

# IVVCC

# NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



Celebrating Italian Car Design at the  
Carole Nash RIAC Classic Car Show  
RDS Simmonscourt 10-11 March

**Spring 2018**

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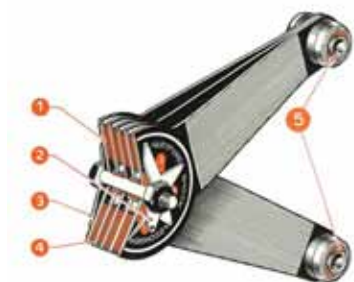
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**Club Meetings:**  
Every first Monday of the month  
(second Monday if first falls on a public holiday)

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

**Cover:**  
Shane Houlihan's  
1932 Alfa Spider

**Club Website:**  
www.ivvcc.ie





# MESSAGE FROM THE PRESIDENT

Dear Members

As we head into spring we look forward to the longer evenings and especially the opportunity to start using our cars again. That being said, I must say it doesn't feel like spring as it is snowing in the Sunny Southeast as I write this message.



We must remain optimistic and think positive thoughts about the good weather ahead however. In the meantime we have the indoor Carole Nash RIAC National Classic Car Show to look forward to. This is to be held once again in the RDS Simmonscourt complex, Ballsbridge, Dublin, on the weekend of March 10-11. Doors will open at 10am and run until 6pm. The IVVCC will occupy its usual position inside the main door and I would like to take this opportunity to invite you to visit us. We have an interesting and varied display of cars to interest (I hope) everyone.

Plans are well underway for the Percy French run for pre-war cars, which is a joint event with the Ulster Vintage Car Club and the IVVCC. This event is based in Carrickmacross, County Monaghan, from Friday 11th to Sunday 13th May. The event will take in routes both north and south of the border, and we will visit some interesting landmarks. We are very limited on spaces (50 in total) due to hotel constraints, with only a few spaces left. If you are interested please enter as soon as possible to avoid disappointment.

Entries are open for the annual International Gordon Bennett Rally from 8th to 10th June. Entries are ahead of previous years at this time and I would ask – If you are regular attendee or even if this your first Gordon Bennett – it would be very helpful to the organisers to have your entry in asap. The event this year is once again based in the Mount Wolseley Hotel, Tullow, County Carlow. This is the premier event in the IVVCC calendar and I would like to encourage all of you that have eligible pre-1930 cars to come along as you will be most welcome.

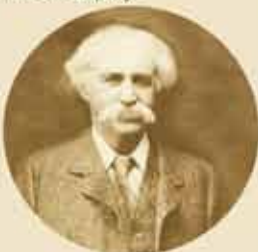
In the meantime, I hope you are all taking the opportunity to repair those niggly jobs that you have been putting on the long finger – so that your cars will be humming down the road when Mother Nature decides in her own good time for spring to officially appear.

Best Wishes and Safe Motoring,  
**Shane Houlihan**

## EVENT HIGHLIGHTS 2018

### Sat 10th - Sun 11th March

The **Carole Nash RIAC Classic Car Show** takes place at the RDS Simmonscourt, Dublin 4. The Irish Veteran & Vintage Car Club and the Irish Vintage Scene magazine again support this major motoring event where hundreds of interesting cars will be on display.



### Fri 11th - Sun 13th May

The **Percy French Vintage Rally**. Celebrating the great Irish songwriter, entertainer and painter. A joint Irish Veteran & Vintage Car Club and Ulster Vintage Car Club event for pre-war cars. Based at the Nuremore Hotel, Carrickmacross, County Monaghan, it is planned to have 25 cars from each club. Routes will cover some of the most scenic areas of Fermanagh, Tyrone, Cavan and Monaghan.

### Fri 8th - Sun 10th June

**IVVCC International Gordon Bennett Rally**. Plans are under way for staging the 115th anniversary of the famous 1903 Gordon Bennett Cup Race. The event will be based at Mount Wolseley Hotel, Tullow, Co Carlow. Photos and videos of the 2017 event can be viewed at [www.ivvcc.ie](http://www.ivvcc.ie).

### Sun 19th August

The **IVVCC Annual Powerscourt Picnic**, Enniskerry, Co Wicklow. This is the very popular fun get-together at the Powerscourt Estate grounds. Participants will have access to the famous house and gardens, cafe and restaurant.

### Sat 25 - Sun 26th August

This year's **IVVCC Brass Brigade Run** will be based at the Pembroke Hotel, Kilkenny. Last year this spectacular two-day event attracted a record ninety1 cars - the largest number of pre-1918 cars ever assembled in Ireland, including 18 overseas participants.

### Sun 23rd September

The **IVVCC Autumn Classic Car Run**. An event specially tailored for cars built between 1945 and 1988, with a fine range of trophies awaiting the winning participants.





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# SECRETARY'S REPORT

**Greetings and best wishes to all our members and the members of our associated clubs for a enjoyable and successful motoring year in 2018. Traditionally the winter months are a quiet time for our historic vehicles. It is a good time to catch up on those mechanical jobs you have put off all year or perhaps the minor bodywork issue or the annoying door or window rattle needing attention. Hopefully, most of you managed to escape that dreaded flu. Those cold garages that many of us have are no addition in the very cold weather.**

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Although the winter months are a quiet time for events the club directors continue to meet regularly as is the custom throughout the year. Apart from the planned regular meetings, the directors held an additional planning workshop on a Saturday in January to consider the challenges facing the club in the coming year. The President, Shane Houlihan, will talk about some of these issues at the First Monday meeting on the 9th April. (Please note that Monday 2nd April is a Bank Holiday). The February and March First Mondays will consist of demonstrations by trade exhibitors.

A question many of us ask ourselves from time to time: What does the future hold for our historic vehicles?

During the course of the 2017 FIVA General Assembly one of the expert presenters spoke of how the use of our cars might be affected by the changes in technology and legislation. He outlined a challenging vision of what the future might hold for us. At some time in the future he envisaged a scenario with four cars at traffic lights. Three of the cars would transpire to be all electric. Not only that but two of the three electric cars would be driverless. This is not an entirely unrealistic scenario. However FIVA are continually working on the international stage to ensure that historic vehicles remain a presence on our roads. Many large European cities have started to enforce low emission zones and FIVA have developed a 'tool kit' to assist national federations to ensure that historic vehicles are not entirely excluded from these cities.

More recently I listened to a YouTube debate from the USA hosted by one of the leading classic insurance providers in America. There was an acceptance that restrictions will in time be put in place to help reduce emissions in congested inner city locations in the USA. However they predicted that historic vehicles will continue to be widely used outside of these congested cities with restricted zones. They argued that, in

any event, there was little pleasure in trying to drive on heavy traffic, and stopping and starting every few yards at red traffic lights. The consensus is that our vehicles will continue to be seen on our roads for many decades to come. That said we must be vigilant and ensure that new legislation will not restrict the enjoyment of our historic vehicles. In Europe the changes in legislation are most likely to emanate from the congested cities in France and Germany. For this reason it is important that the national federations on these countries along with FIVA keep us informed of emerging trends.

The future however is not bleak, on the contrary it is promising. In recent times the importance of the motor vehicle and in particular the recognition of our mobile heritage has come to pass following its acknowledgement by UNESCO (United Nations Educational, Scientific and Cultural Organization). UNESCO is responsible for coordinating international cooperation in education, science, culture and communication. The recognition of the importance of mobile heritage by UNESCO is of great significance and will help to ensure that our vehicles will continue to be recognised as important part of our heritage and worthy of preservation. This was to a great extent due to the work of the Cultural Commission of FIVA.

As many of you know I have represented the club at FIVA General Assemblies for a number of years and this year I have been asked to join the FIVA Cultural Commission. When I gain a greater understanding of the work involved I will update members on the deliberations of the Commission. ■

**Peadar Ward**  
Honorary Secretary  
February 2018



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# A BAD DAY for a GOOD CAR

## The Jaguar D-type of the Écurie Ecosse racing team in the Mille Miglia of 1957

Pat Meehan, long-time IVVCC member and also a founder member of the ARM, recalls here his involvement as a motor racing mechanic with the Écurie Ecosse team in the 1950s. Following a famous '56 victory at Le Mans, Pat recalls the days of the dramatic Mille Miglia Race of 1957, with Ron Flockhart at the wheel of the team's Jaguar D-Type.

The Jaguar D-type Reg. No. MWS 301 was supplied to David Murray's Écurie Ecosse racing team in 1955 and entered by them for the Le Mans 24 Hour Race in 1956. Against all the odds it won the race – with drivers Ron Flockhart and Ninian Sanderson – an amazing result for a young team working out of a mews garage in Edinburgh.

The following year MWS 301 was entered for the Mille Miglia, the famous 1,000-mile race around Italy for sports cars, with Flockhart driving by himself (no navigator). With its race number 518, the D-type left the start at Brescia at 18 minutes past 5.00am. As recorded in Tony Pritchard's book "Racers", the following are my recollections of a bad day for the Jaguar:

*The extracts below are taken from "Racers - Memoirs of the Gentleman Drivers" by Anthony Pritchard, and based on his discussions with Pat Meehan of the Écurie Ecosse racing team:*

*In 1956-57 David Murray's Écurie Ecosse team, running D-type Jaguars, was at the peak of its power. It had won Le Mans in 1956 with one of its original 1955 'production' D-types and following the withdrawal of Jaguar from racing at the end of 1956 the team was racing long-*

*nose ex-works cars. It was to win again at Le Mans that year. Ron Flockhart was number one Écurie Ecosse driver, so for as the team had a number one driver.*

*Flockhart, born in Edinburgh on 16th June 1923, raced motorcycles originally, but then took up four-wheel racing with MG and Cooper-Vincent cars in 1948. He bought Raymond Mays' famous black ERA D type R4D in 1952 and enjoyed a prolifically successful season with it the following year before becoming a works BRM driver. He drove a works Austin-Healey 100S in the 1955 Mille Miglia and started to drive for Écurie Ecosse in 1956. Flockhart yearned to race in the Mille Miglia again and he persuaded Murray to run him in the 1957 race with one of the team's D-types. The team still retained the 1956 Le Mans winner, a so-called 'production' car, but the team's chief engineer 'Wilkie' Wilkinson had carried out extensive development work and it was now generally agreed to be a more practical proposition than one of the long-nose ex-works cars. Everyone knew that Flockhart would not win, but a good effort would bring excellent publicity.*

### Team Mechanics

*Écurie Ecosse took the D-type to Italy in one of their transporters, a prewar Leyland Tiger coach with a big door*

*inserted in the rear end and ramps that enabled one car to be driven in and then raised by the ramps and a second car to be driven in below it. Apart from Murray and Wilkinson, there were three mechanics at the race, Sandy Arthur, Ron Gaudion and Pat Meehan. The team stayed at Count Maggi's villa. Ron reconnoitered as much of the circuit as he could in a Jaguar Mark VII saloon, accompanied by Wilkinson, but he drove single-handed in the race.*

*On the day of the race Pat Meehan drove Flockhart to Brescia, retrieved the D-type from its lock-up garage, carried out a final pre-race check, saw Flockhart on to the starting ramp and watched him go off. Flockhart was car number 518, leaving at 5.18am. As had been discussed between them, he accelerated away gently, for they had both seen an earlier starter gun his car down the ramp only to break a half-shaft yards from the start.*

*Pat Meehan then caught a train to Bologna where with the help of the local Esso representative they set up the pit for Flockhart's final refuelling stop. All he had to do then was to wait for car number 518 to arrive. But later, Ron Gaudion travelled from his pit in Rome to report that Flockhart had retired. He*



Ron Flockhart during the 1957 Mille Miglia, while his Écurie Ecosse D-type Jaguar was well up with the leaders



Pat Meehan works on the Titterton/Sanderson D-type during the 1955 9-hour race at Goodwood





A young Pat Meehan (right) celebrates an early race win with team-mates



Pat Meehan, standing centre, with three Écurie Ecosse racers and the team transporter in the background



The Mille Miglia Écurie Ecosse D-type Jaguar – sold in 2016 for €21 million

had gone well during the first half of the race, rising as high as fifth place, but on the twisting mountain roads near L'Aquila the fuel tank and rear bodywork broke away from the main structure of the car and collapsed on to the back axle. The D-type was undrivable and retirement was inevitable.

