

# IVVCC

# NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



## Winter 2017

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1976 NSU Ro80...Timeless Classic Style



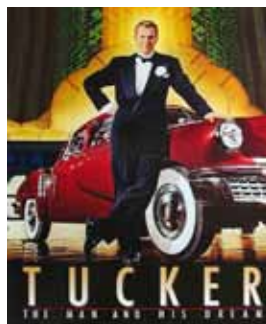
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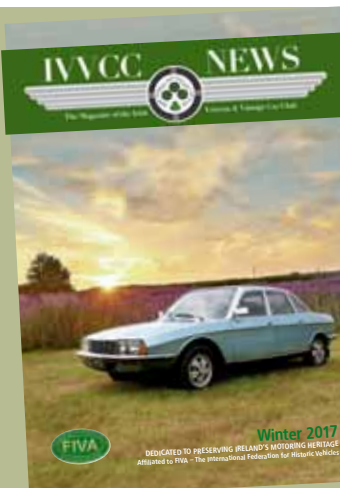
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**Club Meetings:**  
Every first Monday of the month  
(second Monday if first falls on a public holiday)

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

**Cover:**  
Caught in low winter sun:  
Jim O'Sullivan's 1976 Ro80  
(see page 13)

**Club Website:**  
[www.ivvcc.ie](http://www.ivvcc.ie)





# MESSAGE FROM THE PRESIDENT

## Dear Members

As we are only moments away from Christmas I would like to wish each and every one of you a very Happy Christmas and very best wishes for a healthy, happy and prosperous New Year.



What a busy and active year we have had in 2017. The first event of the year was mid-January, when we had a very enjoyable day out in Mondello race circuit with a couple of driving tests and a few laps of the circuit followed by a delightful lunch. We intend to repeat this event again on Sunday, January 14, 2018 and I would urge you to get your entries in early as we are limited by numbers.

During May of 2017 we had two new events. The first was a bespoke event for pre-1939 cars held in Kilkenny, a great weekend with in excess of 50 awe-inspiring cars in attendance.

The second event in May was the very successful Festival of Transport in Punchestown. This was a great opportunity for the club to work closely with some of our affiliated clubs to put on a really fantastic show and I would like to thank Keith Monaghan of Barrett Private Insurance and Chubb Insurance for their generous support for both this event and the Gordon Bennett Rally.

Our annual international Gordon Bennett in June was once again very well attended and a big thanks to Clerk of the Course, Michael Jackson, Chief Marshall, Micky Gabbatt, and Competitor Liaison Officer (plus many other roles), the remarkable Ian McCullagh. I very much appreciate the huge effort these gentlemen put into making this very important event a tremendous success.

In July and August we attended the Terenure Show and the Powerscourt Picnic. Special thanks to both Declan Grogan and Bernadette Wyer for the effort and time they put in on these and many other events in the IVVCC calendar.

In September we had the Classic Car Run where we drove most of the larger loop of the original 1903 Gordon Bennett circuit, with a lovely drive on a beautiful Sunday morning. Again special mention to Bernadette Wyer who with the help of her granddaughter plotted the route and produced the road book.

October was the time for the Brass Brigade Rally where we had in excess of 90 veteran cars. It was indeed a rare sight to behold this largest gathering of such cars in Ireland. The feedback from this event has been so positive that it makes all the effort worthwhile.

The ARM group continue to meet on a monthly basis and travel the length and breadth of the country to some weird and wonderful places. Great credit is due to all who help organise these outings, which are always very well attended and nearly always oversubscribed. The ARM is an area of the club which we can be justifiable proud.

So onward and upwards to 2018, when we also have a very busy year planned. We have our New Year event planned for Sunday, January 14 in Mondello (weather permitting and there is no point in taking out our pride and joys if the roads are heavily salted).

In March we are delighted to be once again supporting the RIAC at the National Classic Car Show in the RDS on the 10th and 11th of March. I would be only too happy to hear from any members that would like to help out in any way.

Breaking News! In May we have a very exciting event for pre-war cars: The first ever joint IVVCC and UVCC rally. I am delighted that we have the opportunity to get together with fellow enthusiasts from Northern Ireland to enjoy our passion with old cars. Based in Monaghan, this historic event is planned to take place on the weekend of the 11th, 12th and 13th of May. I would like to thank Leslie Murray and all his committee for helping make this very worthwhile event happen. We are very limited by numbers, with room for only 50 cars (25 cars from the IVVCC), so I would urge you to get your entry in early. An event not to be missed!

We have the annual International Gordon Bennett Rally taking place from 8th to 10th of June. Entries will open in January and I look forward to meeting as many of our members as possible on this most important event in the IVVCC calendar.

Finally, I would like to take this time to thank all the members of the board, membership secretary, and all who help out in any way during the year. Without their goodwill and generosity it would not be possible for the club to function as effectively and efficiently as it does.

A safe and happy Christmas and best wishes for a brilliant 2018.

Shane Houlihan

*EDITOR'S NOTE: Very many thanks to all those contributors, regular and occasional, who have provided articles, letters, photos and other material essential to the production of IVVCC News. Special thanks to Bill Stott, who kindly allows his superb cartoons to be reproduced; to Nuala Grogan, who supplies so many high-quality photographs – and especially to all our loyal advertisers. Don't forget to send in your answers to the photo and crossword competitions. Happy Christmas and a healthy and safe 2018 to all!*

Anselm

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# SECRETARY'S REPORT

In the Autumn edition of the IVVCC News I signalled that we were about to see positive changes to the regulation governing NCT requirements. I wrote "Action at last, we hope!". I was however a little apprehensive that the matter could drag on. Nobody was more delighted and relieved as I was therefore when the Minister for Transport signed the new regulations on the 29th September 2017.



---

The new NCT regulations come into force in May 2018 along with the transposition of the new EU Vehicle Road worthiness Testing Directive (Directive 2014/45/EU) into Irish law.

The change means that vehicles between 30 and 40 years old (used solely for non-commercial purposes) will be required to undergo compulsory roadworthiness testing biennially (every second year) instead of annually from 20 May 2018. This moves to a rolling 40-year exemption in 2020.

The change represents a major achievement and a very positive outcome to the extensive campaign and lobbying undertaken by the IVVCC. While the owners of historic cars can look forward to this rolling exemption from testing, the owners of historic trucks, busses and vans will then be exempt from the DOE (Department of the Environment) Test which applies to their vehicles regardless of their year of manufacture – e.g., 100 year-old Model T trucks are at present subject to the DOE Test.



I would like to take the opportunity to congratulate Clive Evans on his election as Vice President of the club at the recent meeting of the board. I wish Clive well in his new role.

The Club's First Monday meeting in November was organised on the basis of an Open Forum. The President, Shane Houlihan, updated the members present on club activities throughout the years. Members were encouraged to share their views on club activities and make suggestions on future events. The meeting was well attended although the falling attendance at the First

Monday meetings was raised by the President as a matter of concern.

A special call was made for club members to volunteer to assist with the Events Committee work. Persons interested in helping out at future events are encouraged to email [events@ivvcc.ie](mailto:events@ivvcc.ie)

The President also announced the holding of a FIVA World Rally in Ireland in September 2020. The details have yet to be decided, however it is expected that this prestigious event will attract some very rare and interesting cars to Ireland in 2020.

The following dates were announced for events in 2018:

- New Year Event – Sunday, 14th January
- RIAC 4th National Classic Car Show – 10th/11th March
- Spring Event for Pre War Cars – 11th/13th May
- IVVCC Gordon Bennett Rally – 8th/10th June
- AGM – Monday - 18th June
- Irish Jaguar and Daimler Club Terenure Show 1st July
- Powerscourt Estate Picnic – 19th August
- Autumn Run for Classic Cars – 23rd September
- Brass Brigade Event – 29th/30th September

I would like to take this opportunity to wish all our members and the members of our Affiliated Clubs a joyful and peaceful Christmas and safe motoring over the holiday period.

Peadar Ward  
Honorary Secretary  
November 2017



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# Brass Brigade 2017

By Anselm Aherne

**A record number of ninety pre-1918 cars – including 18 overseas participants – made their way this year to the Park Hotel, Dungarvan, Co Waterford for the 4th IVVCC Brass Brigade Run, held over the weekend of 30th September to 1st October.**

The event got off to a fine start following arrival at the Park Hotel, where a 'get-to-know-everyone' drinks reception was laid on before dinner. Sunday morning saw most crews up early, to fire up their machines and sort out the usual niggly problems. Some, it was noted (those efficient crews who were already well sorted mechanically), even had time to carry out some final polishing of brass.

Never before in Ireland has this number of 'brass cars' every been assembled together. They provided a delightful spectacle, for locals and tourists alike, as they left the hotel and made their way through along the Waterford coastal route and countryside.

The first car was away at 10pm, following a route that took in part of the Copper Coast, through Kilmacthomas and on towards a coffee stop at Curraghmore House, the historic home of the 9th Marquis of Waterford. Participants were indeed lucky to have the opportunity, made possible at this time of the year by special arrangement, to visit the formal gardens and the famous 'Shell House'.

The grounds of Curraghmore were laid out in 1750, with the French-style gardens overlooking a man-made lake. Hidden away in the shrubbery is the amazing Shell House, created by Catherine Countess of Tyrone in 1754. Apparently the project took the Countess 261 days to



Andrew Boland, with Aidas Zaikauskas,  
in the 1904 Mercedes 28/32 on the Copper Coast Drive



complete, using shells from all over the world. The shells were gathered, on her instruction it is said, by the crews of the many sailing ships calling at the important Port of Waterford.

Having had a pleasant sufficiency of tea and cake at Curraghmore House and Gardens, the Brass Brigade crews once again took to their chariots and proceeded to wend their way back in fine weather to Dungarvan via the Comeragh Drive, arriving back at the Park Hotel in time for a pre-arranged late lunch. After the meal, partings, with promises to re-unite next year, were completed and participants took to the road for home – or, in many cases, to an extended stay in historic Waterford and beyond.

The Brass Brigade Run has now become an established cornerstone of the IVVCC event calendar, with the solid work of club members ensuring its success. Thanks are also due to the Dungarvan Yesteryear Motor Club and other enthusiasts who devoted their Sunday to assist in the event – as well as to Eddie Higgins of Dungarvan Recovery Services, who was at hand to help anyone requiring assistance. Pierce Flynn and the efficient staff of the Park Hotel came up trumps as usual, while the involvement of the event sponsors helped make the weekend possible. The photographs for this report were kindly supplied by Nuala Grogan. ■



Curraghmore House



Making final adjustments to a Model T engine



Katie Hughes at the wheel of the 1911 Renault AX, with parents Noel and Christine





Johnny and Binks Thomas, with daughter-in-law Eirios Thomas, all set with their impressive 1904 Darracq



All hands on the job...the McCooles' 1914 Renault EF



Mick and Maire Jones head off in their 1914 Model T



John Malone setting off in his 1915 REO Tourer



The 1916 Flying Cloud REO of John and Gina Rowley



Thomas Connor's 1911 Ford Model T



Caroline Cassidy and 1911 Model T



Joe Byrne's immaculate 1902 Panhard



# The Irish Veteran & Vintage Car Club



## Historic Vehicles Classes

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



The Irish Veteran and Vintage Car Club CLG (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](http://www.ivvcc.ie)

## THE IVVCC ROLLS BACK THE YEARS *Great news for all historic vehicle enthusiasts*

Following persistent background work undertaken by the IVVCC, new regulations have been finalised for the roadworthiness testing of historic vehicles.

The outcome represents a major victory for IVVCC club members - as well as for our affiliated club members and the historic vehicle movement in Ireland.



IVVCC members' vehicles over 40 years old will now be exempt from the NCT, while vehicles between 30 and 40 years old will be subject to biannual testing (every second year).

Vehicles first registered prior to 1 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.

This change also extends to historic commercial vehicles which up to now were subject to a DOE test annually, and follows strong submissions made by the IVVCC at the public sitting of the Joint Oireachtas Committee on Transport in March 2014 to the effect that historic goods vehicles should be treated no differently from other historic vehicles in respect of roadworthiness testing.

