

# IVVCC

# NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



The Story of IK 52  
Rescue and Restoration

## Summer 2018

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Affiliated to FIVA – The International Federation for Historic Vehicles



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9. COVER STORY Rescue of a Historic Benz



12. RIAC Star of the Show...RDS



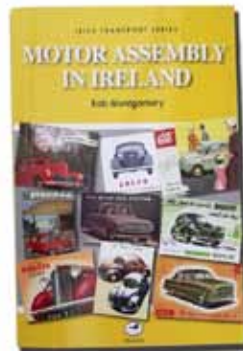
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**Club Meetings:**  
Every first Monday of the month  
(second Monday if first falls on a public holiday)

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

**Front Cover:**  
1898 Benz Velo  
(See Page 9)

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





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# FROM THE EDITOR

**With this Summer 2018 issue we're now into the second year of the revamped IVVCC News format. Once again, many thanks to all those contributors, regular and occasional, who have provided articles, letters, photos and illustrations essential to the production of our club magazine. Very special thanks are also due to our loyal advertisers.**

The magazine is a platform for members to keep abreast of developments within the Club and its affiliates – as well as a means to share information, offer advice on historic vehicle matters, buy and sell cars and memorabilia, enjoy some old car stories and even express opinions via the Letters Page.

With the aim of providing more reading enjoyment to members, the current issue has been expanded to a 48-page publication – a format which, with the help of contributors, it is hoped to continue into the future. This summer issue includes information on upcoming events, restoration stories, Cars For Sale and Wanted ads, reports on old car events, stories of members past and present, museum and auction reviews and tales of motoring yesteryears. In addition there are book reviews, news snippets, competitions and more.

And now, a couple of requests: please do have a go at the crosswords and photo competitions; answers can be emailed and the feedback is much appreciated. Secondly, regarding

advertising: While we don't want to go 'ad heavy', a little more advertising income will help further reduce our print and postage costs. As editor, my aim for the financial year ending December 2018 is to lower the nett spend on magazine printing – and especially to mitigate the ever-increasing postage costs. With this in mind, as many members have connections within the motor and related industries, please have a think about possible advertising contacts – and where possible, encourage them to include IVVCC News in their marketing budgets, even on a once-a-year basis. Our magazine, after all, offers a direct line to motoring enthusiasts (not to mention other providers to the 'older market' segment, now a forceful demographic).

In the meantime, thanks again to all who help towards making our club magazine a success. Please enjoy this Summer 2018 issue of IVVCC News.

Wishing you all the best in Veteran, Vintage and Classic motoring, Anselm.

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## WE'VE COME A LONG WAY...

**It's now 120 years since Dr John Fallon Colohan imported a 1898 Benz petrol-driven automobile to Ireland – making him Ireland's first motorist. Featured on our cover is that very same Benz. The story of its rescue and restoration can be found inside this issue, starting on page nine.**

Born in Dublin in 1862, John Colohan studied medicine in the Royal College of Surgeons and later at Edinburgh Medical School. He returned to Ireland in 1896 and became attached to St. Vincent's Hospital in Dublin.

Due to his great interest in mechanical matters Colohan visited several automobile manufacturers in Germany and France – before purchasing the aforementioned 3.5hp Benz Velo Comfortable and having it delivered to his residence in Blackrock, Co Dublin.



Dr John Colohan and his wife on the Benz Velo Comfortable, photographed outside their home in Blackrock, Co Dublin in 1898.

In his book, *An Irish Roadside Camera*, motoring historian Bob Montgomery writes that Colohan was a powerful advocate for motorised travel in Ireland. He became a founder member of the Irish Automobile Club and was influential in bringing the 1903 Gordon Bennett Race to Ireland. Colohan also became a director of the Dublin coachbuilders, John Hutton & Son, and helped that company to advance its new motor car business. After retiring from the motor trade in 1908 he bought the Grand Hotel in Malahide for £10,000, which he ran successfully until 1922.