### Drama at the Pits

Meehan and Gaudion stayed at Bologna watching the rest at the runners scream into the pits area. Pat remembers the Marquis de Portago standing up in the cockpit at his works Ferrari and shouting at the mechanics as they refuelled the car and changed the wheels. "The drama in

the pits was electric," Pat recalls, "with hundreds of Italian enthusiasts shouting and clapping. The noise of the open exhausts as the cars accelerated away and the smell of petrol, oil and overheated rubber was intoxicating." This eyewitness account sinks the story that de Portago refused a tyre change at Bologna to save time – which, by implication, led to his accident.

Although the Jaguar D-type was built for the smooth surfaces at Le Mans and Reims, several D-type drivers, including Duncan Hamilton and Bob Berry, regularly drove their cars on the road. As late as

1956 the works team drove the complete entry on the road to the Nürburgring. So what had happened to Flockhart's D-type seemed uncharacteristically severe.

The mechanics loaded it on to the transporter and drove with it to the Nürburgring where Pat Meehan photographed it before it was repaired in time to run in the 1,000km race at the German circuit – another circuit for which the car was totally unsuitable. Nevertheless Ninian Sanderson and Dick Steed drove it into 16th place overall. ■

[Permission to use the above extracts from the late Anthony Pritchard's book, "Racers - Memoirs of the Gentleman Drivers" has been kindly granted to IVVCC News by Palawan Publishing.]

### Footnotes:

Ron Flockhart died on April 1962 at the controls of his P51D Mustang aircraft when it broke up in severe turbulence over the Dandenong Mountains near Melbourne while he was testing the plane prior to a Sydney-London record attempt.

MWS 301 was sold in 2016 by Bonhams to an American enthusiast for \$21 million. So...hang on to your old race cars!

See the 1957 Mille Miglia on film – check out MotorClips on page 36 in this issue

# CALENDAR OF EVENTS 2018

All event details subject to final confirmation. For further information visit [www.ivvcc.ie](http://www.ivvcc.ie)

## MARCH

Mon 5	IVVCC First Monday Meeting	West County Hotel, 8.30pm
Sat 10 - Sun 11	Carole Nash RIAC Classic Car Show	IVVCC participating - RDS Dublin 4
Mon 19	Garden of Ireland Club	Poker Run / Lunch & Grand National Sweepstakes
Sun 25	Irish Model T Ford Club	Annual General Meeting – Maldron Hotel

## APRIL

Mon 2	Garden of Ireland Club	Easter Egg Hunt
Mon 9	IVVCC First Monday Meeting	West County Hotel, 8.30pm
Fri 13 – Mon 16	Garden of Ireland Club	Trip to Wales
Sun 15	Irish Model T Ford Club	First Spring Run

## MAY

Sun 6	Celtic Old Vehicles Owners Club (COVOC)	Norman Pratt Run
Fri 11 - Sun 13	Percy French Rally - for Pre-War Cars	Joint IVVCC/UVCC event - based at Nuremore Hotel, Carrickmacross
Sun 13	Irish Model T Ford Club	Kilkenny Spring Run
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>
Sun 20	Blessington Vintage Car & Motorcycle Club	Spring Run

## JUNE

Fri 8 - Sun 10	IVVCC International Gordon Bennett Rally	Mount Wolseley Hotel, Tullow, Carlow
Sun 17	Irish Model T Ford Club	West Cork Run
Mon 18	IVVCC Annual General Meeting	West County Hotel, 8.00pm

## JULY

Sun 1	Irish Jaguar & Daimler Club Show	Annual Car Show – Terenure College, Dublin 6
Mon 2	IVVCC First Monday Meeting	Social Run
Sun 8	Garden of Ireland Club	Tom Kennedy Memorial Show
Sat 14 – Sun 15	Irish Model T Ford Club	29th Annual Club Rally – County Kerry
Sun 29	Lakelands Vintage Club	Annual Car Run

## AUGUST

Sun 5	Irish Model T Ford Club	Stradbally August Bank Holiday Event
Mon 13	IVVCC First Monday Meeting	Social Run
Sun 19	IVVCC Powerscourt Estate Picnic	Enniskerry, Co Wicklow
Sat 25 - Sun 26	IVVCC Brass Brigade Event	2-day event for cars up to 1919 - Pembroke Hotel, Kilkenny

## SEPTEMBER

Sat 8 - Sun 9	Garden of Ireland Club	Liam Kelly Memorial Run
Sun 16	Blessington Vintage Car & Motorcycle Club	Autumn Run
Sun 16	Irish Model T Ford Club	Autumn Run
Sun 23	IVVCC Autumn Run for Classic Cars	Event for cars 1945 to 1988

## OCTOBER

Mon 1	IVVCC First Monday Meeting	West County Hotel, 8.30pm
Sun 7	Garden of Ireland Club	Event TBA

## NOVEMBER

Mon 5	IVVCC First Monday Meeting	West County Hotel, 8.30pm
Mon 19	Garden of Ireland Club	Annual General Meeting

## DECEMBER

Mon 3	IVVCC First Monday Meeting	West County Hotel, 8.30pm
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# 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 supports the Carole Nash RIAC Classic Car Show

The 4th Carole Nash RIAC Classic Car Show will once again be held in the prestigious Royal Dublin Society's Simmonscourt Hall at Ballsbridge, Dublin on Saturday 10th March and Sunday 11th March 2018. The Show, which is supported by the IVVCC and the Irish Vintage Scene Magazine, will be open on both days from 10.00 am to 6.00 pm.

Once again the Irish Veteran & Vintage Car Club will host a large display of members cars at the show, while officials of the Club will be on hand to offer information on IVVCC activities and answer visitor queries on matters pertaining to the Old Car Movement in Ireland.

### Celebrating Italian Car Design

The theme of the 2018 Show will be 'Celebrating Italian Car Design' and many of the feature displays will exhibit a wide variety of Italian marques from the smallest makes to the most prestigious of Italian Super-cars. Once again the mainstay of the Show will be the Club stands, featuring the widest possible variety of interests. In addition, an Autojumble will again be featured and there will be family orientated attractions designed to make this a Show for everybody.

In announcing the details of the 2018 Show, the Chairman of the Royal Irish Automobile Club, Arthur Collier, said "The Club is delighted to once again be bringing this event to the public as it serves as a showcase for the Old Car Movement that brings so much enjoyment to so many enthusiasts throughout Ireland. We look forward to another exciting Show that has become an event looked forward to with so much anticipation every two years."

The Royal Irish Automobile Club, founded in 1901, organised Ireland's first Motor Shows in 1907 and 1908 and has promised an unparalleled line-up of all types of classic, post-vintage, vintage, veteran and antique cars as well as motorbike displays at this year's show.

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.



By Ray Cowan

# HISTORY UNEARTHED

The story of a lost power unit from a WWII Hurricane Fighter, recovered from an Antrim peat bog

Following from a letter received from Ray Cowan that appeared in our Winter 2017 issue about the remains of a Rolls-Royce Merlin aircraft engine, Ray has now provided, courtesy of Raymond McMullen of Ballinderry, the interesting story of the engine's recovery from deep within a peat bog in County Antrim. The engine had been powering a Hurricane fighter that crashed near Cushendall shortly after the Battle of Britain. Hurricane fighters were in fact responsible for most of the German aircraft losses in that four-month campaign. More robust than the Spitfire, the Hurricane's re-arming and refueling turn-around time was also far quicker – only 9 minutes as against 26 minutes for the Spitfire.

The Ulster Aviation Society have details of all the wartime crash sites in Northern Ireland and over the years have managed to salvage some important wartime aircraft remains from Lough Neagh and Ulster bogs. The crash site of this Hurricane fighter was approximately known but the cause of the crash remained a mystery as the engine was buried so deep in the peat that it wasn't recovered at the time. The recovered engine is now on display at the Ulster Aviation Society's workshops. A plaque with the engine sets the scene:

## ROLLS-ROYCE MERLIN ENGINE

*"On 30 November 1940, a Hurricane fighter of No.245 Squadron based at Royal Air Force Aldergrove crashed into a peat bog near Cushendall from a high altitude. Its Polish pilot, Sergeant Franciszek Pretiewicz was killed on impact and was subsequently buried in the Roman Catholic graveyard in Glenavy, Co. Antrim. Because the RAF salvage party which went to the crash site in the immediate aftermath of the tragedy failed to remove the engine in the bottom of a deep impact crater, the Court of Inquiry could only speculate about the cause. It was only after the engine was excavated from the bog with the permission of the Ministry of Defence, dismantled and examined by the Ulster Aviation Society in 1984 that the primary cause of the tragedy was determined beyond doubt. Failure of oil supply to the main bearings had caused them to seize and forced a con-rod through the crankcase resulting in engine breakdown. Being remarkably rust free – a tribute to the preservative qualities of peat – the engine was subsequently cleaned and rebuilt to the condition seen here."*

Raymond was one of the eight Ulster Aviation Society hardies who set out that day in 1984 to try to salvage the engine. Not only did they need permission from the Ministry of Defence but also the local landowner also needed to agree to let them excavate his bog. It took two weekends trekking around the mountain bogs between Cushendun and Cushendall over the Antrim plateau before they managed to locate the crash site. It is a very wet and foggy landscape and the Hurricane wasn't the first plane that went missing there between the Glens. Anyway, Raymond and a friend persevered, went back and found the crash site on the second weekend. It was half a mile up an old farm track and a further half mile through heavy gorse to the bog.

The aircraft had speared the bog at roughly 60 degrees, with the propeller about 12 feet down, but they managed to clear around the wreckage enough to thread a strap under the engine. They had a great relationship with the Army Air Corp, who agreed to provide a Lynx

helicopter to lift it free and carry it across the mountain and over to their base at Ballykelly. So now with the engine safely retrieved and in storage, they still had to get it from there to Raymond's workshop in Upper Ballinderry. An old T.K Bedford flat-bed was commissioned and once more the Lynx was pressed into service. Though the army guys really knew how to pilot a helicopter it wasn't every day they had to transport a Merlin engine and the lads were seriously concerned for the safety of the Bedford. However everything went according to plan.

The journey from Ballykelly back to Raymond's workshop was uneventful and with the engine safely delivered he set about washing the peat off before starting to dismantle the beast, which they found had thrown two connecting rods, with fatal consequences. The Air Speed indicator was frozen at 400mph. The pilot didn't stand a chance.

They washed the engine down and reassembled as much as possible, built a suitable trolley and conveyed it to the Ulster Aviation Society, which at

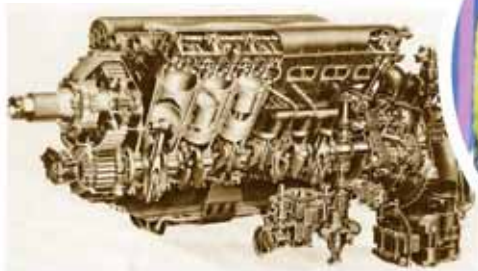
that time was in Langford Lodge near Glenavy. Today it is housed in the Ulster Aviation Society's workshops in an ex-WWII hangar at Long Kesh near Lisburn (on the site of the old prison).

The Rolls-Royce Merlin is in V12 format – a 12 cylinder, 27-litre engine, which was developed from 1,000hp before the war to some 2,650hp with a two-stage supercharger, which can be seen at the rear of the engine. The con-rod arrangement is interesting, having fork and blade, two con-rods piggy-backing on each journal which shortens the engine equivalent to the length of a six-cylinder unit. The piston Raymond brought down to the Brass Brigade Run in Dungarvan especially to show Jim Boland is 5.25" in diameter (the alleged 'lawnmower' piston that he was trying to pass off on Jim, knowing full well that Jim would be equal to the challenge – and he was). Some lawnmower that.

Having previously visited Jim's fantastic collection of cars in Naas and knowing that he shared Raymond's interest in things mechanical – and, even though



Cutaway illustration of the  
Rolls-Royce V12 Merlin Engine



Raymond McMullen offers the Merlin piston to Jim Boland for inspection

The Hurricane's Merlin engine  
following its recovery from the peat bog



Jim is a world-renowned expert in Rolls-Royce engines, Raymond wondered whether he had actually handled a Merlin aircraft engine piston before. Well, he has now!

By way of a footnote, Raymond suggests that if the IVVCC haven't already been to Long Kesh, in peacetime of course, to view the Ulster Aviation Society collection, it is a visit he thoroughly recommends.