The RSA subsequently published a consultation document which favoured a change to compulsory testing of all vehicles manufactured after 1960. This document originally would have presented only two options: i.e., maintaining the 1980 date or the 1960 date for testing. However, because of continued representations by the IVVCC, and against all odds, the final consultation paper included four options, a 30-year rolling provision and a 40-year rolling provision.

In achieving this very positive outcome, the Club received the enthusiastic support of Tom Heavey from Irish Vintage Scene magazine and also from Martin Bourke and Myles O'Reilly.

Peadar Ward,  
Honorary Secretary,  
Irish Veteran & Vintage Car Club



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](http://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 2018

## JANUARY

Mon 1	MG Enthusiasts Club	New Year's Day Frostbite Run
Sun 14	IVVCC New Year Social Run	Mondello Park, Naas, Co Kildare

## FEBRUARY

Mon 5	IVVCC First Monday Meeting	West County Hotel, 8.30pm
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## MARCH

Mon 5	IVVCC First Monday Meeting	West County Hotel, 8.30pm
Sat 10 - Sun 11	RIAC 4th National Classic Car Show	IVVCC participating - RDS Dublin

## APRIL

Mon 9	IVVCC First Monday Meeting	West County Hotel, 8.30pm
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## MAY

Fri 11 - Sun 13	IVVCC Event for 1930s era cars	Joint event with UVCC, based in Monaghan
Mon 14	IVVCC First Monday Meeting	West County Hotel, 8.30pm
Sun 20 - Wed 23	Shamrock Vintage Challenge	Irish Racing Green event for pre-war cars. <a href="http://www.irishracinggreen.ie/shamrock">www.irishracinggreen.ie/shamrock</a>

## JUNE

Fri 8 - Sun 10	IVVCC International Gordon Bennett Rally	Mount Wolseley Hotel, Tullow, Carlow
Mon 18	IVVCC Annual General Meeting	

## JULY

Sun 1	Irish Jaguar & Daimler Club Show	Annual car show – Terenure College, Dublin 6
Mon 2	IVVCC First Monday Meeting	Social Run

## AUGUST

Mon 13	IVVCC First Monday Meeting	Social Run
Sun 19	IVVCC Powerscourt Estate Picnic	Enniskerry, Co Wicklow

## SEPTEMBER

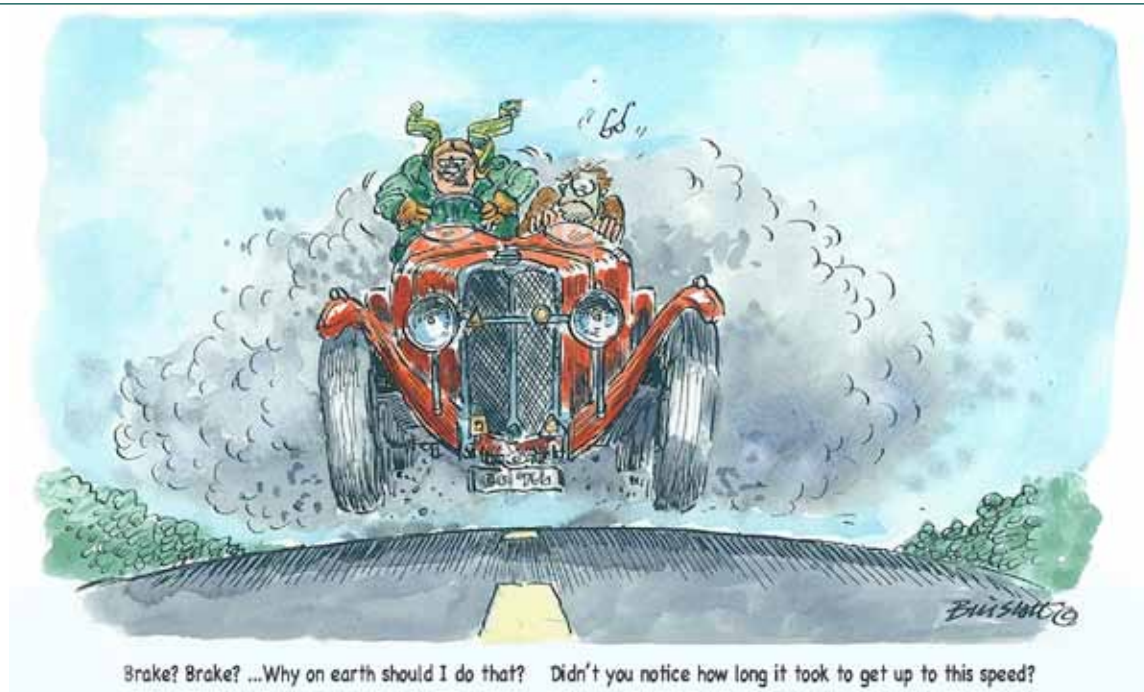
Sun 23	IVVCC Autumn Run for Classic Cars	Details to be confirmed
Sat 29 - Sun 30	IVVCC Brass Brigade Event	2-day event for cars up to 1919

## OCTOBER

Mon 1	IVVCC First Monday Meeting	West County Hotel, 8.30pm
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## NOVEMBER

Mon 5	IVVCC First Monday Meeting	West County Hotel, 8.30pm
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Cartoon reproduced with the kind permission of Bill Stott





# The NSU Ro80

## — FIFTY YEARS ON

One of the great stories of the motoring world is how the revolutionary Ro80 saloon created such excitement within the automotive industry of the 1960s. IVVCC member Jim O'Sullivan, a staunch NSU enthusiast, tells of how the car's much-anticipated promise failed to materialise – and talks of rallying in this masterpiece of auto design.

It is 50 years since the NSU Ro80 with its rotary Wankel engine was the talk of the motoring world. It was voted 'Car of the Year' in 1968 and it promised so much for the future, largely because of its revolutionary engine designed by Dr Felix Wankel and NSU's Walter Frode. Then it all went wrong. The project eventually led to the demise of NSU as an independent company, a company that had existed from around 1900, and which twenty years earlier had become the world's biggest maker of mopeds and motorcycles.

The rotary design did away with the traditional engine's pistons, con-rods, camshaft and valves, replacing them all with a curve-sided triangle that rotated eccentrically within a near-oval combustion chamber set-up. The result was an engine that was far more compact, lighter, had fewer moving parts and was amazingly smooth compared to the traditional engine design.

The advanced beauty of the Ro80 body placed it well ahead of its time and it led the world in car design for many years. In fact it still looks a little out of place in a gathering of old classic cars, many of which would be younger than the Ro80.

But what caused all the trouble for the Ro80? Was it NSU, who maybe promised too much for their wonder design – or was it that the new owners expected too much? One thing I know about physics is that you cannot spin a finite mass at ridiculously high revolutions without the associated centrifugal forces having a negative effect on performance.

Originally fitted to the smaller NSU Spider, the Ro80 was equipped with a larger, more powerful twin rotor 115hp Wankel engine that drove a three-speed semi-automatic transmission with an electrically-triggered clutch.

### 50th Celebration Event

To mark the Ro80's launch in 1967 the NSU Club Ireland planned on celebrating those 50 years at the Kilkenny Classic Car Show in late August this year. The Club wanted ten Ro80s to be there on the day and my car was to be one of them.

The problem was that my Ro80 has had very little use in recent

One of Jim O'Sullivan's superb Ro80 saloons



years; it has lain unused, except for local use, in a nice warm and dry shed in the west of Ireland. Ro80s don't like that sort of treatment as they give better results if used frequently.

The holiday period was coming up and son Cian would be off work for two weeks. On Friday 29th July we headed off from Dublin for Co Mayo, where the Ro80 resided. The plan was to attend a car Rally at Mountbellew, Co Galway, on the Sunday – a practice run for the Kilkenny show in August.

The Ro80 started easily but it was a little rough and it would not tick over. Two club-mates, Tom Jordan and Noel Herathy arrived, but between us we couldn't get the engine to run smoothly. However we took the car for a run on the road and it performed well on open throttle, so we decided to try to get to Mountbellew on the Sunday. I met Tom in Foxford and we travelled down to the rally in convoy, a journey of about two hours. The car gave no trouble. Soon Noel arrived and that gave three Ro80s there on the rally day.

Mountbellew has a bit of a reputation for bad weather and that Sunday was true to form, with plenty of rain. We watched the sloping field slowly turn from green grass to mud, with the entrance gate at the highest point. However soon afterwards a tractor spread wood chippings about the gate area and after that the ground improved. That evening the three Ro80s were able to get out unaided but our heavy Club trailer containing the cutaway demo engines had to be towed out.

Our journey home to Co Mayo was uneventful. Tom and I parted before reaching Foxford and went our separate ways. Shortly after that I noticed a marked improvement in the running of the Ro80 engine. By the time I arrived home the car was even ticking over of its own accord.

The following day I paid very little heed to the car as we had another plan to follow. But more of that another time. ■

# IVVCC CLASSIC CAR RUN

As the years pass, the number of decades which embrace eras of collectable cars increase and with that the diversity and number of cars which become eligible also grow. Where once it was considered practical to have a road event with cars of all eras running together, this has become increasingly difficult to sustain, and very often the pace of the older slower cars is at odds with more recent faster machinery.



A line up of cars outside Treacy's Bar at The Heath



Gordon Bennett history lesson at the Moate of Ardsclull



Clive Evans receives the Leslie Thorn Cup from Club President Shane Houlihan

Previously when the club offered road events which admitted all the FIVA period classes, it often occurred that entrants who owned cars from an early period, as well as from a later period, were opting to enter the newer car and the earlier cars were left unused and unseen. In responding to this problem, the club has offered events which are tailored to attract specific eras of cars. For this year's Autumn Rally, held on Sunday 24th September, the post-war models were catered for in the Classic Car Event which admitted vehicles from 1946 to 1987 – with the route based on driving the western circuit of the 1903 Gordon Bennett Race.

The event was based at the Killashee Hotel, a familiar venue for club outings, just south of Naas on the Kilcullen road. Some 58 cars were present for the 11am start and the clouds began to clear from the overcast sky as the cars set off. Given that there were other old car events elsewhere on the same day, this was a very creditable entry and attracted support from members of affiliated clubs who were most welcome.

The road book guided participants down to Kilcullen, where we turned right and continued on to The Curragh. At this point we joined the old race circuit and then proceeded to Kildare town following the 52-mile route in an anti-clockwise direction. With the sun shining, many with open cars decided to motor with the hood down.

## Selfies at the Moate

There was a stop for tea and coffees at Treacy's Bar on The Heath near Portlaoise. Parking was ample but the pub was a bit overwhelmed by the numbers as not everybody was served by the time we left. Soon however we were making our way through the narrow streets of Athy and then onto the original stretch of road which leads up to the Moate of Ardsclull and the monument to the original Gordon Bennett race. Some participants stopped here and took a few selfies before rejoining the modern main road.



Ahead lay the long straight stretches approaching the crossroads at Ballyshannon, the site of the start and finish points of the 1903 race. From there the cars continued through Kilcullen once more and we returned to the hotel for a late afternoon lunch in a very gracious function room in the old part of the hotel, followed by a short prize giving ceremony.

In the absence of an events committee, we can thank our President Shane Houlihan and Bernadette Wyer for selecting the route. Bernadette and her granddaughter drove the route and prepared the notes and maps for participants. Further plaudits must go to Bernadette, who in her quiet and efficient way arranged the hotel bookings and handled all the entries. My thanks are due to Nuala Grogan for her superb quality photos shown here. ■

## RESULTS

### **Leslie Thorn Trophy 1946 – 1960 category**

Clive Evans - 1954 Jaguar Mk.VII saloon

### **Murtagh Classic Trophy 1961 – 1987 category**

Derek Mitchell – 1964 Mercedes 230SL

### **Deerpark Dublin Crystal Trophy**

Shane Houlihan – 1965 Mercedes 300SE convertible



Derek Mitchell accepts the Murtagh Classic Trophy



Shane Houlihan accepts the Deerpark Trophy from Bernadette Wyer for car voted most admired by participants

# David Golding

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# THE BRIGHTON RUN

By Anselm Aherne

The 2017 Bonhams London to Brighton Veteran Car Run, supported by Hiscox Insurance, held annually on the first Sunday of November, is not a race. For a start, racing on public roads is against the law, and besides, with 20mph being the maximum speed many of these veterans can attain, it wouldn't be much of a spectacle.

