWN:

1. Automotive skilled operator (8)
2. Snake - or a sports car built in the US & UK (5)
3. Building for books and reading, quietly! (7)
5. Rating term used in petrol's anti-knock ability (6)
- 6&12. This was Kingstown when Victoria called (3,9)
9. Initially, a major US car & truck group (3)
12. See 6 Down (9)
13. A ton, but in metric, literally (5)
14. Device that delivers underwater pings (5)
17. You'd be here if in Spain or Portugal (6)
18. Nationality of the Silver Stream (5)
19. Streetwise electric vehicle, but on rails (4)
22. Was Morrison called after this vehicle? (3)
23. Passenger vehicle - without motor in front (3)

Post your entry (A PHOTOCOPY IS FINE – and Googling is allowed!) to arrive on or before Monday 23rd October 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. **Don't forget to send in your entry...There'll be a small prize for the first correct entry out of the bag.

Name _____

Phone No: _____

Address _____

Answers for Photo Competition No.1 – Summer 2017

Carpark white lines missing / Man in white shirt gone missing / Door handle missing on black car / Man's white jeans changed to blue / Trunk missing on black car / Windscreen wipers missing on Alvis / One side lamp missing on Alvis / One folded hood stay missing on dark green car / Side mirror missing on red Crossley / Basket missing from rear of light green car / Bonnet louvers missing on Crossley / Rally plate number changed on Crossley.

Winner of Photo Competition No.1, Summer 2017, is... Noel Hughes, Wicklow.

Answers to Crossword No.1

- | Across: | Down: |
|-------------|---------------|
| 1. Mercedes | 1. Maserati |
| 4. IVVC | 2. Riley |
| 7. Silk | 3. Daimler |
| 8. Inferior | 5. Voisin |
| 10. Ray | 6. Car |
| 11. Ariel | 9. ERA |
| 13. Alert | 12. Leningrad |
| 15. Italia | 13. Adler |
| 16. Agnelli | 14. Tiger |
| 20. Rover | 17. London |
| 21. Oil | 18. Avant |
| 23. Nader | 19. Ford |
| 24. Demist | 22. LEM |
| 25. Stoned | 23. NCT |

Winner of Crossword No.1, Summer 2017, is... Robin McCullagh, Dublin 18.



PEUGEOT-CITROËN

A historic move was concluded 1st August this year with the PSA (Peugeot-Citroën) Group's takeover of the Opel and Vauxhall brands from General Motors. The deal makes the PSA Group the second-largest European carmaker with a 17% market share, trailing only the Volkswagen Group, and brings to an end the 88-year association between the Opel/Vauxhall brands and General Motors.

If André Citroën was looking down, the handshake might have brought on a satisfied smile – for he sued the German firm for plagiarism when the Opel brothers brought out their model 4PS in 1924, claiming it was a nut-for-nut copy of his own highly successful model 5CV, which had been rolling off the Paris production lines for over two years.

But to the Citroën founder's consternation, the German court rejected the claim, apparently based on the fact that the Opel's radiator was different.