The Ulster Aviation Society is a diverse group of enthusiasts working on a voluntary basis to further public education in the history of aviation. They have more than 30 aircraft ranging from vintage WWII fighters through to the Cold War era, including fast jets, Shorts-designed & built aircraft, civilian aircraft,

plus military helicopters, engines, artifacts and rare aviation reference materials – all with strong links to aviation within Ireland, North and South. All visits must be organised by prior arrangement and they are open from March to September. For more information, or to join the society, contact Ernie Cromie on 00447974502319 or Roy Burrows on 048 (from south) 90480747. [www.ulsteraviationsociety.org](http://www.ulsteraviationsociety.org)

We are greatly indebted to Raymond McMullen for the detailed information he has provided for this article. Raymond participated in last year's IVVCC Brass Brigade Run based in Dungarvan, Co Waterford, driving his splendid 1912 Flanders open tourer. ■



Tricky handling operation – a Lynx helicopter loads the Merlin on to a Bedford TK truck



Raymond McMullen with his 1912 Flanders on the 2017 Brass Brigade Run



# Shock Absorbers

## ...and the mysterious world of the 'Unsprung Mass'

Martin de Little is a regular contributor to the Traction Owners Club magazine on pre-war car related topics. His past contributions include an interesting article on the workings of shock absorbers, specifically those fitted to vintage cars – which he has now kindly allowed to be republished in IVVCC News.

"Can you do something for the next issue?" said the editor. "How about shock absorbers," I said? Long pause...sound of air passing through his dentures. "Can you, eh, sex it up a little bit?" he said. So here goes...

The principle purpose of automotive shock absorbers is to allow the wheels to freely move up (against the springs) and down relatively slowly (assisted by the springs). The effect is to reduce the amount of bounce in the wheels and car and ideally to keep the tyres firmly in contact with the ground.

### Sinusoidal Movement

Consider for a moment the pendulum of a clock as it swings rhythmically from side to side, a smooth and repetitive oscillation. This is sinusoidal movement, with all manner of mathematical properties. In principle an automotive wheel also moves in a sinusoidal fashion but its movements are very irregular. This travel, at differing rates up and into the body of the car, makes it particularly difficult to control.

Those parts of the car between the springs and the road are known as the 'unsprung' mass. Mass is not weight. Mass is the amount of material in something. Factor in the effect of gravity on mass and you have weight. A given mass will be heavier on earth than if it were on the moon. The body of a car is sprung (the sprung mass) but the material between body and the road is not. When a car is travelling along a road, the unsprung mass is free to bounce up and down depending upon its mass and how much force is being applied to it. Wire wheels were for a time hugely popular because their mass was much less than that of solid disc wheels. Then, of course, came aluminium alloy wheels.

### Hefty pieces of Steel

Early motor cars had a massive drop forged steel axle

**How is it?**

— THAT THESE FIXTURES "FORE AND AFT" ON YOUR CAR CONQUER ROUGH ROADS ?

HOW IS IT THEY MAKE YOUR TYRES LAST 50% LONGER ?

**Motorists' Views On "Hartfords" Are Invited.**

Here is another interesting letter from an owner-driver, Mr. W — B — :

"To my mind the chief value of Hartford Shock Absorbers lies in the fact that they keep your wheels to the road. In other words, instead of the wheels "jumping" after impact with a road bump or a pot-hole, the controlled suspension of the chassis holds the wheels down! Springing is, of course, essential, but in that one respect it is an evil, because it induces a tendency to jumping. By adding the Hartford frictional resistance you introduce the one missing element of comfort—and you naturally prevent jolting and add immensely to the life of your tyres."

Yours faithfully,  
W — B —

**HARTFORD DIAGRAMS FOR MOTORISTS**

**No. 1**  
This first diagram shows the position of the wheels and chassis on a smooth road. In the top right corner the words "Smooth Road" are written.

**No. 2**  
This second diagram shows the position of the wheels and chassis on a rough road. In the top right corner the words "Rough Road" are written.

The Thick Line Shows Road Bump and "Pot Hole."

The above diagrams illustrate the points in the W — B — letter. In the top right corner the words "Smooth Road" are written. In the bottom right corner the words "Rough Road" are written. In the top right corner the words "Smooth Road" are written. In the bottom right corner the words "Rough Road" are written.

**HARTFORD**  
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**T. B. ANDRE & CO. LTD.,**  
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Phone: Vesper 1947-3.

Fitting Depot: Hanover Gate Garage, Lorne Gardens, Park Rd. Regent's Park, London, N.W.1.

Grind: "Grindley, Wroth London."

running across the front, and the back axle was pretty a hefty piece of steel as well. Much of that weight is in the unsprung mass of the solid steel disc wheels, the axles and cart springs. Once these large masses were moving at speed, it was always going to be difficult to control them in



any meaningful way.

As the speed of motor cars slowly increased in the Edwardian era, there was a growing awareness that not only was the ride uncomfortable, but also an appreciation that all the time one or more wheels were in the air, they were not where they should be.

Early efforts at managing this problem were basic. On the 1922 Citroën Type C, for example, there were no shock absorbers as such. Instead Citroën fitted 2 x different sets of leaf springs - as a single entity - to each corner of the car. Because of their different springing characteristics, the general effect was for one spring set to damp down the other. By 1925 Citroën was fitting Hartford style shock absorbers to the B2, but only to the rear axle. This early shock absorber design was the first effort by automotive engineers to produce a purpose built damping device.

### 'Stiction' Resistance

In operation there is an initial resistance to movement - also known as 'stiction'. Think of stiction in terms of trying at home, say, to move a chest of drawers away from the wall. Initially the chest resists your efforts but once you have it moving the required effort becomes less. With these clamped shock absorbers, there is an initial resistance to be

overcome, then there is a lesser but constant resistance to the wheel as it rises up and into the car, the same constant resistance is then applied as the wheel descends.

What does this mean in practice you ask? Well, even while negotiating speed humps in, say, a pedestrianised shopping car park at funereal speed, our 24 hp Citroën car will leap into the air like a scalded cat and then crash back to earth – and that is only the front axle. On the open road the car lurches around all the time and that can be very unnerving for driver and passengers alike. Imagine pounding around Brooklands race track in the 1920s at high speeds and on suspension like that. Brave drivers indeed, it simply does not bear thinking about.

### Adjusting Hartford Shock Absorbers

In principle the 'damping' effect on these Hartford style shock absorbers can be adjusted. But as you might imagine, in only a limited fashion. The best information I have been given to date on their adjustment goes as follows:

With the car standing on level ground, back off and then tighten up the central bolt on each of the shock absorbers. With a jack underneath the chassis at any one corner raise the car to a point where the wheel is a few inches off the ground. Back off the central bolt on the shock absorber



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**www.classicmotoringreview.uk**

## The HARTFORD Shock Absorber

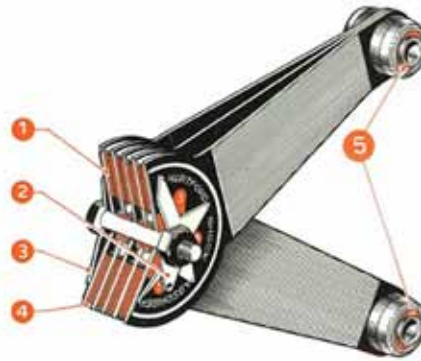
1. Anduro friction discs of new improved type, specially treated and impregnated, to resist weather conditions and give the maximum smooth damping action under the most extreme working conditions.

2. A self-locking indicator clearly registering the degree of adjustment, which cannot work loose under any conditions.

3. Dual control springs of new design on either side of the shock absorber giving an accurate pressure adjustment.

4. New type non-corrosive friction plates entirely unaffected by weather conditions.

5. All arms are fitted with "Silentbloc" rubber bearings. These require no lubrication or attention, always remain silent in action, and last indefinitely.



until the force of the spring begins to push the axle downwards. Tighten that central bolt. Job done.

## And the Sexy Bit...

You have waited patiently for the sexy bit. And so here it is: Years ago it was required viewing for aspirant mechanical engineers to watch a film that showed the sinusoidal wave movements of the upper part of the female anatomy in fast and slow motion, and to compare with the remarkably similar sinusoidal wave movements of automotive shock absorbers on different road surfaces.

Repeated viewings (many times, many many times) would usually help better understand the theory, I found. In both cases, the pitiless work of the engineer has forever been to devise ways and means to control extreme movements in such situations; in later years it did occur to me that I had probably gone for the wrong job. Just one of many opportunities lost! ■



## 'NO SALE' FOR DICTATOR'S CAR

**Scottsdale, Arizona...** Worldwide Auctioneers held their much anticipated auction on 17<sup>th</sup> January – the star attraction being Adolf Hitler's 1939 Mercedes-Benz 770K "Grosser Offener Tourenwagen".



In the event, with bids eventually hitting the \$7 million mark, the auction was marked as a "No Sale". The sale price had been expected to reach around \$10 million. However post-auction negotiations between the highest bidder and the unnamed European owner of the car continued after the auction closed. Ten percent of the final sale price has been promised to Holocaust education programmes.

Described as "The most historically significant automobile ever offered for public sale", the car was custom built for the German dictator and was extremely expensive, obsessively engineered and robustly constructed. Weighing in at 5 tons, the car is powered by a 7.7-litre straight eight OHV engine. With its supercharger engaged the engine delivers up to 230hp.

The limousine was used by Hitler in propaganda parades – including one during which the Italian dictator Benito Mussolini accompanied the German dictator in the vehicle. In 1946 it was bought by Arizona industrialist Tom Austin, who is said to have acquired it in exchange for \$1,800 worth of tobacco from a Belgian whose family operated a cigarette factory, tobacco being a scarce commodity in post-war Europe. Since then the Mercedes has passed through several hands.

According to Worldwide Auctioneers, this Mercedes-Benz is one of five surviving Grosser Offener Tourenwagens built for captains of industry and heads of state. Two other examples are still in private hands.

Bomb and bullet-proofing included 30-millimetre laminated glass, armour-plating on the sides and undercarriage, an armour-plated panel at the rear of the car that could be raised during an attack, and bullet-proof tyres. With all this, the car could reach speeds of 100 miles per hour.

*Photo: Worldwide Auctioneers*



# NEWS FROM THE AUCTION HOUSES

**The latter half of 2017 saw an increased number of sales taking place in the UK with lots of interest for Irish buyers and sellers.**

**Bonhams** held their London Olympia sale on the 6<sup>th</sup> December. The following are some of the eclectic collection of cars that found new homes on the day:

A fully restored 1961 Fiat Multipla LHD fetched an astonishing £34,500 and a 1971 Bentley T series two-door saloon sold for £39,100 including premium.

An Irish registered Jaguar MK11 2.4-litre, which was estimated between £10,000 - £15,000 and said to be in very good condition but requiring further re-commissioning, failed to find a new home.

The 1977 Porsche 911SC was in very nice condition having had a major bodywork rebuild in 2009. It sold for £28,750 (€32,910) which seemed like a bargain.

A 1952 Jaguar XK120 which was fully restored and upgraded by Fender Broad sold for £89,980 (€103,026) including premium.

**Brightwells** had their sale on 25<sup>th</sup> October at Bicester Heritage Centre in Oxfordshire (the UK's hub for historic motoring excellence) where they sold a large number of pre-war cars.

A 1910 International Harvester High Wheeler fitted with an electric starter fetched £38,080 and £11,760 was paid for a 1917 Dodge Roadster in good condition.

The 1920 Ford Model T centre-door saloon made £11,200 and a 1924 Austin 12 Tourer, restored in the 1990s, sold for £19,600, and £10,080 was paid for an MG M type in restored condition but with a seized incorrect engine. There was a very nice little MG PA that sold for £28,112.

£13,440 was the price paid for a 1935 Railton Deluxe saloon with coachwork by Carbodies and a 4,168cc straight eight engine, and a 1949 Bentley MK V1 which had restoration work carried out on it to the tune of £50,000, only fetched £25,760.

There were several restoration projects in the sale including a 1953 Morgan Plus Four in need of total restoration at £4,256, and a 1950 Lagonda 2.6-litre saloon which sold for £3,920.

**Richard Edmonds** in Wiltshire held a three day sale on the 26<sup>th</sup>–28<sup>th</sup> October last. The first two days were taken up with the sale of spare parts and automobilia and the third day was for cars.