But the Run – a Royal Automobile Club event – does have a competitive element. Introduced in 2014, the Chopard Regularity Time Trial pits the wits of the drivers and their passengers against the sands of time... and there's a Chopard Mille Miglia Chronograph, worth £4,900, awaiting the Trial winner. This year a record 313 veterans – 75 percent of all the runners – entered the Time Trial.

The Regularity Time Trial starts half way through the Run, on Crawley High Street, and finishes 13 miles later at another checkpoint at Burgess Hill in Sussex.

Before the Run, each entrant nominates the average speed they think they will maintain over the 13 miles – the options are 8 mph, 10 mph, 12 mph, 14 mph, 16 mph and 18 mph. If no speed is nominated, the default average speed is set at 12 mph. The car and driver that gets closest to its nominated average speed wins the watch.

But it's not as easy as it sounds. Road conditions can be affected by the weather and by traffic while there's a strong possibility that mechanical problems might hinder progress – every car on the Run is at least 112 years old. This year the oldest on the Run, a Peugeot Type 3, was built in 1893.

The Run – the world's longest running motoring event – celebrates the passing into law of the Locomotives on the Highway Act in November 1896, also known as the Red Flag Act and refers to a time when these new-fangled machines had to follow a man holding a red flag. As dawn broke, a red flag was ceremoniously destroyed and the participants started their journey from capital to coast.

More than 400 veterans entered this year – including a large contingent of cars constructed in France. While Germany is generally considered to be the birthplace of the motorcar, it was the French who accelerated the concept of the horseless carriage and, as the 19th century turned into the 20th century, that country was by far the biggest automobile producing nation. This year's Run adopted a French theme in honour of the country's contribution to motoring. ■

## NUTS & BOLTS

### THE BLUE TRAIN CHALLENGE

*Cannes, France...* Inspired by the legendary Bentley run of Wolf Barnato from Cannes to London in 1930, the Endurance Rally Association's inaugural Blue Train Challenge (18-22 September 2017) reached a dramatic conclusion in Cannes as the Cadillac that had been leading right from the start of the five-day rally 'fried a wheel bearing'.

The Cadillac catastrophe paved the way for father and son team of Richard and Tom Jeffcoate to take the trophy in their 1938 Riley 16/4 Special. Second and third place were taken by a duo of Aston Martins.

### THE XKSS RIDES AGAIN



*Warwick, England...* Following the D-type's Le Mans victories in the '50s and the company's withdrawal from competition, Jaguar decided to convert the remaining 25 racers into road-going versions – the XKSS, billed as the world's first supercar.

Just 16 were completed before nine were destroyed in the famous Browns Lane factory fire of February 12th 1957. Now, 60 years on, Jaguar are building from scratch these remaining nine cars, which are expected to sell for more than £1 million each.

### BESPOKE RALLIES

*Cranleigh, Surrey...* Bespoke Rallies has launched two four-day 1000km competition events – one in Scotland and one in the Pyrenees. The Highland 1000 (May 18-21, 2018), catering for cars built from 1920 to 1980, starts at the amazing Falkirk Wheel canal boat-lift, and winds its way through some of Scotland's finest scenery.

The Pyrenees 1000 (September 13-16, 2018) will start and finish in the famous bull-running town of Pamplona, then pass from France into Andorra, taking in some of Europe's most picturesque mountain panoramas. Details at [www.bespokerallies.com](http://www.bespokerallies.com)



# NEWS FROM THE AUCTION HOUSES

**Silverstone Auctions** held a two-day sale at the NEC Classic Car Show in Birmingham over the weekend of 11th-12th November this year with over 130 cars, together with a large amount of automobilia.

A 1989 Ford Escort XR3i restored by Mike Brewer and his team in 'Classic Rumble' sold for £22,500. Lot 306, a 1974 Datsun 260Z, the ultimate evolution of the Datsun 'Z' model, sold for £12,938. A 1968 Morris Mini Cooper MKII in restored condition seemed very good value at £17,833 and a 1968 Jensen Interceptor MK1 ex Eric Morecambe O.B.E. fetched £95,625 – whereas a 1973 Volvo P1800ES (ex Jimmy Tarbuck) failed to sell. A 1956 Jaguar XK140 DHC, which had completed only 3,500 miles since a full professional restoration to a very high standard, sold for £95,625. And a very nice Citroen D Super 5 with just two owners from new fetched £24,525.

This was a good sale, with all lots on offer to a very high standard. Admission was by catalogue at £20 – a beautiful publication of over 200 pages; each catalogue allowing two people to gain admission.

**H&H Auctions** held their sale in the Imperial War Museum, Duxford, on the 26th July last. There were approximately 100 cars there and the following found new homes: A Morris Bullnose tourer of 1926 which was an older restoration sold for £14,175, the 1929 Bugatti type 44 Vanvooren saloon was well restored and fetched £196,875, while a restored 1937 Fiat 500 Topolino in RHD sold for £10,406.

There was an Alvis Silver Crest saloon in the sale which had been recently restored and found a new home for £18,160. The 1950 Austin A90 Atlantic convertible was in very good condition and exceeded its estimate to sell for £24,750. A rare Sunbeam Talbot 90 MK II drophead coupe, bodied by Thrupp & Maberly, was in running order but in need of recommissioning. It fetched £11,812.

**Anglia Car Auctions** held their Classic Car Auction on 26th August at the usual venue in Kings Lynn, Norfolk. Of the 196 lots on offer, 165 found new homes. The sellers were:

1975 Alfa Romeo GT1600, £16,800; a 1971 Alfa Romeo S2 Spider, £9,030; a 1937 Austin 7 Ruby fetched £6,930; 1969 Austin Mini CooperS MKII, £26,250.

A very nice Citroen Traction Avant 11B, fetched an over estimate price of £11,970; a 1964 Jaguar E Type 3.8 coupe LHD in need of some restoration made £40,000; a 1958 Mercedes Benz 190 SL LHD fully restored £98,700; a 1938 MGTA, older restoration, went for £17,850, while a good 1970 MGB GT with wire wheels and sunshine roof made £2,940. A 1971 Morris Minor Traveller in restored condition, £9,660; a very nice 1971 Triumph GT6, restored in 2015, sold for £10,710, and a good looking 1968 VWT2 camper found a new home for £14,700.

Closer to home, **Paul Cooke Auctions**, Naas, held their Classic Car Auction on 14th October. There were over 30 cars on offer, together with a variety of classic tractors and motor cycles. Catalogues were only €5 each but contained very little information about the lots on offer.



Eric Morecambe's stunning 1968 Jensen Interceptor MK1 fetched £95,625 at the Silverstone Auctions event held during the NEC Classic Car Show in November.



This nicely restored 1937 Fiat 500 Topolino in RHD sold for £10,406 at the H&H Auctions held at the Imperial War Museum, Duxford, on 26th July this year.



This 1937 Austin 7 Ruby was auctioned with an estimated value of £6,000 to £8,000 by Anglia Car Auctions in August. It was finally sold for £6,930.

A 1980 Mercedes 28SE, in need of a lot of work, stopped at a hammer price of €300. A 1977 MG Midget, disguised to look like a Frogeye Sprite, was quite appealing and reached a hammer price of €3,300. The 1970 Austin 1300 was bid to €1,400 and the 1973 VW Beetle to €1,700. Another VW, this time a 1976 camper van, which appeared to require some body repairs, reached a hammer price of €4,400. At the time of going to print there were no sale results posted on the web. ■



# Southward Car Museum Paraparauma, New Zealand

*By Denis Dowdall*

**Founded by the late Sir Len Southward, the Southward Car Museum is located in Paraparaumu, a town in the North Island of New Zealand. During a visit to the museum in 1990, Denis Dowdall had a remarkable experience relating to the 1898 Benz Velo in the Motor Distributors Limited museum.**

**Back in 1984 when I acquired the remains of the 1898 Benz Velo, IK 52, I set myself a target to have it restored in time to participate in the London to Brighton Old Vehicle Run of 1986, the centenary of the year that Karl Benz registered the patent for "The Benz Patent Motor Car".**

As many readers will know, The London to Brighton Commemoration Run, or The Emancipation Run as it was first known, celebrates the removal from law of the requirement that a person carrying a red flag had to proceed on foot ahead of a mechanically propelled vehicle. The event takes place each year in November and starts from Hyde Park in London, where overnight parking for participating cars is provided nearby, where I duly arrived on the previous day. When I had the car in its parking place I noticed another Benz Velo parked nearby, which appeared to be very original. Except for a slight difference in body style, both cars were identical. However I did notice that its original surface carburettor had been replaced by a modern one. On the following morning when I returned to the car park, the other Benz had already gone so I had no chance to speak with the owner.

The starting order for the Brighton Run is arranged with the oldest car first, the second oldest goes second and so on until all four hundred-odd pre-1905 cars are on their way to Brighton. Because the other Benz was three years older than mine, it had an earlier start time so I did not see it at the start or indeed ever again throughout the event.

In June 1990 I had occasion to travel to New Zealand and while staying in Wellington I was delighted to be told that there was a very fine car museum 40km to the north, in an area named Paraparauma. Gertie and I made our way there and were pleasantly surprised to find what was described as the largest and most varied collection of old cars in the southern hemisphere. The collection, in excess of 200 exhibits, ranges from veteran, vintage and classic cars, to motor cycles, fire engines, traction engines, bicycles and aeroplanes.

On our tour of the exhibits we came upon the oldest car in the collection, an 1895 Benz Velo. Because of my interest in the make, I spent some time looking over the car and lo and behold, here was a Benz Velo also fitted with a modern carburettor. As I was studying the machine a male voice behind me asked "well, what do you think of her?" I replied that I was very taken by her especially because of her obvious originality but I had noticed that the car was fitted with a modern carburettor. He replied that he had done away with the original one as he found the car to be much better with the modern carburettor because the engine was now much easier to start.

The man to whom I was speaking turned out to be Sir Len Southward, the museum's founder (he had been knighted in 1986 for his Services to the community). "A pound she starts on the first pull," he said. And she did. I mentioned to him that I had seen another Benz Velo at the Brighton Run in 1986 also fitted with a modern carburettor and he replied that the car was most likely the one that we were now looking at as he also had taken part in that event with his Velo.

On my return home I looked up the 1986 programme and found the 1895 New Zealand Benz Velo listed under the name of Len Southward, which I had first seen in London and again four years later in the New Zealand museum.

Mr Southward started the Southward Collection in 1956 when he bought an unrestored 1915 Model T Ford. That car still takes pride of place in the museum, still in its unrestored condition. Mr Southward started work as a messenger boy in a Wellington motor warehouse and later went into the motorcycle and light car business. In 1939 because of import shortages, he began manufacturing car accessories and steel tubing. Over the years his fascination with vintage cars gradually became a full time occupation. Assisted by his wife Vera and sons Roy and John he worked at expanding and restoring the collection, which is now quite magnificent and well worth a call by any of our enthusiasts who get the opportunity to visit Wellington.





The late Sir Len Southward with Lady Southward



1885 Benz Velo – the oldest car in New Zealand



Race cars and Aeroplanes



Another small section of the display



1904 Wolseley



1937 "coffin-nose" Cord

The museum complex consists of a 4,400m<sup>2</sup> exhibition hall, surrounded by six hectares of landscaped parkland. There is also a souvenir shop and restaurant and a 474-seater theatre, which boasts a 1929 Wurlitzer organ originally installed in the Civic Theatre in Auckland to provide musical accompaniment to silent films. While we were there, at the request of Sir Len, the organist struck up "when Irish Eyes are Smiling".

I was saddened to read in the May 2004 edition of "The Automobile" that Sir Len Southward, K.B., O.B.E., had passed away at the age of 98 – but delighted to learn that his widow Lady Southward and sons Roy and John, together with other trustees, will keep the museum open in memory of a great collector. ■

# Back to the FUTURE

## Flying Cars...Who'd have believed it?

by Anselm Aherne

*"Mark my words: a combination airplane-motorcar is coming. You may smile, but it will come."*

*... Henry Ford, 1940*

**75 years ago many people were convinced that today, in the 21st century, flying cars would be a common mode of transport. Maybe things didn't work out quite like that. But don't smile...they're still working on it!**

Just ten years after Henry Ford made his prediction, a US design engineer called Ted Hall developed a flying car. Reportedly, some sixty-six test flights were made in that machine. Pictures taken over San Diego in 1947 show that Hall's second prototype, the model 118 ConvAirCar, looked like a fairly standard light-weight car hooked up to a standard aeroplane of the day.