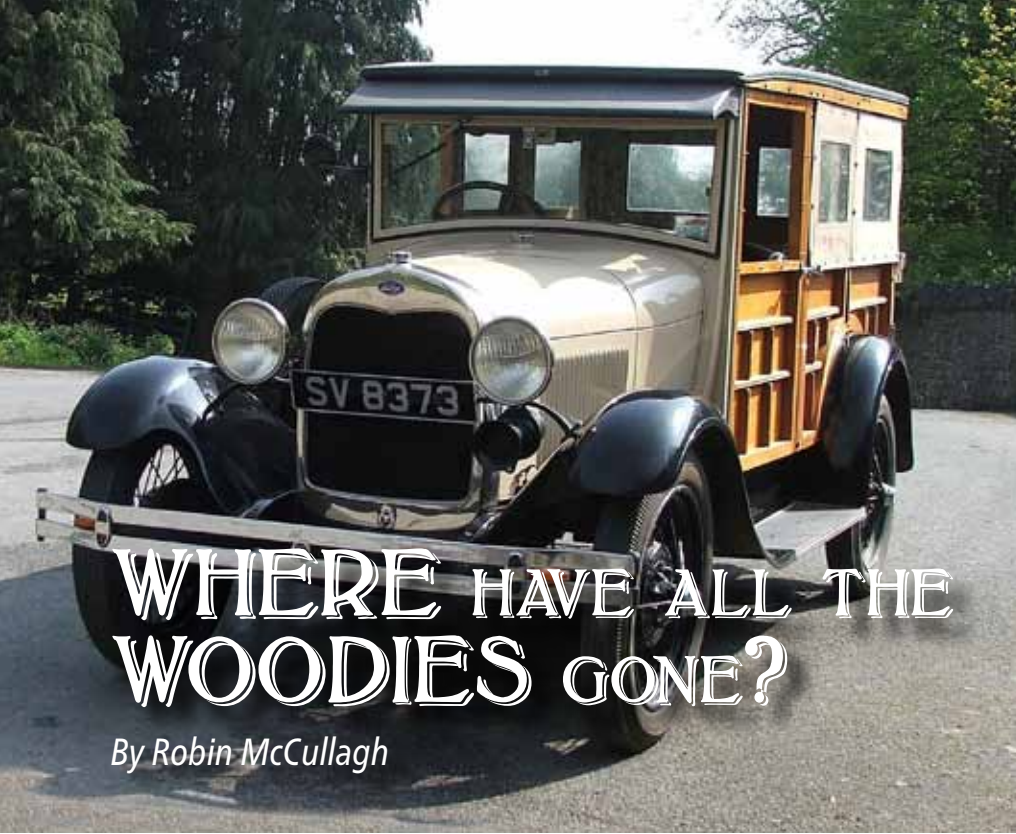


Citroën 5CV



Opel 4PS

The yellow-coloured Citroën was nicknamed "Little Lemon", as most cars came painted in that colour – while the Opel, usually coming in the bright green of a tree frog, got the nickname "Laubfrosch", the German word for that amphibian. The 5CV's 5-year run ended in 1926, with 88,200 cars produced, while 119,484 of the Opel 4PS cars were produced by the time its 8-year production run ended in June 1931.



WHERE HAVE ALL THE WOODIES GONE?

By Robin McCullagh



1970 Morris Minor Traveller for sale in Macroom (see small ads, page 25)



1940 Ford Deluxe 'Woodie' Station Wagon

Apart from the odd Morris Minor Traveller, or Paul Macnaughton's 1929 Model 'A' Ford (pictured above), when did you last see a 'Woodie'?

Woodies seem to have disappeared almost completely. Once a familiar sight on the streets of Dublin, they were based on cars such as the Standard 8 and 12, and Ford V8s, (there was even a pre-war Rolls-Royce version owned by the Walker Family that trundled around Mount Merrion for many years). The vehicles were often referred to as 'Station Wagons' or 'Utility Wagons' and were mostly ash-framed with infill panels of marine plywood or aluminium. Some had roofs of metal; others of canvas.

In the early days car manufacturers provided rolling chassis (usually complete with grille and bonnet up to the firewall, plus the instrument panel) to coachwork companies, who then built the wooden bodies, sometimes dropping the radiator and lowering the chassis in order to reduce the overall height. Monocoque body construction more or less brought this trade to an end, although poor

maintenance of the wood in many cases (encouraging rot) probably didn't encourage anyone to purchase a second such vehicle.

Many upmarket car makes were adapted in this way and offered a Woodie model in their sales brochures. Just some of the manufacturers who offered Woodies included Allard, A.C., Armstrong Siddeley, Austin, Bentley, Buick, Cadillac, Ford, Hudson, Humber, Morris, Rolls-Royce and Standard.

The Woodie was particularly popular with the hunting, fishing, shooting set in the Shire Counties of England, where they were referred to as 'shooting brakes'. America also got in on the act, where they were popular, with quite a number of automobile manufacturers including Woodies in their sales range. Something for all tastes and pockets, one could say. ■

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