An Alvis of 1957 vintage with rare bodywork by Willowbrook, one of only four survivors, sold for £59,360. The 1925 Citroen 5CV Cloverleaf Tourer was an unfinished restoration project but had a rebuilt engine and transmission. It sold for £3,760.

A very nice looking 1926 Austin Seven Chummy fetched £13,161 and the 1936 Riley Nine Tourer in restored condition, but requiring new weather equipment to finish, sold for £11,760. A left hand drive 1955 MG TF with a rebuilt engine and in excellent all round condition, went for £22,960. ■



This 1910 International Harvester High Wheeler fetched £38,080 at Brightwells.



£13,440 was paid for this 1935 Railton Deluxe saloon with coachwork by Carbodies.



This 1957 Alvis with rare Willowbrook bodywork was sold for £59,360 at Richard Edmonds Auctions.



Richard Edmonds also auctioned off an extensive range of automobilia.

# Kilgarvan Motor Museum

During her trip to Ireland last October, Maureen Blevins - editor of *DASHBOARD*, the magazine for the Greater Illinois Region of the Classic Car Club of America – took time to visit the Kilgarvan Motor Museum in County Kerry. Maureen recounts her impressions in the current issue of *Dashboard* - as reproduced here.

While in Ireland, I managed to fit in more than one auto related activity. Besides participating in the Brass Run, the Kilgarvan Motor Museum was another stop.

Kilgarvan is a tiny village located between Killarney and Cork, and not too far off the beaten path, so when I spotted the sign, I took the turn-off. Driving the country roads in Ireland is a bit of a challenge for someone used to paved roads, two lanes, and street signs but with a trusted GPS, it can be done.

After several miles driving between hedge growth taller than the car I was in, a few houses began to appear. As usual, when I was about out of faith/patience, I arrived.

## A Nice Spot for Tea and Rest

It was a fairly small place, one large building with a sunroom at the back, which turned out to actually be the entrance. It would be a nice spot to rest and have some tea before going on one's way again. The door was locked, but a young woman with two children in tow came down from the house to open up and let me in.

Inside were racing cars, motorbikes, a few tractors, army vehicles and a surprising number of Classics. Most of the cars are used during the year for rallies, shows etc. so most are drivable. Several of the cars had signs indicating that they had been used in a movie or television series. Although the bulk of the cars were right hand drive, a couple of them did have the steering wheel on the left.

Signs and assorted antique automobilia lined the walls and shelves, including a number of model cars and two shelves full of trophies and awards.

## Opened in 1985

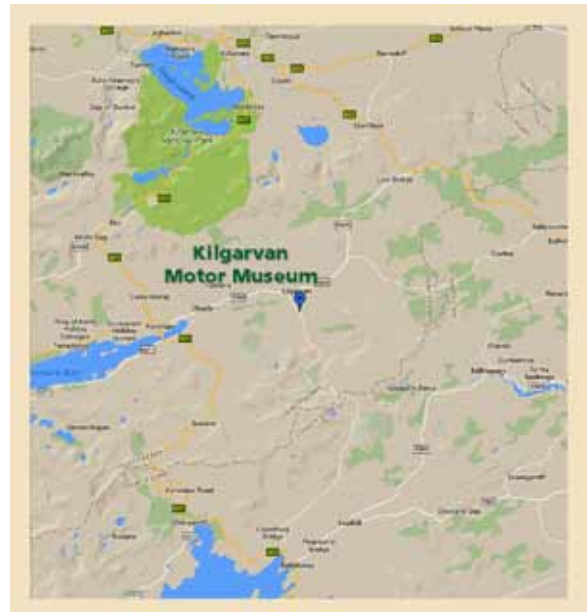
John and Joan Mitchell opened the Kilgarvan Motor Museum in 1985, having begun collecting and restoring as a hobby, starting in 1974 with the Armstrong Siddely Lancaster. Today, their sons Trevor and Alan are also involved in the museum. Most of the cars were acquired locally, many of them in very bad condition, which the Mitchells themselves restored over the years. They also do repairs on client's vehicles, both classic and modern.

Being out of the way as it was, and October - not exactly high tourist season - I had the place to myself, but the museum draws visitors from all over the world and various car clubs have made this a stop on their tours. Unfortunately, the Mitchells were gone that day so I did not get to meet them but spent about an hour perusing the cars. It was raining as I headed out towards the main road, remembering, by now, to keep left. ■

Photos: Maureen Blevins

[www.kilgarvanmotormuseum.com](http://www.kilgarvanmotormuseum.com)

[www.girccca.com](http://www.girccca.com)







The Adler Triumph



Bentley and Rolls-Royce exhibits



1950 Armstrong Siddeley



A true oldtimer





# BACK TO THE FUTURE

It's true what they say: there's nothing new under the sun!

Not surprisingly, the hype surrounding developments in the automobile industry – such as hybrid drive systems and driverless cars – is consuming acres of space in the print and digital auto media. All interesting stuff. But wait...

In the motoring press and from global car manufacturers we hear of features such as fast-charging electrics, regenerative braking, electric steering, foam-filled tyres (*à la the latest R-R Phantom*): 'virtual' rear-view mirrors, cameras and radar sensors for self-driving cars and robotic functionality. Each being hailed as a great advance in automobile engineering. But wait... In the world of materials handling equipment – specifically in forklift trucks – all these technologies have been commonplace for years. In fact, for decades.

For most of their time, forklift trucks (a subject close to my heart) work "under the radar" that is to say, out of view of the general public. But look around you: practically every inanimate object you see – or components of it – will have been moved by a forklift truck, usually very many times, during its manufacture, storage and transportation.

## Electrics and Automation

The first diesel-electric hybrid forklift truck was produced back in 1952 – this at a

time when electric forklifts were already in common use for some 30 years. And getting on for half a century ago in Japan, the first AGV (automated guided vehicle) forklift truck rolled off the Nichiyu production line. Indeed, AGVs have been happily tootling around huge warehouse distribution centres all on their own for years, without a driver in sight.

Nearly 40 years ago, regenerative braking appeared in the German-manufactured Still electric-powered forklift. Ten years later warehouse trucks were available with joy-stick steering. In the '90s a warehouse forklift model for wheelchair users was produced by Jungheinrich. These are just a few of a multitude of innovations launched by the handling industry designed to improve safety, driver comfort and productivity.

## Alternative Energy Systems

As regards the development of alternative energy drive systems, all the major players in the global forklift truck industry are already well advanced. Such systems include hydrogen fuel-cell powered trucks,

triple-hybrid drives, hydrostatics, lithium-ion technology and three-phase AC electric drive power – as well as highly-efficient clean diesel engines that don't even require particulate filters, and so can be deployed in fully enclosed workplaces such as warehouses and production areas.

Indeed, all the technological advances achieved over the years that are specific to materials handling applications – such as those that apply to load lifting, handling and safety – are altogether too numerous to list.

## The Flying Forklift?

Okay, needless to say, some automobile technologies, such as the promised 'flying car', are somewhat beyond the remit of forklift design engineers. Mind you, while the 'flying forklift' may be totally pie-in-the-sky, we mustn't forget all those logistics companies who are currently developing – and implementing – deliveries by drone.

So it just goes to prove...there's nothing new under the sun. ■



1976...A driverless forklift at work in Japan



1998...the STILL prototype forklift from Germany



# BILL PEGUM ... VINTAGENT



At a recent A.G.M. the thorny subject of what has become known as 'The Pegum Legacy' was referred to. Now, I don't wish to become embroiled in any way whatsoever in that complicated saga, so like a good politician I'll say nothing on the matter.

Whilst in conversation with a friendly board member he mentioned that he had never met Bill Pegum as he had died before his joining the club. It struck me then that except for a few 'real oldies' the majority of our members must have little knowledge of this fine character, who was one of our founding fathers.

The first thing that must be said of Bill is that he was a 'Ford man' through and through. I think his love and boundless enthusiasm for the marque stemmed from the fact that his mother drove a Model A, which he inherited and campaigned for many years with his charming wife Vera.

I had a personal connection with Vera which I discovered on our being introduced, as long, long ago, when they were very young, she and my father went out together. She surprised me by always referring to him as "Charlie". I had never in my life heard him called by that name and only ever knew of him as "Jack". Just one of those things! Happily the Model A is now the 'Club Car' and should be known to all members. I have written before about how I joined the club in 1970 on the advice of my dear friend the late Tony Colley. Bill was the club secretary at the time and I spoke to him on the telephone about joining. He was most welcoming but said that my car, the 1949 Rolls, was not old enough to be eligible – but that a move was afoot to form a category called 'Post vintage thoroughbred' and I would be catered for then.

Bill Pegum, and Lesley Thorne, the club president at the time, were stereotypical 'Vintagents' - a name coined by Bill Boddy, editor of *Motor Sport*. I'm not sure if they had military backgrounds but they certainly had that bearing and air about them, with great booming posh voices and both sporting splendid



"What is this?" ... Athy, Co Kildare, and the late Bill Pegum puzzles over a Sunbeam, with David Dunne at the wheel of his entrant for the 1963 Gordon Bennett Rally Photo: George Stuart

moustaches. I recall Lesley being less than happy when I once parked my strange old Roller next to his magnificent example!

As I've said, Bill was a Ford aficionado. Besides his mother's A, he had an ex-Garda 1940s V8 on his driveway in Goatstown, a Model T at a garage in Ranelagh, and I was later to learn of a Model B and a 1932 V8 two-seater in sheds only a stone's throw from where I lived at the time in Dundrum.

The '32 was much modified by a former owner, its engine having been replaced by a 10hp but with the two gearboxes being retained. This allegedly gave the car six forward gears and two reverse gears, with many bizarre combinations! His 'day-to-day' was a rather Oily Rag Capri, in which he never failed to turn up to see off all runs and rallies.

It was on account of Bill's boundless enthusiasm that the Pegum Cup was instigated. Life was less than kind to him in his later years, with the loss of his beloved Vera, his health and his employment, all in quick succession.

Still 'The Legacy' lives on. ■

# FROM THE BACK SEAT



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

*"I confess to being a hoarder, dogged by a weakness I suspect many IVVCC members share (I must keep that nut...you never know when it might be useful)"*

Gazing down the barrel of my three-score-and-ten, it is natural that I would look on life from a particular perspective. As I write, debate is raging around the fact that parents are afraid to deny their 8-year olds use of a smart phone. Wow! I'm wondering, what kind of children did we raise? My parents would never have been so reluctant!

I offer these words of introduction so you might know I am not a modern thinker. Partly for that reason, I am especially praising of the work IVVCC members do to preserve our classic cars heritage. While you may do it for enjoyment, I wonder where the world would be were you not to show that commitment? The same applies to those who preserve old buses, trucks, motorcycles, farm and military vehicles, as well as old construction plant.

“I shudder to think what the future has in store for today's young people.

Just as children of my generation spent hours playing with their Meccano, Hornby and Dinky toys – so kindling within themselves an interest in things mechanical and

thus igniting the spark that led them to collect, restore and maintain old cars – I shudder to think what the future has in store for today's young people.

We are living in a disposable era. Little is being safely stored or preserved for future generations. Instead, it's into the dustbin, down to the scrapper or off to the recycling centre. I however confess to being a hoarder, dogged by a weakness I suspect

many of IVVCC members share. (*"I must keep that nut...you never know when it might be useful"*).

A by-product of my hoarding habit is the fact that I have kept every computer I ever owned. Sadly, I cannot fire them up or copy what they all contain; they don't talk to one another any more. I might as well have put a match to them!

Knowing this, I ask myself: what lies in store for future generations as far as the preservation of classic cars is concerned? Will they be interested or able to do the things you do? Are they up for cleaning and polishing? Will they burn midnight oil getting her ready for the Gordon Bennett? Will they undertake the countless hours of maintenance that old cars demand? Will they even have the skill that it requires? Indeed, will there be cars that are worthy of being collected in the future?

Where are the collectibles over which future owners and onlookers will swoon and drool? Surely it won't be those ghastly Chelsea tractors – who would ever wish to collect SUVs? As for cars powered by battery and electricity, I cannot imagine any of them appearing at an IVVCC parade.

There is the matter of engineering. Engineered cars can be engineered back to health. Parts can be obtained, exchanged or even made. This won't apply in future. A mechanic told me recently he had spent almost three days trying to pinpoint a computer fault in a car...and failed. I've even known faulty dashboard lights to come on that took months to repair.