### Demise of the Convair

The 118 ConvAirCar came to an unfortunate end however. On an early test flight the pilot thought the car's fuel gauge (which read full) was the gauge for the aeroplane's tank (which was in fact almost empty). Not surprisingly it crashed, though without serious injury to the pilot. This flying car's reputation however didn't escape so lightly. After that incident the futuristic project failed to get off the ground (sorry) when prospective buyers' enthusiasm waned.

Nevertheless the idea of developing a practical flying car continued to lurk in the minds of inventors, designers and engineers. Since then there have been many attempts to revive the concept – although without much success. Until now, it seems!

### Pre-orders for the Pal-V Project

A Dutch company called PAL-V 'flying car', has developed what it

calls "the first certified commercial flying car." This three-wheeled vehicle, named 'Liberty', has a retractable top-mounted rotor – something like a motorcycle fitted with a gyrocopter system. A short airstrip is required for takeoff and landing.

According to the manufacturers the Liberty can climb to a maximum altitude of 3,500 metres and gain a top speed of 180 kph. On the road it can achieve speeds up to 160kph.

The basic PAL-V Sport model starts just shy of €300,000, while the more elaborate Pioneer model costs around €500,000. Introductory training lessons are included, but buyers will need a gyroplane pilot's licence. With deliveries scheduled for the end of 2018 the company is now accepting \$2,500 refundable deposits from customers anxious to own the world's first production legal flying car.

### The Terrafugia TF-X

Another promising flying car project is the Boston-based Terrafugia Transition, billed as "the first practical flying car", deliveries are planned for 2020. Apparently a much more advanced machine, the TF-X, is still under development and not expected to arrive at a showroom near you for another eight to twelve years.

Publicity material claims a 500-mile range for the TF-X. It will take off and land vertically on a relatively small space and achieve a top speed of 320kph in the air, using ordinary unleaded petrol. Both the Transition and TF-X will drive at motorway speeds and will fit in a single-car garage or standard parking space.

As they say...watch this space! ■



The Autohydrogyre, 1936 painting by F. Gordon Crosby - Louwman Museum,



The 118 ConvAirCar over San Diego, November 1947



The PAL-V Liberty – planned for sale late next year



The stylish Terrafugia TF-X (See MotorClips on page 36).





# MORE GUINNESS

**Recently I wrote about Tara Brown, his short eventful life and early death (Winter 2016 Journal) and his granduncles, the brothers Algernon (Algy) and Kenelm "Bill" Lee Guinness – those great if somewhat neglected early Irish motoring pioneers and their unique achievements.**

I have since come across some more fascinating information on the brothers in an article about a Tameside village called Datchet, the main claim to fame of which being that it was the home place of one Hon. Evelyn Ellis, who is said to have made the first long distance journey in Britain by motor car – and who is also credited with coining the word "Garage".

Among that area's many connections with the motor trade was that the Lee brothers, then aged 26 and 23, opened a garage and workshop there in a converted farmhouse. Their landlord was none other than motoring pioneer Lord John Montagu of Beaulieu, who was also lord of the Manor of Datchet.

The brothers went into business there with two friends, H.W.Bunbury and E.J.Needham, to make and market a strange type of ignition device involving a special spark plug with make and break points combined. The business later became embroiled in legal complications and ultimately failed and money was lost. However Bill, who we know went on later to found the KLG spark plug business at Putney, continued to run the garage, repairing and tuning cars for the then recently opened racing track at Brooklands.

The Lee brothers also kept their personal cars there – and what a collection it was! Each brother had his own 30hp Rolls-Royce with Barker Pullman bodies. There was also a 20/30hp Renault coupé; a two-seater 54hp Mercedes; a 12hp Darracq two-seater; a 60hp Mercedes; a light 40hp Berliet with a cloverleaf three-seater body, and the famous 200hp V8 Darracq record-breaker, as referred to in my earlier article. Bunbury was also permitted to keep his hill climbing special 20hp Darracq at the garage.

The closed Rolls-Royce and Renault cars were used for weekend runs to Brighton. Bill would hurtle about the countryside in the Berliet. The four friends would use that car and the 20hp Darracq to weekend at Bunbury's home, Great Barton Hall, Suffolk. Algy, who lived in Winsor, would test the 200hp V8 record-breaker, reaching 120mph, having towed it 20 miles to Hartford Bridge Flats at dawn, where it was push started with a roar and a sheet of flame from the eight stubby exhausts. Some sight that must have made ...as must have been a test run to Maidenhead with Bunbury perched over the engine on the petrol tank!

All this fun ended abruptly with the law case failure. Cars were sold, including the famous V8. Algy later managed to buy back the engine, which passed through a number of hands after his death in 1954. It is now to be seen and heard in a heroic recreation of the car by that wonderfully brave man, Mark Walker. I had the privilege to witness Walker race in the Phoenix Park, during which he somersaulted most spectacularly in his GN "Thunder Bug", emerging with just a broken collar bone. But that's another story. ■



Algernon Lee Guinness at the wheel of the 200hp V8 Darracq record-breaker

# FROM THE BACK SEAT



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

**“The aroma found inside a car, 50 years old or thereabouts, is something that can instantly transport one back in time to the era of one’s youth ... a quaint mixture of upholstery leather, polish and the scent of engine oil”**

I had the pleasure of visiting St. Canice’s Church of Ireland cathedral in Kilkenny recently. If you have not already been there, may I suggest it is an experience you should deny yourself no longer.

From the point of view of history, architecture, worship – and all the other things one associates with religious buildings – there is a solemnity to be found in churches, and in cathedrals particularly. In St. Canice’s, there is a sense that one is walking in the footsteps of history, in a medieval building situated in the heart of the medieval city of Kilkenny. Little more than a one-hour drive from Dublin, St. Canice’s has within its grounds an ancient round tower that, on an earlier visit, I was able to climb to the top from where one can enjoy a magnificent view across the Kilkenny rooftops.

On that occasion, I had called to attend the wedding of a young couple, the bride being the daughter of one of the cathedral clergy. Approaching the

a prominent member of the Kilkenny Motor Club. So exceptional was its state of preservation, so immaculate was its paintwork, so perfect was its polished finish, I could almost see myself reflected in its bodywork as I walked towards it. Engaging with Con, I did what every curious onlooker of a certain age would do: I enquired if he would let me sniff the interior. For readers unfamiliar with these matters, one of the most appealing features of an early to mid-20th century car is the smell one gets from its inside.

A quaint mixture of upholstery leather, polish and the scent of engine oil, the aroma found inside a car, 50 years old or thereabouts, is something that can instantly transport one back in time to the era of one’s youth. Those were the days, way before electronics and techie gizmos when cars were designed with individuality and elegance, and driven by working parts that were engineered to last.

‘Where would the world be without people like you?’ I asked Con. For in my mind was the tremendous work being done by people like him in restoring and preserving vehicles that might otherwise be lost.

From the back seat, I raise my hat to these fine people, many of whom are IVVCC members. Where would the producers of period dramas be were it not for you? Imagine Downton Abbey without those elegant creations that crunch across its gravel driveway. Imagine a WWII film that didn’t have a Traction Avant or two. Truthfully, one can only be in awe of the hard work, love and dedication invested in these cherished vehicles.

Readers, as you toil in your garage on cold winter evenings, know that the work you do in keeping ‘Old Betsy’ running is greatly appreciated.

From the back seat, the view I have of the veteran and vintage car scene is an entirely positive one. From so many angles, I can sense that it is more than just a hobby. In many respects, it is a pursuit that appears to strengthen bonds between husbands and wives and arguably helps keep marriages together – save for those overly obsessed and all-consumed few it might help to prize apart!

It is a hobby that furthers friendships and instils pride in those who engage in it. It brings feelings of calm, shared interest and achievement to those enraptured by it and is a source of endless exchanges when friends and neighbours meet.

Beyond that, it contributes to the nation’s wellbeing and adds richness to the national archive. In that way, it probably helps to keep people active well into old age, thereby reducing pressure on our hospitals and care homes.

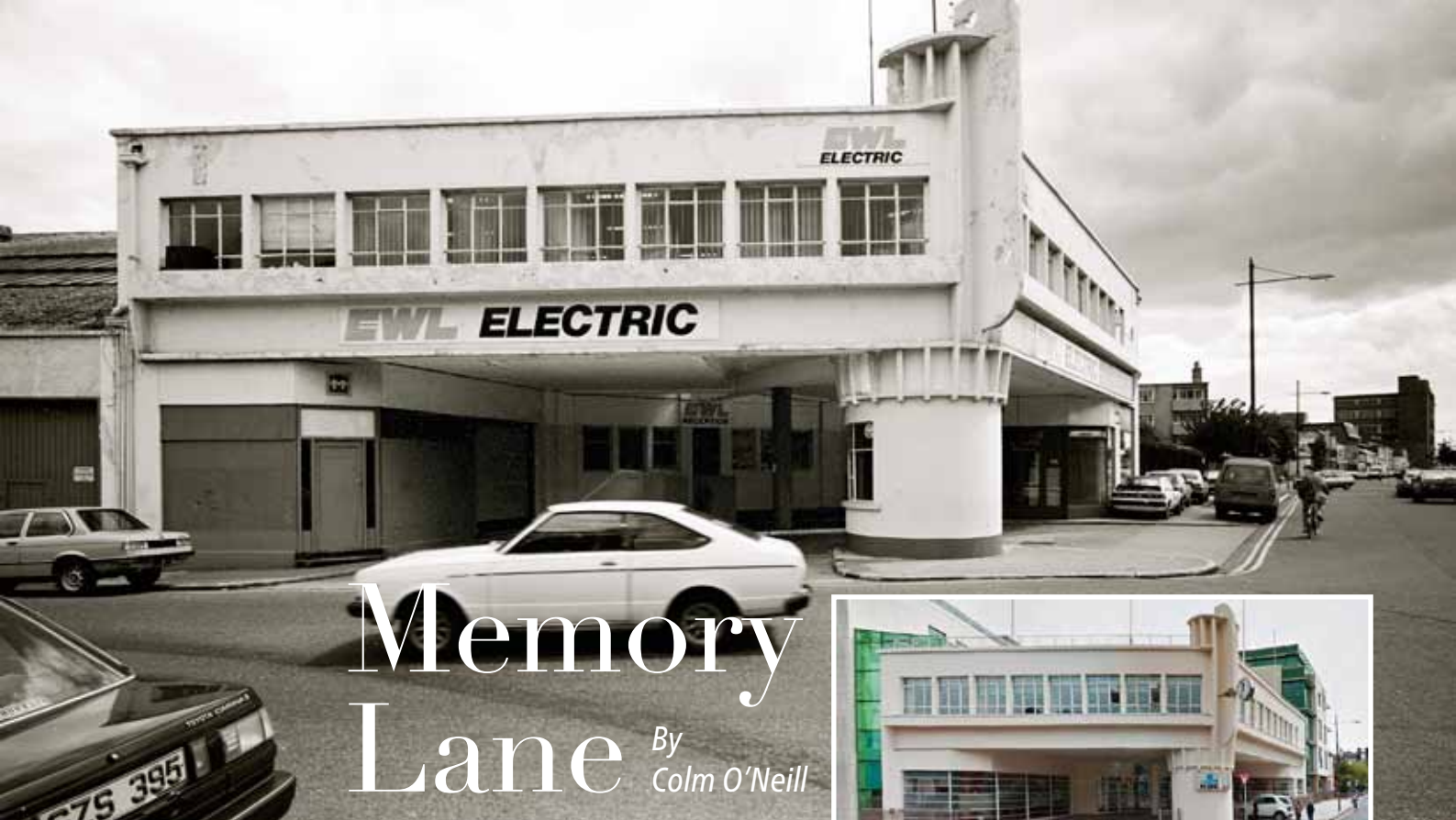
In fact, all things considered...one wonders why the Government doesn’t support it through the application of a grant scheme. ■

“Imagine Downton Abbey without those elegant creations that crunch across its gravel driveway... or a WWII film that didn’t have a Traction Avant or two.

church, my eye was attracted to her wedding car, a Riley owned and driven by a Mr. Con O’Mahony – he being

“A pursuit that arguably helps keep marriages together – save for those overly obsessed and all-consumed few it might help to prize them apart!





# Memory Lane

By Colm O'Neill

Dating from 1986, many readers will recognise this picture as a view of the old R.W. Archer garage which was located at the junction of Sandwith Street and Fenian Street in Dublin 2. By this date Archers had ceased trading during the early part of the Eighties when the economic recession took a heavy toll on the Irish motor trade. Dick Archer had seen the Ford Model N exhibited at the Dublin Motor Show in 1907 and he was appointed the first Irish Ford agent.

This building was built on a corner site to abut Archer's workshops and was completed in 1946 in mass concrete as cement blocks were very difficult to obtain during the war. The design allowed cars to be driven in off the street to be fuelled in shelter at a line of petrol pumps and then to exit at the other side. Although by now quite shabby while being occupied by electrical wholesalers EWL, it was nonetheless a listed building because of its Art Deco style. In 1999 it was demolished one weekend much to the annoyance of Dublin Corporation and there was a public outcry at the disappearance of this familiar landmark. The corporation insisted on its being re-built. Although the original drawings by architect Arnold F. Hendy had not survived, a young architect offered a set of drawings he had made some years earlier, when as an architectural student, he had visited the building to study it as part of a thesis for his degree and had taken extensive measurements. The corporation was then able to oversee the construction of the replica by the developer and the work was finished in 2004. Since then it and the modern office buildings behind it have been occupied by KBC Bank.

Nearest the camera is a 1984 Dublin registered Toyota Carina II. This was Toyota's first front wheel drive Carina and in saloon and hatchback form sold very well in Ireland, available with a 1.6 litre petrol engine, more latterly a 2.0 litre diesel was available. Note the Denis Mahony dealer sticker on the rear window.



The re-built Archers garage today

Passing by is a white Datsun Violet 160J coupe of the 1977-81 period. The 140J and 160J models were imported fully built up and there was a four-door saloon and a second, and more sporting twin- carburettor coupe called the SSS. Although Datsun campaigned the 160J saloon with great success, winning the Safari Rally in Kenya for three years in a row, and indeed exhibited one of the winning rally cars at a motor show in the RDS, the models sold to the public were not so tough and had a reputation for cracking the bonded windscreen if the car were driven abruptly onto a kerb.

Across the street parked blocking the door of the old Archer workshops is a BMW 3 Series, the first models so named and which were produced from 1976 to 1983. Having enlarged this image the bootlid badge showed it to be a 320, but whether it is a four-cylinder or the post-1977 six-cylinder two litre model is unclear as the number plate cannot be read. Although only available in two door form, they were very much in demand and a six-month waiting list meant that Irish BMW dealers were able to charge the full list price.

Parked well in on the footpath alongside the Fenian Street side of the building is a 1982 VW Scirocco going by its Dublin registration 253 ?ZU, a very early example of the second version which ran from 1981 to 1992, possibly with the 1.8 litre power unit. Never very plentiful in Ireland, the original Guigiaro designed Scirocco always outsold it.

Finally, parked on the double yellow lines and the footpath is a Nissan Vanette with a 1986 Dublin ZG registration. A rival to the Toyota Lite-Ace, they were produced at Nissan's Spanish plant from 1981 to 1987 and usually had a two-litre petrol engine. They also figured in use in Ireland as post office vans. ■

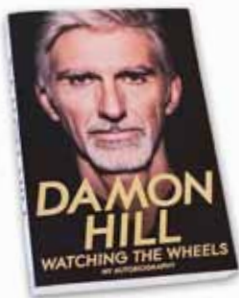
# Book Reviews

## WATCHING THE WHEELS: MY AUTOBIOGRAPHY

By Damon Hill

Pan Macmillan 2017

Paperback £8.99



When Damon Hill emerged victorious as World Champion in 1996, he stepped out of the shadow of his legendary

father Graham Hill. In his autobiography, published in May of this year, he tells the story of his journey through the last golden era of the sport, when he took on the greats including Ayrton Senna and Michael Schumacher.

On 1st November this year this book

scooped the RAC Motoring Book of the Year award 2017. It received high praise from the judges, one of them declaring it "a fabulously frank and cerebral account...one of the very finest sports biographies of its generation."

The 1996 Formula 1 World Champion – and one-time London motorcycle courier – recounts his rise to on-track stardom, which included 22 Grand Prix wins and 42 podium finishes. He also gives a candid account of what it was like to grow up as the son of one of Britain's most famous racers, legendary driver Graham Hill – and tells how he dealt with the grief and chaos that followed his father's tragically early death in an aircraft accident in 1975, when Damon was fifteen years old.

## THAT NEAR DEATH THING

*Inside the Most Dangerous Race in the World*

By Rick Broadbent

Orion Publishing 2013

Paperback £9.99



That Near Death Thing by Rick Broadbent, sports writer at The Times, gets to the heart of the world's most dangerous race, The Isle of Man TT – a race that is considered by many to be "a throwback to a maverick era that existed before PR platitudes and PC attitudes".

Broadbent gets inside the helmets of four leading motorcycle racers as they battle fear, fire and family tragedy for a gritty sort of glory.

Guy Martin is a tea-drinking truck

mechanic and TV eccentric who "sucks the rabbits out of hedges", but must now deal with the flipside of fame; Conor Cummins is the local hero facing a race against time as he battles depression and a broken body after falling down the mountain; John McGuinness is the living legend fending off the ravages of middle-age for one last hurrah; Michael Dunlop is the wild child living with one of the most remarkable legacies in sport.

These riders tell their stories in a book that is billed as the most rounded, intimate, behind-the-scenes account yet of the last great race.

Author Rick Broadbent has delivered probably the final word on the Isle of Man TT, one that really gets to grips with an event that continually pulls unsung riders and fans back year after year to witness "That Near Death Thing".



## SEE WHAT WE MEAN?

The RoadSmart division of the Institute of Advanced Motorists (IAM) is offering some pointers relating to driving vision (let's all pretend this isn't about our club's age profile) and they stress that if eyesight problems are left unaddressed they can lead to poor reaction times to hazards, or to the unexpected behaviour of other road users.

Take a break. If travelling for long periods of time you should take a break every two hours or every 100 miles, whichever is sooner. This will refresh you and your eyes.

You should be able to read (with glasses or contact lenses, if necessary) a car number plate from 20 metres. You can use this test yourself, if you struggle to read a plate, get checked out.

Driving at night can be problematic as our eyes age. No matter how eagle-eyed we may think we are, it's a scientific fact that as we get older our eyes become less sensitive to light. Avoiding night-time driving is a wise precaution if we begin to struggle to see clearly after dusk.

Keep a pair of sunglasses in the car in all seasons. Low sun on a wet road can make driving difficult, even for people with good vision.

Stay hydrated. Water is very good at keeping us hydrated and is also good for our eyes – and also helps maintain concentration while driving.

The Institute says that deteriorating eyesight can often be a sign of other health problems, so a check-up would be a good idea. If glasses are prescribed for driving, we should make sure to use them. And ensure they're clean; even a pristine windscreen will seem dirty if the lenses are covered in fingerprints.



# 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 Granitelfield, Dun Laoghaire, Co Dublin A96 D4E7 ...or email: [anselm@eircom.net](mailto:anselm@eircom.net)

*Note: Please advise if item has been sold.*



## FOR SALE

Morris Minor Traveller 1970

Full re-spray carried out and wood treated. No rust whatsoever. Maintained & serviced. Cork based. POA.

Phone: 026 42790. Mobile: 087 2268752



## FOR SALE

Bentley Turbo RT (LWB) 1998. 90,000 miles, excellent condition. Serviced every year by Charles Hurst. Enquiries, Colm: 086 8945260 or [williamcolmnolan@gmail.com](mailto:williamcolmnolan@gmail.com)

## WANTED

Mazda MX5

1989/90

Preferably Red. Good Condition

Phone: Michael

087-2417920

## WANTED

Car Trailer

Suitable for transporting a vintage car.

Phone Peadar Ward

087-2222716

## RESTORATION WORK UNDERTAKEN

Especially for Rolls-Royce cars

Specialising in re-wires, as original.

Phone: Phil Cordery U.K.

01248-717808 Evenings

## CAR STORAGE SPACE

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Secure and dry

Phone Oliver Forde: 01-2884254 or 087-2569411

# Classic CarSales.ie

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

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1964 Bentley S3

Mercedes 190D

Ford Cortina 1967 MK2

Austin A40

Mercedes 240D Estate

1990 Nissan 300ZX

1970's Mini Front windscreen

1991 Mazda MX5 Convertible

Triumph TR 7 V8 Grinnall

Fiat X1/9...Parts

Wolsely 1500 MK3

Porsche 924

Mercedes W126

Mercedes W123

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# BEAULIEU 2017

## ...The way to go!

By Barry O'Halloran



Jacky O'Halloran taking a break at the Roundhill Campsite

**IVVCC member Barry O'Halloran writes of his trip to Beaulieu this September, an annual pilgrimage he says he would never miss. Barry highly recommends the trip to anyone even mildly interested in old cars – and offers a few valuable pointers.**

Driving along the leafy roads of the New Forest on the way to Beaulieu evokes so many happy memories for me. Having made the journey countless times with my father over the years, now, still attending the show, three years after he has gone, with my own son Jacky it makes for a very special trip.

This year we decided to travel a day early so we could enjoy a leisurely nose through the Bonhams auction on the Friday. We travelled on the Thursday 02.30am boat from Dublin Port to Holyhead, which allowed us a leisurely drive through England to arrive at the campsite at around lunchtime. We camp right in the New Forest at the Roundhill campsite, ideally located only three or four miles from the event. Having set up our tent we popped down the road to Lyndhurst to get some supplies – Lyndhurst is a charming village with great cafes, antique shops and artisan food suppliers etc. It is also home to Meridian Modena Ferrari and Maserati with a showroom full of modern and classic supercars to drool over.

The Friday visit to Beaulieu is a first for us – normally we would only have the Saturday and Sunday and we found that we had difficulty in fitting everything in with only two days! So having the Friday to mooch leisurely through the Bonhams tent was a real treat and I would strongly recommend to anyone if you can take the extra day.

The auction format followed the normal Bonhams schedule of automobilia followed by some motorcycles and finally the cars. And what an eclectic mix of cars were for sale on the day. There was a fantastic range – from full restoration projects to concours finished

cars. The cars we really liked included a fantastic 1929 Packard 7th Series Standard Eight golfers coupe, which had undergone a full and detailed restoration and really was beautiful to behold. Selling for £37,950 I believe this represented good value as to have an average example restored to this standard would cost multiples of the sale price. We also fancied the 1925 Sunbeam 14/40 seater with dickey. Guiding at £30,000 to £40,000, this car failed to sell on the day and was available to purchase on the Sunday for £25,000, which I believe, also represented very good value.

At the automart there were a few apparent bargains (until you scratch the surface) and the usual good humour and banter between hopeful sellers and cheeky buyers.

The Saturday autojumble was, as always a great day out; we had our shopping list which included bits and pieces for our 1935 Morris 8, a few mini bits and bobs, tyres for my brother's Morris Cowley and whatever else we could carry and cram into the boot of the car! There are always a few cars for sale within the autojumble and this year we fancied the part-complete 1927 Austin 7 Saloon which had a very high standard of detailed work carried out on it. It was for sale at £12,000. This year we brought our own packed lunch to save a few bob and sat on the central mound in time honoured tradition at lunchtime to watch the flow of people come past carrying all sorts and shapes of treasure.

The weather was fine until the Sunday where it rained for most of the day which, to be honest, really made a damp squib of the second day. Trunk traders was a washout – and in the general autojumble, because the traders (rightly) covered up their wares





1929 Packard 7th Series Standard Eight golfers coupe at Bonhams auction

with plastic sheeting, it became difficult to forage and enjoy the day. That said we knew this weather was coming down the track and had put in the extra sandal leather on the Saturday! The fine weather on the Friday and the Saturday did allow us to enjoy al-fresco dining with our barbeque at the campsite on both nights, which we really did enjoy.