Computer-based technology has a very short shelf life. How, therefore, will the art

of collecting and restoring cars survive into the future when the software that makes them run is verging on obsolescence and is not 'supported' any longer?

Just as cohabitation is sounding a death knell for the family tree business, computerisation, embedded technology and diagnostics are doing the same for do-it-yourself engineering and the vintage car collector.

Sadly, our world has become one in which very little is being kept or preserved. This prompts me to wonder where future generations (those who are interested) will go to source

a service manual for those wonderful cars you drive? (Please, think of posterity and be careful to store them in a safe place).

As one who has an eye-watering collection of movies on VCR and albums of old rockers on vinyl discs and cassette, I know what I'm talking about. And in that vein, it's worth listening to is a popular radio commercial being aired at present in which a man with a fake Louth accent says: *"Who says the CD is dead? Why, only the other day, I sold two Kenny Rogers and a Bayonse (sic) to a lad in an old car"*. Could the buyer have been an IVVCC member, I wonder? ■

“We're living in a disposable era. Little is being safely stored or preserved for future generations. Instead... it's into the dustbin, down to the scrapper or off to the recycling centre.



# Book Reviews

## THE CLASSIC MOTORING REVIEW



A brand new classic motoring magazine called 'The Classic Motoring Review' has just become available. The publication – which is certain to be savoured for its in-dept

articles, rich in atmosphere and high-quality writing – is unusual in that it comes in A5 'book' style format. Classic Motoring review is published and edited by Mark Williams, who himself has contributed to many motoring publications over past decades.

Welcoming readers to his first issue, Mark says the magazine *"will regularly re-publish book extracts and great articles from what I believe to be the glory days of motoring journalism."*

Amongst a host of interesting

articles in the 120-page first issue is a fascinating interview with Enzo Ferrari in his 80<sup>th</sup> year, which first appeared in the August 1977 issue of *Car* magazine. Another article by the renowned motoring writer L.J.K Setright, chats the follies, the ambiguities and shifting nature of the relationship between cars, consumers and governments.

*The Classic Motoring Review* comes out four times per year and is available for ordering via the website – [www.classicmotoringreview.uk](http://www.classicmotoringreview.uk). The annual subscription for Europe, including Ireland, is £49.50 but Mark has kindly agreed to give our IVVCC members a special discount of £3.50 (adjusted for euro on payment) on the yearly subscription charge. To take advantage of this offer, enter the code "IVVCC2" in the box on the Subscription Checkout page, before 1<sup>st</sup> April.

## THE MAGNIFICENT 7

**60 years of the Lotus & Caterham Seven**

*By Chris Rees*

*Quiller Print December 2017*

*Hard Cover RRP: £35.00*



The fourth edition of the Seven 'bible': by Chris Rees, is now available, with added details of every version of the Seven produced in

the last five years.

Few cars can claim to have been in continuous production for over 60 years, but the Seven – conceived by Colin Chapman of Lotus in 1957 – is considered the purest sports car ever built. However in those 60 years it has evolved so much that, in the current

Caterham Seven range, not a single component remains from the original Lotus.

In this new book, author Chris Rees details the rich evolution of the Lotus and Caterham Seven, with every single variant of the Seven having its own entry in the book, from the very first Ford sidevalve Lotus of 1957 to the latest 2018 Caterham Supersprint. If you want to tell the difference between a 485S and a Superlight R, this book has all the detail you could ever wish for. Each model listing has the in-depth inside story, plus specifications, production figures and identifying features, as well as driving impressions, tuning and restoration. The book can ordered now at [www.quillerprint.co.uk](http://www.quillerprint.co.uk)

## NUTS & BOLTS

### SHAMROCK VINTAGE CHALLENGE



The countdown for the 3½ day Shamrock Vintage 2018 in Ireland is on for May 20-23, with few places remaining.

The event for pre-war cars will have tests, but with smooth roads and no night driving. The all-inclusive entry fee is €3,700, which includes hotels B&B, lunches, coffee halts, an evening at Castle Blunden, Kilkenny, and a prize-giving gala dinner. Details: [info@irishracinggreen.ie](mailto:info@irishracinggreen.ie)

### RALLY TO THE CAUCASUS

Rally organizer Via Flaminia is planning a 'Peaks of the Caucasus' rally, Oct 1-14 2018. Georgia was once part of the Persian Empire, then the Greek Empire, and of course more recently part of the Soviet Union. The rally is supported by the Government of Georgia and the country's largest bank.

Cost is €7,970, which includes 14 nights in excellent hotels; dinners and lunches; technical and medical assistance; third party insurance; commemorative photo book; winners' prizes; Via Flaminia clothing; roadbooks and rallyshields. Details at: [www.via-flaminia.com](http://www.via-flaminia.com)

### FIRST LAND ROVER FOUND



Land Rover is to mark its 70th anniversary with a series of events and celebrations in 2018 – along with the restoration of the vehicle that started it all.

For years the whereabouts of the pre-production Land Rover was a mystery. It spent 20 years in a Welsh field and was later discovered just a few miles outside of Solihull, where the car was built. Previous owners of the historic vehicle are being invited to Jaguar Land Rover Classic Works facility to witness its restoration.



28 January 1953 Cardinal John Dalton, Archbishop of Armagh Primate of All Ireland returns from Rome where he was created Cardinal Priest of St. Agata dei Goti by Pope Pius XII on the 12 of January. Picture shows the Cardinal leaving the airport for his car with the motorcycle escort on right.

# Memory Lane

By Colm O'Neill

**In a new year in which Ireland prepares for a major church-and-state occasion given the expected visit by Pope Francis next August for the World Meeting of Families, the picture recalls another church-and-state occasion from a more deferential era. The caption explains the context succinctly. The location is the original crescent-shaped Dublin Airport terminal building designed by Desmond FitzGerald and opened in 1942.**

Closest to the camera is a left-hand drive Lincoln Cosmopolitan of 1951, judging by the style of front wing moulding. Whose car was it? Perhaps the US Ambassador's? Next to it is a long wheelbase Packard Super 8 limousine in right-hand drive of about 1949/50. Possibly used by Archbishop John Charles McQuaid, it would have been supplied by McEntaggart Brothers, who were the agents for this make as well as for Standard-Triumph.

The third car in the enclosure formed by the spectators and a line-up of Irish Army motorcyclists is of course the

presidential 1949 Rolls-Royce Silver Wraith ZJ 5000. Long associated with Eamonn DeValera throughout his two terms as President, the car was ordered for President Sean T. O'Kelly and supplied with landaulette coachwork by Hoopers. O'Kelly was rather partial to travelling about in an open carriage but in an increasingly motorised age, this was becoming more impractical and while the government sought a suitable open-topped ceremonial car, none was immediately available, and so finally a car was ordered from Rolls-Royce and it was delivered in September 1949 with a fold-down section in the roof over the rear passengers. Almost certainly, it is the only car



which has survived from this scene. The army motorcycles are BSA M20 models judging by the style of headlamp with its heavy rim.

Behind the crowd, there is a large early-Thirties saloon partly hidden by terminal building. A man is hoping to get a better view by standing on the front bumper of a black Austin Somerset. First in the row of cars behind him is a Vauxhall Model E Wyvern or Velox, in production since late 1951. The next car may be a Morris Oxford MO judging by the outline, but little is visible. A little further on is the vanlike profile of a Commer or Hillman Minx Estate as introduced in 1949. Next is a Ford Prefect E493A of the 1949-53 era, then an early post-war Austin 12, and beyond is a pale-coloured Jowett Javelin of 1947-1954. The Irish agent for Jowett was W. P. Ryan Ltd. in Ringsend, Dublin. After assembling a batch of Javelins, an engineer would come over from the Jowett plant in Idle in Yorkshire and inspect and test-drive each car before they were released to customers. Moving further away is a Ford Anglia and another Ford Prefect of the late Forties/early Fifties, then possibly a late Forties Morris 10 or an MG-Y saloon. The line finishes grandly with a Rolls-Royce with what may have been a Park Ward six-light body of about 1950/1, a very expensive car indeed, as the much less costly Silver Dawn standard body saloon was available at the time.

Glancing to the right, the cars closest to the camera are a 'low-lamp' Morris Minor MM, then a Ford V8 Super Deluxe saloon of about 1947/8, further to the right are a 1949-54 Humber Pullman or Imperial and finally a 1952/3 Hillman Minx.

Moving to the line behind, from the left is a Dodge Coronet of 1950/1, possibly another Ford Super Deluxe, another Ford Prefect and then what may be an Alvis TA14 of the late Forties.

In the third row, from the left is a 1947/8 Chrysler Windsor, another similar car alongside, with rear facing the camera, next an post-war Austin 16, a Prefect, and then a pale metallic-coloured Jaguar Mk.VII, next a 1952 Ford V8 Customline and ending with another Minor MM.

Although too distant to be seen clearly are a Triumph Mayflower, a Standard Vanguard Phase I, an Austin Devon A40, a Riley RM 1.5 or 2.5 litre, as well as several more small Fords, Hillman Minxes another American Ford and a Chrysler. The presence of a high proportion of large or expensive cars in the airport parking area is probably indicative that air travel was still very much for the well-to-do, but some of the American cars are not quite so new and may have been in second ownership as taxis or hackneys. ■



# The Irish Automobile Industry

## *...Cars fully built in Ireland*

The following article was compiled by past President of the IVVCC, Robin McCullagh, who comments: "Thinking about the upcoming book being launched by Bob Montgomery on CKD car assembly in Ireland, this is probably a good time to have a look at cars that were actually **fully built** in Ireland." He lists in alphabetical order all the vehicles manufactured (albeit using some proprietary parts) on this island, north and south – the first being in the year 1900.

**Ailesbury.** The Ailesbury Brothers from Edenderry, King's County (Offaly), built cars using an 8/10hp 2-cylinder engine and gearbox supplied by the U.S. Company of Stevens-Duryea, the rest of the car was completely made using Irish wood. They first exhibited their 4-seater model at the 1907 Dublin Motor Show. Only nine Ailesbury's were ever built.

**Chambers.** Charles, Robert & Jack Chambers found fame when they invented a machine to wire corks onto bottles. In 1904 they set-up Chambers Motors in Belfast and commenced the manufacture of a successful range of well-built cars. The company hit by the effects of the great depression went into voluntary liquidation in 1929. Only four examples of their cars are known to survive.

**Crosslé.** John Locker Crosslé and his wife Rosemary founded the Crosslé Car Company in Hollywood, County Down in 1957. Initially manufacturing one-off Specials, and Trials Cars, they then moved into the area of Sports and Racing Cars which have now become famous and enjoyed a great deal of competition success all around the world.

**De Lorean.** John Z. DeLorean's ill-fated one model (DMC-12) idea, set-up by the British Government in Dunmurry outside Belfast was

doomed to failure from the start. While it did provide local employment for people from both communities between 1981 and 1983, because these people had no previous experience in car manufacture the quality of the finished product suffered. Sales of these Renault engined cars proved to be much slower than had been anticipated.

**Fergus.** J.B.Ferguson Ltd, Belfast 1915 - 1916; O.D. Cars Ltd, Belfast 1921. The First World War interrupted the planned manufacture of this advanced car and production was transferred temporarily to America (although as it happens no cars were actually built there). Following hostilities only one car was eventually built on the firm's return to Belfast (now under the name of O.D. Cars).

**Ford.** Henry Ford & Son Ltd., Cork 1919 - 1984. This was the first Ford manufacturing unit to be established outside America. Although the Cork plant remained open for sixty-four years, actual manufacture as opposed to assembly only took place for part of those years, and tended to be Fordson Tractors or car parts rather than complete units.

**McCandless.** R. & W.A.C. McCandless (Engineers) Ltd., Belfast, were best known for designing the 'feather bed' frame for the Norton Racing

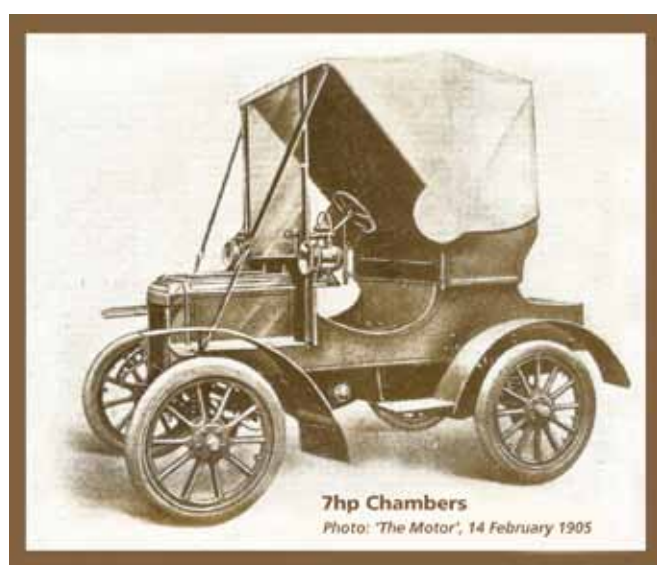
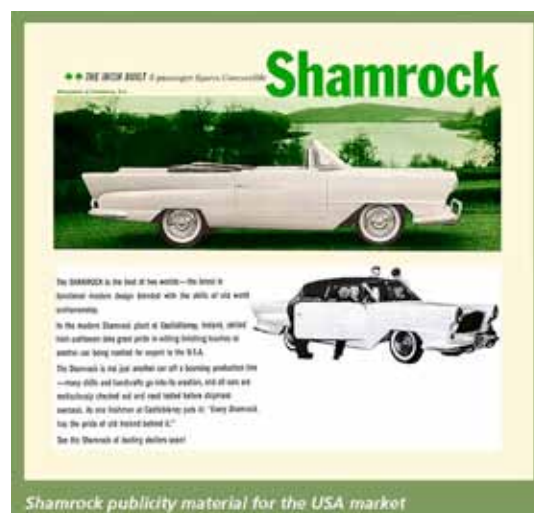
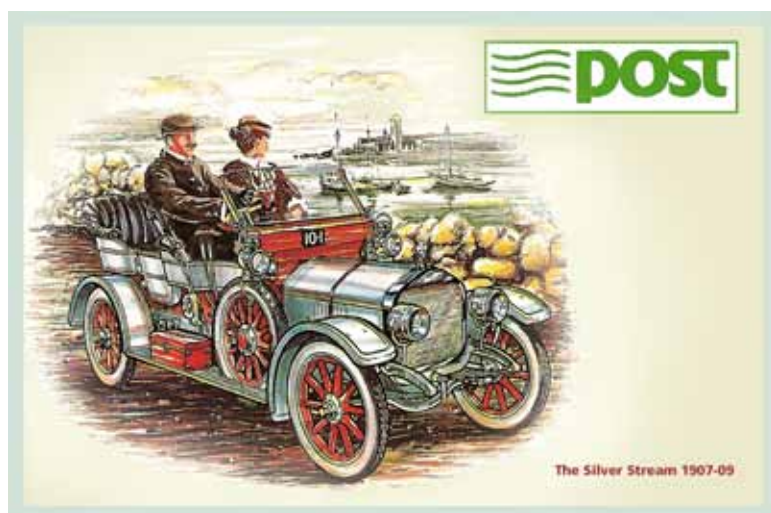
Motorcycle, and their custom hybrid Norton/Triumph Café Racer the Triton. The company also produced some Formula 3, four-wheel drive, front-engined Racing Cars, and a range of sports two-seaters. The company operated between 1954 and 1957.

**Peare.** W.F. Peare, Waterford. In 1900/1901 the first vehicles ever built in Ireland were three Motor Tricycles and a Quad powered by De Dion engines, which were built for members of the local gentry. Bill Peare was also the first person in Ireland to open a purpose built garage and showrooms, a building that still stands in Waterford city to this day.

**Shamrock.** The venture was established by American businessmen John F. Conway & William K. Curtis during the late 1950s, initially sited in Co. Kerry but subsequently relocated to Castleblaney, Co. Monaghan, before production commenced. Using Austin A55 1.5 Litre engine and running gear with a rather ungainly fibreglass body, the four-seat, two door convertible was designed to appeal to the U.S. market. The project only lasted six months. It is believed that 8 Shamrock Cars survive (5 in Ireland & 3 in the U.S.A.)

**Silver Stream.** Brainchild of railway engineer Philip Sommerville Large of Kilcullen, Co. Kildare. The one-off





The 2nd Thomond, built for Dick Humphreys who designed it. The car was built at the garage of James A. Jones, seen here in the photo.  
Photo source: Mark Humphrys at [humphrystree.com](http://humphrystree.com)

machine used a Gnome engine and was built between 1907 & 1909. It is of very high quality both build and specification. The car resided in a Motor Museum in Co. Kerry for many years before being sold at auction in the U.K. Thankfully the car was purchased by an Irishman and was brought back to reside once more in Co. Kildare.

**Thomond.** Produced between 1925 & 1933 in a garage on Haddington Road, Dublin, designed by Dick Humphreys and built by James A. Jones and his chief mechanic Ben Parsons. The initial 5-seater saloon used a 4-Cyl. ohv engine, with 4-speed gearbox. Later more sporting models used a Meadows 4ED engine and were successful in Irish Car Trials of the

time. The Thomond appeared on an Irish postage stamp in 1989.

**T.M.C. Costin.** Val & Peter Thompson founded the **Thompson Motor Company** to manufacture a Lotus Seven look-a-like car designed by Frank Costin in 1983.

A 1.6 litre Ford Crossflow engine in three stages of tune was offered (the more powerful versions used Cosworth BDA & BDR). The cars proved successful in competition. Thirty-nine cars were built before the company went bankrupt in 1987.

#### And the ones that got away:

**Irish Motor Car & Cycle Company.** American Edward Joel Pennington

commenced production of his internal-combustion devices in 1893 in Cleveland, Ohio. By 1896 his venture had relocated to Warwickshire, England. Then in 1897 he set up the Irish Motor Car & Cycle Company, claiming that they were going to manufacture 2,000 'autocars' a year in Ireland. The company was wound up five months later with no vehicles ever having been manufactured.

**Autogear.** It had been planned to manufacture this 3-wheeler with belt-driven front wheel in Ireland in the 1922/1923 period, however the political situation in the country at the time prevented this, and manufacturing was relocated to Leeds, England. ■

# The Second Coming of the DUESENBERG

**As a hallmark in motoring excellence, few can compare to the American Duesenberg Model J. In 1913 the original Duesenberg Company was founded by brothers August and Frederick Duesenberg in Saint Paul, Minnesota. The brothers, who came to America as immigrants from Germany in 1885 with their parents, set about building an enviable reputation as producers of powerful racecars and luxury automobiles.**

However despite its reputation for excellence the Duesenberg Motor Company began to experience financial difficulties in 1925 and for a time wavered on the edge of extinction. Fortunately a saviour arrived in the shape of one Errett L. Cord, the man who gave his name to the Cord automobile of Chicago. Cord had already bought the Auburn Motor Company and was determined to build a motor empire. He acquired the Duesenberg firm in 1926 for \$1,000,000 and told the brothers Fred and August to design and build "the greatest automobile in American history". Within two years the brothers had created their masterpiece, the magnificent Model J.

The Duesenberg Model J and SJ were prime examples of the most stylish and expensive vehicles available in their time. Customers included famous names such as Al Capone, Clark Gable, Greta Garbo, Howard Hughes, Mae West, Tyrone Power and William Randolph Hearst. Numbered amongst the company's royal clients were King Victor Emmanuel III of Italy, the Duke of Windsor and King Alfonso XIII Spain.

But looming was the Great Depression. Not surprisingly, when such an extravagant automobile was seen as an anachronism, the company fell victim to the financial disaster and like many other automakers was eventually forced out of business. The Duesenberg dream came to an end, with the firm ceasing line-production in 1937. Just two more Duesenbergs, probably completed from leftover parts, were built and delivered between 1937 and 1940.

## **Duesenberg's Second Coming**

However the motoring world hadn't heard the last of the Duesenberg. A quarter of a century later, a brave attempt was made to revive the legendary name. The new

company was started in 1964 by 'Fritz' Duesenberg – son of August (Augie) Duesenberg, who had just resigned as chief engineer for the Labeco test-equipment company. Fritz – along with a marketing specialist from Goodyear Tyres, called Milo Record – set out to revive his father and uncle's famous automobile. Helping out was Texas real estate baron Fred J. McManis, Jr., who helped raise \$5 million in start-up funds.

And so came into being the new Duesenberg Corporation of Indianapolis, Indiana. Fritz was appointed chairman and Fred McManis became president. Plans and prototypes were put in train for the new 'Duesenberg D'. The stated aim was to emulate and surpass the standards of excellence and elegance of the car's '20s and '30s predecessors. Indeed, a courageous ambition.

The former Chrysler chief designer Virgil Exner and his son Virgil Exner Jr. were contracted to create the design for the Model D. Coachwork was hand-crafted in Italy by Carrozzeria Ghia, while power was to be supplied by a 425hp Chrysler 440 cubic-inch V8 power unit; the whole being assembled in Indianapolis.

The first body style was a four-door sedan. Cashmere and leather swathed the interior, while customers could also enjoy a built-in television, drinks cabinet, rear seat instrumentation, air-conditioning, Motorola stereo and magnesium wheels. Fifty orders were taken for the Model D, which was to sell for an eye-watering price, for the time, of nearly \$20,000 – more than twice that of Cadillac's most expensive model. More versions, including a convertible, were in the pipeline.

## **Duesenberg's Second Demise**

But Duesenberg's second coming was short lived. Some 50 orders were supposedly taken for the Duesenberg D. Nevertheless, Fred McManis, who also fancied racehorses, became a bit impatient with the project's metal-moving progress. In October 1966 he took his money out and put it into horseflesh instead. His decision didn't ease the difficult birth of the Model D. This and other production problems were to put a sudden end to the bold project and to little fanfare, the Duesenberg Corporation of Indianapolis pulled the shutters down.



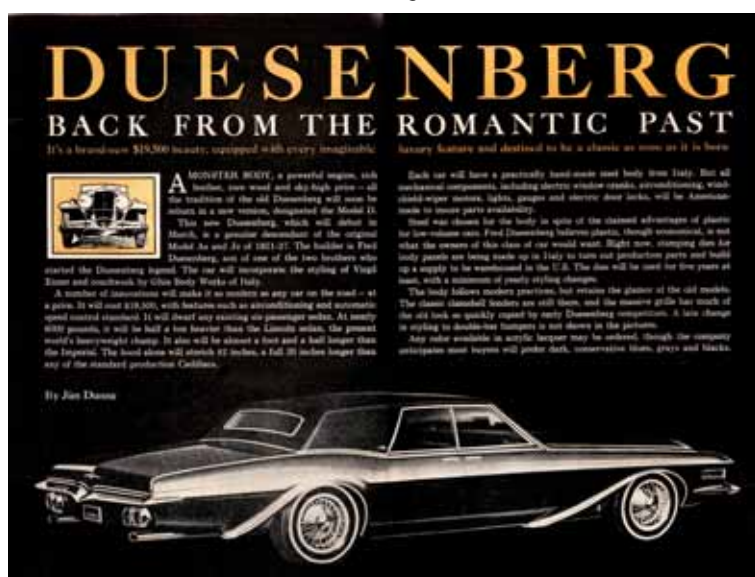
In the end, only the one prototype of the Duesenberg D made it on to the highway. This was bought by a collector, who sold it on to another – who in turn loaned it out for display by the Auburn-Cord-Duesenberg Museum in Indiana. Since then the car has changed hands again, eventually coming to rest recently in a private collection in the USA. ■



The Duesenberg Model J, introduced in 1928



The 're-born' Duesenberg Model D of 1966



Extract from Practical Mechanics – Jan 1966

## FIVA WORLD RALLY 2018



The official FIVA World Rally for 2018 will be held from 28<sup>th</sup> August to 1<sup>st</sup> September and headquartered at the 4-star Metropole Hotel, Llandrindod Wells. The event, which is styled as a Touring Assembly for Classic Vehicles with no competitive element, will be hosted by the Scenic Car Tours Club.

The 450-mile route will be spread over four days and will cover an area within a 50-mile radius of the rally headquarters in Llandrindod Wells, Wales. Day routes are split into three sections.

The entry fee is £1,350, and includes the following:

- All event meals
- Accommodation
- Steam Train excursion

Full instructions, including a Tulip style road book will be provided, with refreshment halts at places of interest. Participants will encounter spectacular scenery, classic roads and mountain passes.