The annual pilgrimage to Beaulieu is a trip I would not miss and one I would highly recommend for anyone even mildly interested in our hobby. I also would recommend the camping option if you are brave enough; it's a perfect trip and great craic for a father and son combo. It's also ideally located, so close to the event and considerably cheaper than any other accommodation. Our costs for camping were £25 per night all-in.

The trip to Beaulieu is unique in my vintage motoring calendar. It always leaves me with added motivation to get back home, get stuck in and get the work done on the cars over the winter months. ■



A part-complete 1927 Austin 7 Saloon was offered at the Saturday autojumble



The 1925 Sunbeam 14/40 seater with dickey failed to sell at the auction

## NUTS & BOLTS

### PEDAL POWER AT GOODWOOD



*Goodwood, Chichester...* An increasingly popular weekend attraction at the annual Goodwood Revival Festival each September is the Settrington Cup Vintage Pedal Car Race.

The racing drivers are all aged somewhere between six and nine years old, and all the cars are Austin J40s – prices of which have soared to around £5,000 for a decent example since the event started in 2012. Made in South Wales from scrap metal off-cuts from the Longbridge Austin factory, production of the J40 ran from 1949 until 1971.

### BERTHA BENZ REMEMBERED

*Amsterdam...* With the Paris-Amsterdam Classic Reliability Rally in June 2018, event organisers Rally Round will celebrate two historic motoring milestones: 130 years since Bertha (wife of automobile inventor Karl Benz) made the first long-distance motor car journey; and 120 years since the first international motor race – Paris to Amsterdam.

Unlike Bertha Benz, participants on the rally through France, Germany, Belgium and the Netherlands won't have to follow muddy cart tracks or find fuel in pharmacies. Details can be found at: [www.rallyround.co.uk](http://www.rallyround.co.uk)

### THE SILVERSTONE CLASSIC



*Silverstone...* Tickets for next summer's Silverstone Classic, 20-22 July 2018, are now on sale with prices frozen at 2017 levels for those booking before the end of the year. Staged at the country's premier motor racing circuit, the three-day festival features the best of historic motor racing, a two-day classic car auction and air displays. For more information visit: [www.silverstoneclassic.com](http://www.silverstoneclassic.com)



# ON THE HAGGIS TRAIL

A Trip to Scotland in MG TC - MI 6124

By Peter Ging



In September this year, Peter Ging, IVVCC member of long standing, set out from Dublin to join an organised old car motoring tour of Scotland. Not for the faint-hearted, his journey covered some 1,800 miles – and included ferry crossings to the Western Islands of Arran, Mull, Skye and Harris. Despite encountering much inclement weather, Peter managed to capture the essence of Scotland in his pictures accompanying this article.

In September 1949, my father, Larry Ging, travelled in Scotland and took a series of high quality slides. When I was a child, these were often shown at family events. My father also had a record collection including many of Scottish singers, such as Sydney McEwan and Robert Wilson, which were frequently played. As a result, I grew up with a great fondness for the country.

I bought my car, an MG TC, twenty-eight years ago and for many years considered taking it to Scotland. However I always gave up because of fears of breakdown in remote areas.

Last year I learned of the Country Lanes Tour, "The Haggis Trail", going from the North of England up through four of the Western Isles up to the North West 500 Tourist Route and back down to the centre of the Country. I had enjoyed one of the firm's holidays in Wales a few years ago, and I jumped at this opportunity.

Before the holiday I immersed myself in all things Scottish. For months beforehand I read J. V. Morton's "In Search of Scotland" and "In Scotland Again" as well as playing all the Scottish records I had.

You will see from the attached map that the route was ambitious, proceeding northward through the Western Islands of Arran, Mull, Skye and Harris, up to a long part of the famous North West 500 Tourist Route to John O'Groats and then southwards to Pithochry.

The tour was fixed for 9th to 22nd September this year and I was confident of at least several days of good weather when the TC's hood and side screens could be removed. In the event,

it rained every day and for most of the day. There were a few precious hours when I could take the hood down – but never the side screens.

The tour involved no less than 8 ferry crossings operated very efficiently by Caledonian MacBrayne Ferries.

Driving through the spectacular scenery was an intoxicating pleasure. It was easy to take your eye off the road. Many of the roads were single lane only and it was easy to press on briskly, forgetting what might be around the bend. And as the surface was often quite high above the verges you could be off road itself very quickly!

I was travelling alone (my wife Helen had already committed herself to another holiday) so at dinner each evening I joined a different group of the regulars. Many had taken part in a Country Lane Tour of Ireland ("The Eire Ramble") a few years ago and spoke very well of the friendliness, efficiency, food and Guinness and good accommodation they found here. Many mentioned the Flying Boat Museum at Foynes as being particularly interesting. Something that impressed me was the variety of personalities – including people from many different parts of England – completely different backgrounds all happily mixing. There was also quite a large number of disabled people who had to have walking aids, but managed their cars without difficulty. They were all very friendly to the lone Irishman!

The other cars in the group ranged from a 1924 Rolls-Royce 40/50 to a 2014 Bentley Continental, with the majority being relatively new cars suitable for the long distance (many owned several cars to choose from; one person had thirty).





A rare bit of sun on the Island of Arran



Tobermoray village on Mull

Some interesting towns we had a chance to explore were Oban, Tobermoray on Mull, the village of Ullapool on the shores of Loch Broom, Wick and Pithlochry.

The social highlight of the holiday was the presentation of the Haggis at Ackergill Castle, preceded by a wonderfully loud piper in highland dress and a reading of Robbie Burns' "Ode to a Haggis".

Since I had to travel from Dublin via Larne-Cairnryan, my holiday lasted 16 days and 1,800 miles. I brought a large sack of tools and spare parts – and was both relieved and disappointed that I never needed any of them!

Scotland is a beautiful country with wonderful opportunities for driving old cars. I would love to return in better weather and see it at its best. ■



The fearsome Coolin Mountains on the Isle of Skye. The writer J V Morton described them as follows: "Imagine Wagner's Ride of the Valkyries frozen in stone and hung up like a colossal screen against the sky".



## COUNTRY LANE TOURS

Country Lane Tours is a small firm operated by Ian Glass which organises tours for old cars in a variety of interesting countries, and including a back-up mechanic to provide assistance if needed.

The company's characteristics are very careful planning, excellent roadbooks, high standards of accommodation and meals, as well as planning some well chosen attractions on the way. The majority of participants on "The Haggis Trail" had already taken part in the company's tours, so it is rather like a club.

The attractions on the trip in Scotland included:

- "The Devil's Porridge" a WWI munitions factory in Gallaway.
- The Talisker Distillery in a remote part of Sky.
- An excellent traditional cottage museum on Harris, different and more primitive than the Irish cottages.
- The Queen Mother's castle at Mey in the far north.
- The Erdnadour Distillery near Pithlochry – privately owned and the smallest in Scotland.



The Queen Mother's Castle at Mey





CCCA Chairman, Ian Giles

*By Clive Evans*

# A Classic Welcome in Andalucia

**The 'whirr' of electric fans is not a notable feature of classic car club events in Ireland in October...but this was in the Costa del Sol in the south of Spain.**

The gathering was for breakfast and chat before those assembled headed off for a drive through stunning rural Spain culminating in a long and easy lunch, not unlike the IVVCC autumn events but with Panama hats replacing anoraks!

We had, as we sometimes do when in Spain, googled [cccandalucia.com](http://cccandalucia.com) where information is available about the upcoming events organised by this very active classic car club, the Classic Car Club of Andalucia, headed up by chairman Ian Giles, a very successful motor sport competitor in rallying. They are a very affable couple, himself and his wife Carol, we understand not unlike Bernadette is to us in the IVVCC. In modern speak 'the go to person'.

The CCCA accommodates a very varied and interesting selection of vehicles that are generally younger than that which we would encounter in IVVCC events. But then this is a Classic Car Club and most participating vehicles are 'Classics' by model or design, if not yet by age. The club, having been established as recently as 2008, has a very impressive

membership of around six hundred.

At one gathering to which June and I went there was a stunning 'reproduction', or whatever term is appropriate (apologies if I got this wrong), D type Jaguar on display. To my pleasure however, the owner had not allowed it to be judged for 'people's choice'.

This gives me the chance to mount my hobby-horse, and say that in my opinion, reproductions, reconstructed or re-created vehicles should not be included in the judging at any IVVCC events, even in the classic section. I do agree these newly built cars are magnificent works of art and engineering but personally I do not consider them vintage, veteran or indeed classic.

Rant over and no doubt a few friends lost! It may be that in the future a section for such vehicles will be established within our club but it would not be my 'cup of tea'. Surely such vehicles would not boil over, leak oil and water and 'fail to proceed' often enough to really enjoy them!

So many thanks to Ian and his membership for making June and I feel welcome at their gathering and we wish them continued enjoyment and success within the Classic Car Club of Andalucia. ■



Taking the Tough...



...with the Smooth



# LETTERS

## Hi Anselm,

It was wonderful to see more than 90 pre-1918 cars on the roads around Dungarvan during this year's the Brass Brigade Run. A great day was had by all with very few breakdowns on the 45-mile trip. I'm sure you will get many great photos for the IVVCC News. However I took this little shot that I thought was interesting and somewhat different. We were sitting around in the foyer on Saturday at the registration and this guy arrived with a very large

piston and broken rod for Jim Boland to chew on and advise. It turns out that the owner and rally participant, Raymond Megaw from Upper Ballinderry near Lisburn, literally "unearthed" it from a wartime crash site near Cushendun in north Antrim. It appears to have been out of a RR Merlin engine. It seems that is virtually all that he has, and sadly the rebuild is beyond even Jim.

Best regards,  
Ray Cowan



Raymond Megaw presents Jim Boland with what's left of a Merlin engine

## Dear Anselm,

I thought you might be interested in this cutting from the Clare Champion about the extraordinary Zapp family from Argentina, who have been travelling around the world in their 1928 Graham-Paige 610 car for the last 17 years. The write-up tells how they couldn't source a replacement

axle for their 89-year-old vehicle – only to be presented with one by local Graham-Paige enthusiast Pat Foudy in Clare during the family's stopover there in September! A book about the Zapp family adventure can be purchased on their website, [www.sparkyourdream.net](http://www.sparkyourdream.net).  
Regards,  
Jim Cullen

## Fanore pitstop for adventurous Argentine family

Dan Danaher

A LOCAL classic car owner recently surprised an Argentine family travelling around the world with a gift for their rare vintage car.

Ennis businessman Pat Foudy said Herman Zapp had "tears in his eyes" with delight when he was presented with a second-hand axle and differential for his 89-year-old Graham Paige vintage car.

The Zapp family have clocked up more than 200,000 miles on their vintage car during their trip to the four corners of the world. In January 2000, the family set off for a half-year trip from Argentina to Alaska but 17 years later, they are still travelling. Recently, the differential on Mr Zapp's treasured car had started to give trouble and needed to be replaced again. However, the Argentinian adventurer was experiencing great difficulty getting another axle for the very rare vehicle.

The last thing he expected was that he would meet another Graham Paige owner during one of his pit stops in Clare last weekend, who unexpectedly came up trumps for him.

Twelve years ago, Mr Foudy bought his 1928 Graham Paige vehicle from a private dealer after spotting it at a wedding. At the time it cost him €15,000, which he regards as a bargain as similar vehicles were for sale on Done Deal in Spain and Canada



As the braking system is so bad on the vehicle, the Ennis-based tyre salesman replaced the back axle and kept the old one, which he was delighted to give to Mr Zapp. "Herman Zapp was over the moon to get an axle for his car. He could not believe it. There were tears in his eyes. It is extremely difficult to get an axle for such an old car. Herman, his wife Candelaria and four children are a lovely family. They are part of an extraordinary story. To travel more than 200,000 miles in such an old car is a huge achievement."

"There is a very poor braking system in the Graham Paige vehicle. Back in 1928, there was no car in front of you and you could stop in your own time. I have travelled to some of the same places as the Zapp family all over the world but not in that car," he said.

The Zapp car has been stretched by cutting the chassis to

in an extra row of seats, making it one of the first people carriers. The car was modified by adding extra metal into the chassis and installing an extra window in the body. Ironically, it is the new steel that is rusting.

Mr Foudy has one of the only Graham Paige cars in Ireland. He thinks there is only one more in Athlone. Mr Foudy's car is an original Irish car thought to be bought originally for a government minister. It is probably one of the few right-hand drive Graham Paige cars in the world. The car has been fitted with a Ford Pinto engine, although the original six-cylinder engine has been kept.

Still in immaculate condition, Mr Foudy has driven it during special events, such as St Patrick's Day Parades and classic car shows, including one in Inagh recently in aid of the Clare Cancer Support Centre in Kilmacoma. Made of steel, he said the Gra-

ham Paige has a top speed of 40 miles per hour, has no power steering and only does about 12 miles to the gallon.

Mr Foudy and his wife, Mary, brought the car to Clonsilla on Sunday to meet the Zapps.

He said the Zapp family enjoy a fantastic lifestyle, visiting places throughout the world that most people can only dream about, while their "mild-mannered" children are educated through seeing wonderful sights and learning about them in numerous books.

The family have written a book and are filming their fascinating trip and Mr Foudy estimates they could have sold at least 1,000 copies during their few days in Ireland.

The family enjoyed some of the main visitor attractions in the Burren last week. They were welcomed to Fanore by John Burke and Anne Pilkington and the sight of alpacas, which made them feel right at home.

on their journey as a young couple and, along the way, their four children were born. The eldest, Pamela, is 15; Tehue is 12, Paloma is nine and Wailaby is eight. They have been home-schooled along the way, seeing first-hand places of historical, geological and archaeological interest.

Visiting Ireland for the first time on the final leg of their journey, they have attracted a lot of media attention and featured on RTE last week. They were due to leave Roslure on Thursday.

Anne Pilkington of Fanore Holiday Cottages made contact with the Zapps and invited them to stop and experience the Burren. They drove their 89-year-old car on some narrow roads, which afforded them spectacular views.

Earlier this summer, John and Anne started Burren Mountain Tours, taking visitors on guided driving tours of the mountain. Eoghan Burke entertained the



(Clockwise from far left) Herman Zapp negotiates his Graham-Paige car through the Burren. The Zapp family, Pamela, Paloma, Wailaby, and Tehue with local Eoghan Burke. The inside of the Zapp family's car.

Photographs by Arthur Ellis

to play hurling. In typical fashion, the intrepid family stayed a day longer than planned in Fanore.

Anne said it was a great experience for her family to hear of the wonderful adventures of the Zapps. She said they are an extraordinary family and wished

of their journey and prepare to head back to Argentina. The family also stayed with Cormac McFerran and his wife Susan in Clonsilla.

The book about the Zapp family's extraordinary journey can be purchased on their website [www.sparkyourdream.net](http://www.sparkyourdream.net).

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# The ARM

*By Jim Cullen*

This year marks the 21st anniversary of the formation of the Association of Retired Members (ARM). Now an important element of the IVVCC, the ARM has no committee, no chairman and no entry fee – and is based on one old car outing per month, with informality the watchword.

Members' cars at the 1996 inaugural ARM outing at the K Club in Co. Kildare (l-r): M-B 230SL - J. Cullen; Peugeot 204 - J. Maguire; NSU Prinz - J. O'Sullivan; Alfa Spider - T. O'Neill; Wolseley 1500 - A. Frayne; Alfa Romeo - C. Furlong.

In January 1996 Jim Cullen suggested that it would be a good idea for retired members within the IVVCC to meet once a month for lunch – in order to socialise and use their old cars to visit places of interest. Having discussed the idea with the late Tony Hill, the late Michael Crosbie and a few other members, Jim wrote to Tom O'Neill, then IVVCC President, asking for Board approval for the formation of an association of retired members within the Club.

The Board approved the concept. Jim then circulated members of the Club who were retired, and received over twenty replies. Having consulted with interested members, it was decided to run a trial event on Thursday, February 29, 1996. The day's agenda was as follows: Meet at the Green Isle Hotel at 10.30am

and drive, using back roads, to Johnstown Village near Naas. Pub lunch at Johnstown, followed by a discussion on... a): What day of the month to use, b): Format of visits and likely places of interest, c): Who should organise each outing, and d): communications within the group regarding list of participants for each outing.

Nineteen people, in thirteen cars, attended the inaugural meeting at the Green Isle. All of the above items were discussed and agreed upon. It was decided that the last Thursday of each month would be the set day for outings. The group would be called A.R.M. – Association of Retired Members of IVVCC (although in recent years A.R.M. has come to stand for Active Retired Members).





Attendance at the inaugural ARM meeting – Green Isle Hotel, February 29, 1996:

Michael & Ambrose Frayne	Wolseley
Jim & Bernie O'Sullivan	NSU
Tony & Dorothy Hill	Bentley
Jim & Eileen Cullen	M-B 230SL
Pat & Shelia Meehan	MG
Derek Johnston	MG
Jim Fitzpatrick	Rover
Tom O'Neill	Alfa Romeo
Tom Cahill	Modern
John & Patricia Maguire	Peugeot
Michael Crosbie	Triumph
Chris Furlong	Alfa Romeo

At Johnstown it was decided that, following their lunch, the group would visit some place of interest – and the K Club in Straffan was chosen. Upon arrival of the 13 cars the hotel management was extremely welcoming, allowing the cars to be parked immediately outside the entrance, then giving the group a tour of the facilities. As refreshments were not available there, the hotel suggested that the group have afternoon tea at its nearby Golf Club premises. And so ended the prototype for future ARM outings – an auspicious and enjoyable start to the informal association that has since grown from strength to strength.

### "Keep It Simple"

From day one it was decided that the ARM would be kept as simple as possible. For example it was agreed that there would be no committee, no chairman and no entry fee.

For the first few years Jim Cullen acted as advisor and oversaw the general running of the ARM. This informal supervisory role was then taken on by Chris Furlong and Tom Cahill – then Jim O'Sullivan and Gerry Newman. Henry Noonan and Noel Kavanagh then took up the running, followed by William Feeney and Denis Murphy. The normal number of outings is set at eleven per year, December being excluded from the monthly trips. At the last meeting of each year, eleven ARM members volunteer to organise one outing each throughout the following year.

The arrangement has stood the test of time. 2017 sees 21 years of ARM activities...in other words some 230 outings enjoyed by the members of this very special group. ■



Panoramic photo taken at the recent ARM outing to the Palace Demesne and Planetarium at Armagh.

## NUTS & BOLTS

### RETURN OF THE DEFENDER?

*London...* An off-road vehicle based on Land Rover's classic Defender model could be rolling off production lines in 2020 according to the petrochemicals giant Ineos. The firm plans to build 25,000 of the new vehicles a year, subject to getting UK government support.

Jaguar Land Rover, who discontinued the iconic off-roader in 2016 after a sixty-eight year run, is planning a re-vamped version of the Defender, the design of which is registered in many countries.

### BICESTER CLASSIC CAR SHOW



*Bicester, Oxfordshire...* A new event, the Classic & Sports Car Show in association with Flywheel will take place at Bicester in the UK from Friday 22nd to Sunday 24th June 2018.

The Classic & Sports Car Show was held at Alexandra Palace in 2017, featuring £30 million worth of classic cars. The event will have land and air demonstrations of cars and aircraft, as well as cars on display from private owners and classics dealers. Full details at: [www.bicesterheritage.co.uk/events](http://www.bicesterheritage.co.uk/events)

### LONDON CABS FOR PARIS

*Paris...* Despite the uncertainties created by Brexit, London's 'classic' hybrid-powered black cabs are expected to hit the streets of Paris next year. Bought by China's Zhejiang Geely Holding Group Co. in 2013, the London Taxi Company also hopes to sell the taxi to Amsterdam, Barcelona, Oslo and Berlin. The TX5 prototype is powered by electric motors with an on-board petrol generator for extra range.

In another green initiative, tourists can now tour Paris in a vintage Citroen 2CV car equipped with a retrofitted all-electric engine.

# MOTOR LOG

*Capt. Neal E. Sherman*  
*NAPIER 40/50*



Established in 1808, Napier & Son Limited gained distinction as developer of the 12-cylinder Lion aero-engine, for some years the most powerful engine in the world. The company also claimed manufacture of the world's first series production 6-cylinder car. The luxury 40/50 model was unveiled in 1919 with a chassis price of £2,100. Test driven by Captain Sherman in late December of that year, his impressions of the automobile are reproduced here:

## *Challenger for 'World's Best Car' accolade*

*London, December 1919*

It surely says much about the resilience of the international motor industry that it can rebound from the catastrophic war in Europe – and within a year begin producing all-new models in profusion. This was made clear when I visited this year's Olympia Motor Show, where over 260 marques were on display, about half of which being foreign makes.

And demand for these cars exists. At the cessation of hostilities last year only about 78,000 cars, many in poor condition, were motoring on British roads. It appears demand is coming partly from the many servicemen who, during the course of the war, became familiar with motorised transport of one type or another. Now, in peacetime, those who can afford it are determined to indulge in the pleasures of family motoring.

In addition, during that time of appalling wastage now incongruously termed The Great War, apart from the devastation in terms of humanity, mountains of destroyed equipment had to be replaced. This new business has enhanced the fortunes

of many manufacturing concerns, and has allowed automobile makers to develop new and advanced models.

An example of one such product was displayed on the stand of D. Napier & Son Limited at Olympia in the form of their new Model 40/50, a luxury limousine aimed squarely at the Rolls-Royce customer, and clothed with most elegant coachwork by the Cunard coach building company. The Napier has always enjoyed great esteem, and in fact is a much older marque than the Rolls, having built its first car, based on a Panhard, in 1897. The company now believes that its new luxury 40/50 model should be a serious contender for the 'World's Best Car' accolade.

The greatest advocate for Napier has been that famous Australian-born automobilist, Mr Selwyn Francis Edge. Mr Edge worked tirelessly to sell and promote the make, and engendered a continuous stream of publicity for the firm's products through his racing and record-breaking exploits. Although he is no longer connected with the marque, his name is certain to be linked forever with that of Napier.

S.F. Edge always maintained that the Napier was the world's first motorcar to use a 6-cylinder engine (a claim challenged by the Dutch firm of Spyker) and insisted that no other motorcar could match its prowess. He believed in backing up his tough talk. For example in 1907 he drove a 6-cylinder 9.6 litre Napier at Brooklands for 24 hours at an average speed of 65.9 miles per hour, an impressive record that still stands today.

These ventures followed Edge's great win on a Napier in the Gordon Bennett Race of 1902. That race was held in France, and his win there resulted in England being recognised for the first time as a major force in international motor competition.

Indeed Edge maintained that British Racing Green – now official livery for British racers – was derived from the Napier car's paint colour in that race. Others, perhaps more impartially, say it stemmed from the fact that, as the 1903 Gordon Bennett race was held in Ireland, (Edge's victory of the previous year should have ensured that the race was held in England but parliament refused to allow roads to be closed for the event), the colour green was in fact chosen as a compliment to the Irish.

It was probably inevitable that the dogmatic and forceful Edge would eventually part company with Montague Napier. This happened in 1912 when he bluntly claimed that the marque had become outdated in design – and damned it as being quite inferior to its competitors in constructional quality.

The 40/50 has been designed by Mr A.J. Rowledge, who was also involved in the wartime production of the famous Lion aero engine. Several features of this latter unit have been employed in the new car's 6-cylinder 6.25-litre engine, including 'shrunk-in' cast-iron liners and extensive use of aluminium alloy. This engine develops 82 brake horsepower when turning over at 2,000 revolutions per minute.

The engine is equipped with an interesting concept designed to eliminate roughness at low engine revolutions: the rear number six cylinder is of a different construction to the others in that it





has a low-compression piston fitted, the purpose of which being to even out or 'soak-up' vibrations. This clever innovation certainly appears to achieve the desired result, as the engine runs with exceptional smoothness. One of the previous 6-cylinder models produced by Napier was afflicted by a horrendous noise set up by a crankshaft vibration at certain speeds. Apparently Mr Edge convinced one complaining customer that this noise was in no way detrimental to the engine, but was known as a 'power-rattle'. However considerable doubt was cast on this explanation when crankshafts began to shear, one by one – as one wag put it: "under the strain of Selwyn's highly challenging euphemism".