A dedicated website to the Scenic Car Tours club which is hosting the FIVA World Rally 2018 will be officially launched at the HRCR open day at the British Motor Museum. Full details of the event will be available at: [www.sceniccartours.co.uk](http://www.sceniccartours.co.uk)



Metropole Hotel, Llandrindod Wells, Wales

# LETTERS

*We received the following email regarding the very positive outcome achieved by the IVVCC – largely through the work carried out over a number of years by our Hon. Sec. Peadar Ward in relation to roadworthiness of historic vehicles. The work has ensured the best possible end result for our members, as well as for the members of our affiliated clubs.*

## Dear Peadar

As Secretary of the KVVCCC I have emailed you a number of times over the last few years concerning NCT issues.

On behalf of our Club I would like to thank you in particular, and the IVVCC, for the hard work put in to get a workable NCT for Vintage and Classic Cars.

Too often in life this work goes unrecognised or appreciated. So again, Thank you.

Regards,  
Garrett Foley, Secretary,  
Kingdom Veteran Vintage & Classic Car Club,  
Tralee, Co Kerry



## Dear Sir,

My name is John Potter and I am an active member of the VSCC in England. I have recently completed the restoration of a Rolls-Royce 20/25 Mulliner Sports Saloon, Reg No. NI 2460.

I have owned the car for many years but it has been in the back of my shed for 42 years until my daughter said she wanted to go to her wedding in it in September 2017. I had a years notice and managed to finish the job with 10 days to spare!

The car was originally registered to Alexander Fraser, Crossleigh, Novara Terrace, Bray on 5th Feb 1931, and then to Geoffrey Watt, Claragh, Ramelton, Co Donegal, in July 1946 – and finally to The Liffey Dockyard Company in Dublin in 1971.

I wondered if you could circulate your members and ask for any information on this car, I am intending to come to Ireland this year with the car and photograph it outside its original home.

Many thanks in anticipation,  
John M Potter  
Oxfield Farm, Felixkirk Road,  
Thirsk, North Yorkshire YO7 2EF  
jm.potter2006@btinternet.com  
0044 7747797277



Rolls-Royce 20/25 Mulliner Sports Saloon, Reg No. NI 2460

## Dear Sir,

Tapping into your vast joint mountain of knowledge, would anyone know where there might be a Vauxhall Victor or VX4/90 1968 to 1972 FD 2,000cc ohc engine slant four car in any condition so that I can finish my now very long term project. The car was owned by the famous Irish actor Mr Noel Purcell and I need to finish it, hopefully this year.

Thank you in advance - any help would be greatly appreciated.  
Edward Conan  
Bray, Co Wicklow  
087 2598477  
edconan57@gmail.com

## Dear Anselm,

I refer to the picture in the last edition of the IVVCC news of Jim Boland carefully reviewing a very large piston, allegedly from a broken lawn mower engine. It is Jim that's pictured – but it was not Raymond Megaw who was making the enquiry. Ray Megaw is a very well-known car enthusiast from Northern Ireland but it was not he at the Brass Brigade Rally, but the equally well known and much respected Ray McMullen from Ballinderry in Co. Antrim.

I should have realised this as Ray Mc is from the same townland as my maternal grandparents. I am not blameless in this confusion as I, although in good faith, supplied the wrongly accredited name and photo to the editor. I plead mitigation as I was simply passing on erroneous information given to me without checking. My apologies to both Rays for this mix-up.



Ray McMullen at the wheel of his Flanders in the Brass Brigade Run

Anyhow to dispel all doubts and clear up any confusion, it is most definitely Ray McMullen in the photograph with Jim. I know that Ray really enjoyed the rally in his very rare 1912 Flanders—and I thought that Flanders was a field in Belgium or France that the great and the not-so-great powers spent four years fighting over in that era.

In presenting my apologies to Ray McMullen for the mix-up, he forgave me and agreed to write an article on the recovery of the Merlin engine from the bog in North Antrim, published within [see page 14, Ed.] and I think that we should be grateful for that.

Best regards,  
Ray (not another!) Cowan



# FOR SALE

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

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# Classic CarSales.ie

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# ARM Report

## Visit to St Doulagh's Church, Balgriffin



A recent photo of the exterior.  
*Photo courtesy of AbartaHeritage.ie*

**The arrival of the New Year recently was an indication to Gerry Newman and myself that the ARM would soon be starting a new program of monthly events. As we were listed to organise the January event we had to get busy promptly.**

Again there are all those little car jobs that we were supposed to do last September and didn't because we thought we had plenty of time and then the weather became too cold to be in the garage. The annual familiar story that doesn't change, and here we are.

It was supposed to be the usual DART visit to Sutton Golf Club for lunch. That would have been our third similar visit to that popular location and they have always looked after us well. This year we decided to add a little extra to our day by meeting early for tea/coffee and then finishing with our usual lunch. Seemed like a good idea but it gave us plenty of extra work.

### Meeting for Tea & Coffee

It seems to me that most people in our general area go for a tea/coffee break every Thursday morning. We tried all the suitable venues in the area but they all had their own customers and could not accommodate our extra business. We were looking for tea/coffee and a scone for about 70/80 people. We were finally helped by the Sands Hotel, overlooking Portmarnock Strand. What a lovely view from the hotel. That vast extent of golden strand that extends for many kilometres...where would you get it?

On the Thursday morning 24th January we met at the Sands Hotel for the first time in 2018. It was a lovely morning with no rain. We were expecting 73 attendees on our list. As we were in the middle of the flu season we were expecting that figure to change and it did. We finished up with 63 members on the day. After refreshment we moved off to St Doulagh's Church.

### Origin of St Doulagh's

The ancient church of St Doulagh stands beside the main Dublin-Malahide road and about 5 miles north of Dublin city.



The interior of St Doulagh's Church today.  
*Photo courtesy of AbartaHeritage.ie*

Historical and archaeological research has established that this site has been a place of Christian worship since about 600 AD. It is the oldest stone-roofed church still in use in Ireland. The church complex also comprises a stone pool-house and an octagonal baptistery, which is said to be Ireland's only surviving stand-alone baptistery.

The oldest part of the existing building is medieval, dating from the 12th century, and is believed to have been home to a small monastic settlement, itself dating back to the time of St. Patrick. There was a regular 'pattern' held at the church until at least the 18th century. The Church is once thought to have been linked to Grange Abbey and 'The Grange' House of Baldoyle through an underground passageway.

St Doulagh is believed to have lived in the early 7th century and was a hermit/anchorite, living isolated, in a cell attached to the church, and to have had only minimal contact with the outside world.

### Acknowledgements and Thanks

We are thankful to our members Ken and Carol McAllister, the church caretakers, for permission to visit and for the tour of the church. Also our grateful thanks to Derek Moffat and Nigel Warburton who assisted at the church – and to our member Richard McAllister who managed car parking with great skill. All contributed to making our visit so interesting. We also extend a very warm welcome to Irene Cole; it was lovely to see her again after her recent bereavement.

Balgriffin is an area that has seen very significant development in recent years. Fortunately this piece of our national heritage has survived amidst the forest of tower cranes and bulldozers that have transformed the local area.

Hoping to see you all at the end of February. ■

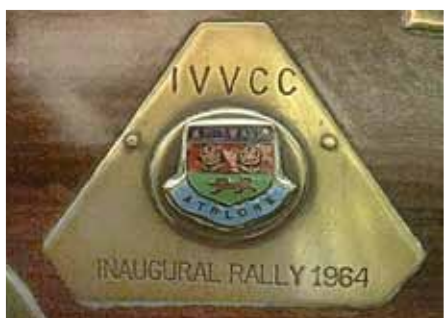




Morris Bullnose MH 1304 lands at Dublin Airport

# BULLNOSE MORRIS MEMORIES

Robert Emanuel contacted our Hon. Secretary, Peadar Ward, regarding photographs taken by his father at the inaugural IVCC rally to Athlone in 1964 – and at Dublin Airport and Enniscrone, Co Sligo. Robert poses the question as to whether other members might like to have these pictures – and he would love to see any photos of his family's Bullnose Morris at the rally. Robert tells the story below.



Still on the dashboard



1924 Morris Oxford & 1924 Morris Cowley



1912 Humber – over bonnet of Robert's 1924 Bullnose Morris

Seen here are the photos taken by my father, Arthur Emanuel, at the IVCC inaugural rally to Athlone in 1964. He took the pictures of us at the event – I am the lad in knitted red! My brother Kevin got off lightly in a blue jumper and green and white hat. Why do parents do that to their children?

As our car isn't in the pictures I have included a photo taken of the Bullnose on that same trip when we arrived at Enniscrone where my mother, Mary Alice (maiden name Coleman), was born. We do still have the Bullnose Morris 1924 registration MH 1304. It would be lovely if you could hand over any of the pictures to the current owners. If you have any other photos of the event – especially if there are any of our car – I would love to see them. Although I suppose it might be a long shot to see any pictures of our Morris!

What is so surprising is that my parents managed to combine taking the car – by plane – from London to Ireland (I've attached a photo after he drove the car out of the Aer Lingus ATL-98 Carvair plane), then attended your first rally. Despite so typically not being listed, the photos show we proudly still have the badge on our dashboard!. We then finished the holiday at my grandparents house in Enniscrone, County Sligo.

I am used to driving the Bullnose Morris, but I don't think I would like to take on that journey, especially with us two kids in the car to amuse.

All the best and happy motoring,  
Robert Emanuel



1901 De Dion Bouton & 1903 Peugeot



Clement Talbot, 1912 Humber, Scripps Booth & Rolls-Royce



At Enniscrone, Co Sligo

# MOTOR LOG

*Capt. Neal E. Sherman*

*De DION-BOUTON 25cv*



Count Jules-Albert de Dion...founder member of the Automobile Club de France and remembered as the man who gave his name to the famous 'De-Dion axle'. We could be forgiven in thinking that here was a man who dedicated his whole life to the fledgling motor industry. However, in 1920, Captain Sherman had the opportunity to become familiar with the company and its cars – and as he relates here, discovered that the reality was somewhat different.

## *An aristocratic automobile ... its famous axle invented by a toy-maker* *Paris, May 1920*

While it is true that the French equivalent of the Royal Automobile Club came into being in 1895 at the home of Count Jules-Albert de Dion in Paris, it would be quite wrong to imagine that the Count spent his whole life in the furtherment of French motors and motoring. In truth he was a wealthy and flamboyant eccentric, who enjoyed such varied interests as gambling and collecting mechanical toys – as well as revelling in his formidable reputation as a duellist.

This said, the Count is rightly seen as one of the pioneers of the horseless carriage. He was also instrumental in reversing the antagonism towards the automobile, prevalent in France before the turn of the century. Indeed, such a campaign would have been welcomed by British motorists – where even today hostility towards the motorcar often raises its head.

Apparently the spark that set de Dion on the road to building automobiles was the sight of a toy steam engine merrily puffing away in Giroux's, a fashionable Parisian shop on the Boulevard des Italiens. This was in 1881. He was told that it had been built by two brothers-in-law, Georges Bouton and Charles Trépardoux. These talented engineers, who at that time were making a modest living building steam-powered models, were delighted when the Count proposed that they form a company with him, its aim being that they continue building steam machines – but with one difference: they would be built full size.



Their first vehicle, a steam tricycle with front-wheel drive, was produced two years later at a workshop in the Rue Malakoff. The following year saw a move to the new company's premises at Puteaux, in the western suburbs of Paris, where production began on a variety of small steam vehicles, all of which were to find a ready market among de Dion's wealthy friends.

Widespread publicity for the company's products appeared when victory was achieved by the Count while driving one of his vehicles in history's first recorded road race for mechanically-propelled vehicles. This race was organised by the newspaper 'La Velocipede' and took place on April 28th 1887. Much was made of the event in subsequent advertising – although the fact that the Count was the only competitor to turn up for the race was, understandably, not widely proclaimed by either the organisers or by de Dion himself.

As regards that well known component, the 'De Dion axle', this should perhaps be more properly termed the 'Trépardoux axle' since it was really de Dion's partner who devised the system and installed it into one of the company's steam cars in 1893. However, following several disagreements between himself and the Count, Charles Trépardoux resigned from the company. It has been said that the final straw was the engineer's disgust at the time being wasted by his two partners "fiddling around with a futile petrol engine". The company was thereafter known as De Dion-Bouton, and for a time concentrated on making axles and engines.

The De Dion axle is particularly interesting: its essential purpose being to keep 'unsprung weights' to a minimum (unsprung weights – or perhaps more correctly, mass – being everything not supported by the springs of a vehicle, e.g., wheels, axles and differential).

To illustrate the concept: as a vehicle travels over rough ground, its wheels bounce up and leave the surface momentarily. The heavier a wheel is (or combination of wheel and axle), the longer it stays off the ground. Obviously, this is detrimental to good adherence to the road, since a tyre cannot grip the road while it is in mid-air. So, in order to significantly reduce the weight of the wheel and axle combination, the differential of the De Dion axle, as a separate unit, is bolted to the chassis, and drive is provided from it to the wheels by drive shafts fitted with universal joints at each end. The usual heavy axle beam is also replaced by a simple light axle tube. Now well prove, the De Dion (or Trépardoux) design is used by several carmakers under licence.

Much of this early history of De Dion-Bouton was revealed to me at a highly entertaining dinner party given by Mr Monet, a one-time associate of the Count, and who is now a commercial advisor to Georges Clemenceau's government.

Present at the table, in addition to Mr Monet and his wife, was his vivacious daughter, Francoise. She, as it turns out, has a great interest in automobiles. Having heard all her father's motoring





stories many times before, she was intent on using the occasion to encourage him (and eliciting my support in the process) to change his "dreadfully old-fashioned" De Dion-Bouton saloon for something with more élan, "such as one of those wonderful cars made by Mr Bugatti in Molsheim". When inevitably the talk turned to politics, and the controversial occupation of the German Ruhr district by French forces, Francoise snatched me away from a rather splendid Armanac and, to prove her point, insisted on the two of us taking a drive, sans chauffeur, in her father's De Dion.

I had not previously driven an example of the marque, but having now done so I am afraid to say she is right: the De Dion-Bouton is indeed an unremarkable machine.

To be fair, the car does have some redeeming features: it is equipped with a smooth and flexible 3,694cc V-type 8-cylinder engine, this being coupled to a 4-speed gearbox. It is also a large and stable car, having a wheelbase of 11' 2" and coming with expensive specialist coachwork.

The overall impression I gained of the machine however was that of a very conservative design, born well before the Great War. Indeed, my dinner host had earlier conceded that the firm's manufacturing operations did require a considerable infusion of finance in order to up-date its production facilities, currently apparently running at a fairly low output level.

While the De Dion patented axle provides favourable publicity for the firm, it was the development, construction and sale of engines that for many years kept the company with full order books. But the firm now appears to be resting on its laurels, a perfect example of which being the torpid power unit of Mr Monet's big 25cv car.

The fortunes of the marque have, it seems, been too closely dependent on the personality and ability of its founder. But Count Jules-Albert de Dion has long since left the company – and unfortunately, along with his departure has gone much of the verve and dynamism of the innovative De Dion-Bouton organisation.

I must say that I found it difficult to disagree with Francoise's opinion of her father's automobile. Back home, a small victory for Francoise was achieved when her father finally agreed to consider changing to an alternative vehicle – with the stipulation that he would be able to sit upright with top hat in the rear seat, and that it certainly would not be a Bugatti, which he referred to as "that flimsy and rakish automobile, supposedly French, but made by an Italian, in Molsheim, Alsace-Lorraine, a town which until only two years ago was German!"

Before I took my leave of the Monet household I was commissioned by Francoise to assist her in finding a suitable replacement for the De-Dion. This I hope to achieve during my present stay in Paris, a task that I view with some pleasure. ■

*At the turn of the 20th century De Dion-Bouton was the largest automobile manufacturer in the world, producing 400 cars and 3,200 engines, well known for their quality and reliability. By 1904 some 40,000 engines had been supplied across Europe. That year, De Dion-Bouton's factory employed 1,300 people and produced more than 2,000 cars. In 1908 the company peaked as a manufacturer. The last passenger car was produced in 1932.*

*Small numbers of commercial vehicles were made until 1950, with the last vehicles to carry the De Dion badge being Land Rovers built under licence.*

*Count Jules-Albert de Dion died, aged 90, in 1946 and is buried in the cemetery at Montparnasse in Paris.*

*\*Next issue: Captain Sherman test drives the remarkable Voisin C1 – the French automobile known for its individual design concepts and use of light alloy materials.*



## 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.

## PHOTO COMPETITION – No.4

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: Photo Competition.

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 simply Google the title.

### Dublin City 1965

[www.youtube.com/watch?v=kC0xpgmKOT8](http://www.youtube.com/watch?v=kC0xpgmKOT8)



A clip from a CIE driver training film around Dublin city centre – with no road markings, no parking meters, few traffic lights, but with points-duty Gardaí, messenger-boy bikes – and a wealth of classic cars!

### 1957 Mille Miglia

[www.youtube.com/watch?v=t3xnT4z\\_ERI](http://www.youtube.com/watch?v=t3xnT4z_ERI)



Newsreel colour film of the 1957 Mille Miglia 1,000-mile motor race around Italy, with a 'jolly good show' commentary that provides an excellent idea of the drama and enthusiasm engendered by this historic event.

### Blue Light Aware

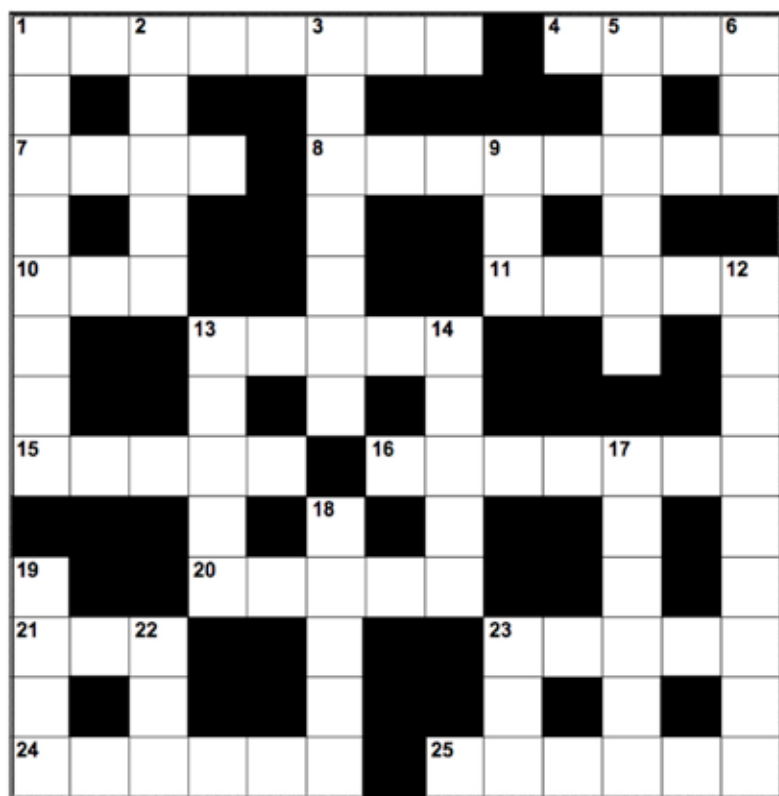
[www.youtube.com/watch?v=btRHvQEIkCU](http://www.youtube.com/watch?v=btRHvQEIkCU)



Blue Light Aware is a short video produced by Gem Motoring Assist – to help motorists help emergency crews on their 'blue light' journey. While it was made for the UK road users, it applies here too. No harm to have a look.



# IVVCC CROSSWORD - No: 4



## ACROSS:

1. What we're always doing on rallies (8)
4. A nut might make this complete (4)
7. Here today, but ... tomorrow (4)
8. CKD form of Irish car industry (8)
10. It came before IRL, remember? (3)
11. The Spyker is, for example (5)
13. Type of paving - gone insane? (5)
15. It mainly rains on the plain here (5)
16. Always comes before vintage (7)
20. Sounds like bakers 'need' to do this (5)
21. A mischievous little Hillman (3)
23. The old 'I was elsewhere' excuse (5)
24. Mrs Nash - now seen at the RDS Show (6)
25. A charming trinket, maybe even magical (6)

## DOWN:

1. Vintage electrical power generators (8)
2. A grand serviceman for pianos? (5)
3. Nationality celebrated at the RDS Show (7)
5. Makes circles in space (6)
6. Attempt to score (9)
9. This is the finish (3)
12. He'll 'put you under' - but not permanently! (9)
13. The sound of a safety belt (5)
14. We should just give way here (5)
17. Tyre of steel and rubber (6)
18. Wisdom - not always common though! (8)
19. The organiser of the RDS show (4)
22. This is equal, of course (3)
23. This group tends to be retiring, initially (3)

Post your entry (A PHOTOCOPY IS FINE – and Googling is allowed!) to arrive on or before Monday 30th April 2018, to: Anselm Aherne, 63 Granitefield, 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.3 – Winter 2017

Man missing from under green arch / ie missing from IVVCC arch / Telegraph pole missing / Wing mirror missing from red car / Reg plate changed on red car / Snake head horn missing from Rolls-Royce / Spare tyre missing from Rolls-Royce / Green canopy behind cars missing / Man's jeans changed to blue / Green stripe missing from deckchair.

*Winner of Photo Competition No.3, Winter 2017, is...  
Rosemary O'Tierney, Dublin 14.*

## Answer to Crossword No.3

### Across:

1. Brighton
4. Gear
7. Area
8. Patented
10. Los
11. Lotus
13. Minor
15. Upset
16. Daimler
20. Spots
21. Pal
23. Crawl
24. Napier
25. Hotdog

### Down:

1. Beaulieu
2. Items
3. Tapping
5. Estate
6. Red
9. GMC
12. Sparkplug
13. Meets
14. Roads
17. Lizard
18. Rover
19. Open
22. Lap
23. CEO

*Winner of Crossword No.3, Winter 2017, is...  
Keith Dungan, Co. Wicklow*



# THE MG DATE DEBATE

When did the MG marque come into being? This is a question that over the years has given rise to much debate among classic car enthusiasts. Here, Robin McCullagh, an expert in all things MG, discusses the history of the nameplate.

In 1922 Cecil Kimber was appointed General Manager of Morris Garages, a multi-car agency/distributor (Morris, Humber, Dodge & Sunbeam). All of these makes could be supplied as rolling chassis and, as a way of expanding the business Kimber offered 'Special Bodies' (a popular trend at the time) to his customers. These bodies were usually supplied by either Charles Raworth & Son or Carbodies, both companies based in Coventry.

There has always been confusion and controversy over when exactly Kimber produced the first MG. Some people say that it was when he concentrated on the Morris range – and when he modified the chassis, lowered the steering column, up-rated the rear suspension and brakes, and enhanced the engine performance, which happened in 1923 with a 14/28 model. However this car still carried a Morris badge on its bull-nosed radiator surround.

Or was the sports/competition car registered FC 7900 affectionately known as 'Old Number One' in which Kimber and his passenger/navigator Wilfred Matthews won a Gold Medal in the 1925 London to Land's End Trial (the car had a boat tail and the two seats were staggered to keep the width of the body to a minimum). The bull-nosed radiator surround on 'Old Number One' however carried a Morris Garages badge. Today this car lives in the British Motor Museum, Gaydon, Warwickshire. But could this be the first true MG? Yet some people would say that it was only in 1927 when cars came with the letters MG on their radiators (flat type by then) that the marque came into existence.

Whatever the answer, it is certain that throughout these and following years the two-seater MG in all its forms gained a reputation for being reliable and fun transport, enjoying an enormous amount of competition success around the world.

As a wholly owned division of the William Morris (Later Lord Nuffield) empire, the Morris Garages name has gone through many ownerships: 1924-1935 William R. Morris; 1935-1952 Morris Motors Ltd; 1952-1967 British Motor Corporation; 1967-1968 British Motor Holdings; 1968-1986 British Leyland; 1968-1988 Rover Group; 1988-1994 British Aerospace; 1994-2000 BMW; 2000-2005 MG Rover Group – and in 2006-2008 the Nanjing Automobile Group. In 2008 NAG merged into S.A.I.C. and it is with this Chinese conglomerate that the famous MG name resides today. ■





# IRISH VINTAGE *Scene*

See us at the Carole Nash RIAC National Classic Car Show 10th & 11th March RDS Dublin



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