At Napier's Olympia stand I met the designer, Mr Rowledge, with whom I had dealings previously in relation to engines for aircraft during the war years. Later in the day we had a drive in his personal 40/50. As described in the sales brochure, this is in every way a "motorcar de luxe". Normally of course it would be chauffeur-driven, but as there is a tendency in recent times for owners of such cars to take the wheel themselves, manufacturers now have to be more considerate of the driver's requirements. This is reflected in the quality and comfort of the 40/50's front seating, as well as with instrumentation and controls.

While I was most impressed with the smoothness of the engine and also with its excellent acceleration performance, I was somewhat less impressed with the other components. The clutch, gearbox, brakes and suspension are, on the whole, of a rather old-fashioned design, even in comparison to the very conservatively engineered Rolls.

Mr Rowledge drove the car most of the time himself and, having been recently apprehended by the police for speeding, he tended to be very wary (he is due to attend court in Rochester soon to answer the charge of driving at the "vicious speed" of 30mph on an open country road).

The Napier 40/50 is available in touring, cabriolet, coupé and limousine body versions, mostly supplied by Cunard. Certainly, the display model at Olympia was equipped with a limousine body of such elegance and quality as to rival even the best Rolls-Royce offering.

One interesting comment made to me at the show referred to the fact that Montague Napier is no longer convinced of the long-term viability of the high-priced motorcar. It is even said by some that the firm may be contemplating the reduction, or even cessation, of automobile production in favour of the high volume manufacture of aero engines. If this were to be the case, sales of the 40/50 would surely be drastically affected, as customers would hesitate to purchase a car in whose continued future they could not depend.

But, apart from all mundane commercial considerations, it would be a sad day if Napier lost its eminent position within the British car industry. Great Britain could ill afford to lose an automobile of the calibre of the Napier – currently a contender for the title: 'Best Car in the World'. ■

*The 40/50 was in fact the last car ever produced by Napier. Even with the chassis price reduced to £1,500, sales steadily declined. Production ended in 1924. The famous Napier Lion aero engine was used later in land speed record attempts – including Malcolm Campbell's Blue Bird of 1927 and 1931; Henry Segrave's Golden Arrow of 1927; and John Cobb's Napier-Railton and Railton Mobil Special, which held the land speed record from 1939 to 1964.*

*Montague Napier moved to the south of France in 1915, working as a design consultant for the company, and died in 1931. The designer A.J. Rowledge left Napier in 1921 to join Rolls-Royce. S.F. Edge sold his motor sales company to Napier in 1912 and in 1927 gained control of the AC car company, which collapsed two years later. Edge died in 1940 aged 71.*

*\*Next issue: Captain Sherman test drives another luxury automobile, the De Dion Bouton 25hp, from the company best known for its famous axle.*



## 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. 3

Find the 10 changes made between the top and bottom photos.

Post your entry – with the 10 changes marked on the top photo (A PHOTOCOPY IS FINE) – OR just the changes described in writing – to arrive on or before Monday 29th January 2018, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co. Dublin A96

D4E7. Alternatively, email your answers (with your contact details) to: [anselm@eircom.net](mailto: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 your YouTube search bar – or Google the title.

### The Terrafugia TF-X

[www.youtube.com/watch?v=wHJTZ7k0BXU](http://www.youtube.com/watch?v=wHJTZ7k0BXU)



This futuristic looking vehicle is being promoted as “the first practical flying car”. And is scheduled for launching in about eight years time. A less advanced flying car being developed by the company is said to be ready in 2020.

### Whitechristmastoon

[www.youtube.com/results?search\\_query=whitechristmastoon](http://www.youtube.com/results?search_query=whitechristmastoon)



Our all-time favourite Christmas Youtube Clip... Santa and his reindeers strutting their stuff! And can anyone recognise the group that they're lip-syncing?

### Traffic in Paris 100 years ago

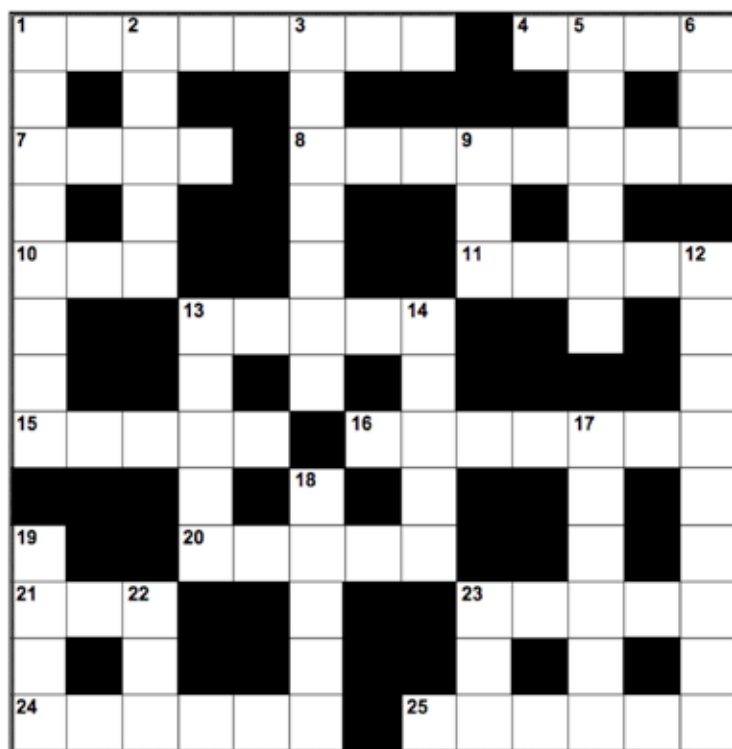
[www.youtube.com/watch?v=zaBi\\_lmH75k](http://www.youtube.com/watch?v=zaBi_lmH75k)



A clip of hustle and bustle in Paris – taken in the 1920s. Some readers will no doubt recognise a few vintage cars model still motoring today in our rallies. Getting around by motor vehicle in those times doesn't appear to be much different from today.



# IVVCC CROSSWORD - No: 3



## ACROSS:

1. Run from London to here in November (8)
4. Change this in a car regularly (4)
7. Place or location (4)
8. Your invention is safe if it's this (8)
10. Comes before Angeles on Route 66 (3)
11. Yoga position, flower...or sports car (5)
13. Road for youngsters? ...not majors! (5)
15. Distress - because the apple cart is (5)
16. British marque - with roots in Stuttgart (7)
20. Marks that a leopard can't change (5)
21. A friend in need, perhaps? (3)
23. An infant's swimming stroke? (5)
24. British veteran - featured on page 34 (6)
25. Snack - made from a warm canine? (6)

## DOWN:

1. Famous car event in the New Forest (8)
2. Points - on an agenda, for example (5)
3. Tappets make this sound, obviously (7)
5. Station wagon - for the big house? (8)
6. Traditional Italian racing colour (9)
9. Slippery swimmer! (3)
12. This causes explosions in an engine! (9)
13. Encounters - e.g., on the racecourse (5)
14. 13 Across could be one of these (5)
17. Gecko (lucky emblem on Chinese cars) (6)
18. Wandering automobile (5)
19. This is not a closed question (4)
22. Circuit of a racecourse (3)
23. A Chief Executive Officer, briefly (3)

Post your entry (A PHOTOCOPY IS FINE – and Googling is allowed!) to arrive on or before Monday 29th January 2018, to: Anselm Aherne, 63 Granitfield, Dun Laoghaire, Co. Dublin A96 D4E7 – or email your answers (with contact details) to: [anselm@eircom.net](mailto: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.2 – Autumn 2017

Silver stripe missing from blue jacket / VW badge missing from red car / Lamp standard (in trees) missing / Black vent missing from green Austin / Driver's hand missing in green Austin / Reg plate missing from wine car / AA badge missing from wine car / Far side lamp missing from red open car / Passenger missing from red open car / Stone pillars missing (behind wine car) / Roof of white van lower / Headlamp missing from green open car

Winner of Photo Competition No.2, Autumn 2017, is...  
Martin Fleming, Dublin 18.

## Answer to Crossword No.2

### Across:

1. Michelin
4. Cord
7. Cube
8. Brighton
10. AKA
11. Canal
13. Tyres
15. Crank
16. Snoring
20. Error
21. Rev
23. Corgi
24. Munich
25. Grease

Winner of Crossword No.2, Autumn 2017, is...  
Jim Cullen, Dublin 14.

### Down:

1. Mechanic
2. Cobra
3. Library
5. Octane
- 6&12. Dun Laoghaire
9. GMC
12. (See 6 Down)
13. Tonne
14. Sonar
17. Iberia
18. Irish
19. Tram
22. Van
23. Car



# Have you ever heard of the TUCKER TORPEDO?

By Robin McCullagh



The revolutionary but short-lived Tucker Torpedo Photo: Courtesy of Conceptcarz.com

The Tucker Torpedo was the inspiration of engineer Preston T. Tucker of Ypsilanti, Michigan. Amongst the team he built around him for the project were stylist Alex Tremulis, who had previously worked for Auburn/Cord/Duesenberg, and car interior designer Audrey Moore, who had previously worked for Studebaker.

The Torpedo was way ahead of its time. Indeed Tucker introduced many innovations that would become standard in cars decades later. Plans for a flat opposed 9,650cc engine with a rear wheel double torque direct drive system were abandoned because of cost, and it was decided instead to use a Franklin air-cooled aluminium flat-six of 5,500cc (as used in Bell helicopters) modified to a sealed liquid-cooled system. This rear-sited engine was mounted lower than the rear passenger seat to lessen noise, heat, and fumes in the cabin.

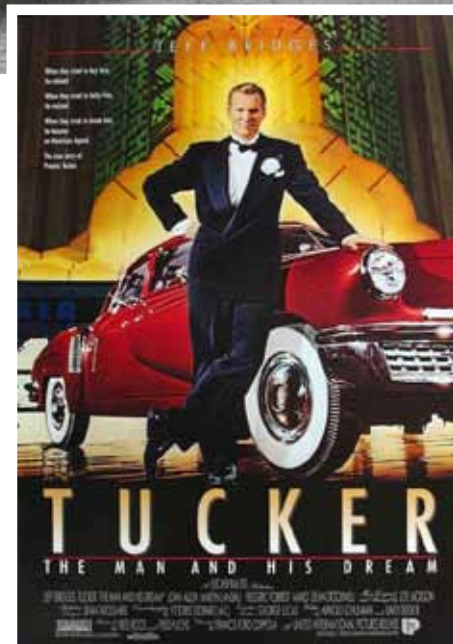
Also dropped were the central steering wheel and front wings that turned with the wheels. Fixed wings were used but a cyclops-type headlight which turned with the steering to throw light on the road ahead did make it into production (an idea that was used on the Citroen DS21/23 years later). The four-wheel independent suspension employed was not unlike that used in the later Mini. The four-door all steel body had a low floor, and the roof tapered in two directions to reduce lift forces which aided aerodynamics, making the Tucker one of the fastest cars of its era. There was a choice of gearbox offered: 4-speed manual, pre-selector/electric shift or Tuckermatic Automatic Transmission.

Safety features on the Tucker included disc brakes, padded dash, front passenger crash compartment and a pop-out windscreen. When the car was launched in 1948, some 300,000 people signed up to purchase one.

To help with cash flow the Tucker Company began to sell accessories, but with only approximately fifty cars built, Tucker and five of his colleagues were indicted for fraud by the Securities Exchange Commission (some people claim

that these charges were initiated by the three big U.S. car manufacturers, jealous of how advanced the Tucker was compared with their models).

Although, following a prolonged and expensive legal battle all the Tucker team were completely exonerated, the costs of the case had taken their toll and the company collapsed. Preston Tucker died in 1956 while working on plans for a small car for the Brazilian market. Most of the Tucker Torpedo cars manufactured survive to this day in private collections or museums, mainly in America. ■



The Tucker story on film



Stylised illustration from Tucker sales literature



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