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# SECRETARY'S REPORT

**In the Summer 2017 edition of the IVVCC News I reported on the work of the Funds Review Committee under the chairmanship of Maurice Cassidy. The committee proposed that Newbridge House near Donabate, Co. Dublin - in the ownership of Fingal County Council - be considered as a suitable location for a historic car museum.**



Since then the Board of the Club has engaged the services of a renowned tourism consultant to prepare a scoping document to present to the County Council and help to advance the proposal. The consultant has met with the Council and set out a proposal to them. There are however no further developments to report at this time other than to say that the matter is still live and under consideration.

In tandem with the consideration of a museum at Newbridge House the Board has also engaged with the RIAC on new development proposals at their Dawson Street premises. The RIAC has very ambitious plans to develop their premises in conjunction with the adjoining hotel and there is an opportunity to collaborate with them to our mutual benefit.

The Board has appointed a small working group consisting of Shane Houlihan (President), Clive Evans (Vice President) and Tom Callinan, to explore the possibilities with the RIAC. It is hoped to report further on this matter before the Club AGM on Monday June 18th.

## **Fiva Culture Awards**

Club members are invited to submit nominations for the recently announced first **FIVA Culture Award**. The Culture Award celebrates and promotes best practices related to historic vehicle promotion, management, research, education and communication. In this way, it contributes to a stronger public recognition of historic vehicles as a part of our cultural and technical heritage, as well as a strategic resource for our global society and economy.

There are three categories: Research, Dedicated Service by individuals or organisations, and Education/Training/Raising

Awareness. Further information on the initiative is available on the FIVA website and nominations should be submitted no later than 31st August, 2018.

## **GDPR (General Data Protection Regulations)**

Many of you by now will have been contacted by various organisations including banks, insurance companies etc in relation to personal data they hold on file about you.

This is in response to GDPR which is a legal framework that sets guidelines for the collection and processing of personal information of individuals within the EU. GDPR sets out the principles for data management and the rights of the individual, while also imposing fines that can be revenue-based. GDPR covers all organisations that deal with data of EU citizens. These new EU Regulations come into force on 25th May 2018 and will require the club to review all personal information held on members.

So that we are compliant in relation to the legislation, we are in the process of updating our documentation – including entry forms, new members and renewal members forms and website – in order to ensure that we obtain the consent of the entrant, member, etc, to email them about club activities and events and to record their data for the purpose of events and membership records. We have also contacted all our affiliate clubs and advised them look closely at their current processes to ensure they are compliant by 25th May 2018.

## **Peadar Ward**

Hon. Secretary  
May 2018



The IVVCC Funds Review Committee has proposed that Newbridge House (above) near Donabate, Co. Dublin, be considered as a suitable location for a historic car museum.



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# CALENDAR OF EVENTS 2018

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

## JUNE

Fri 8 - Sun 10	IVVCC International Gordon Bennett Rally	Mount Wolseley Hotel, Tullow, Carlow
Sat 16 - Sun 17	Tipperary Light Car & Motorcycle Club	Veteran & Vintage Section Event
Sun 17	Duhallow Vintage Club	Summer Murphy Family Memorial Run
Sun 17	Irish Model T Ford Club	West Cork Run
Mon 18	IVVCC Annual General Meeting	West County Hotel, 8.00pm
Sat 23	Cobh Classic car Club	Great Island Motors Cobh Classic
Sat 23 - Sun 24	Suir Valley Vintage & Classic Motor Club	June break – Ballinaboula, Co Wexford

## JULY

Sun 1	Irish Jaguar & Daimler Club Show	27th Classic & Vintage Motor 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 15	Duhallow Vintage Club	Doe Weathers Memorial Car & Tractor Run
Sat 21	Munster Vintage Motor Cycle & Car Club	63rd Cork Veteran Run
Sun 29	Lakelands Vintage Club	Annual Car Run

## AUGUST

Sun 5	Irish Model T Ford Club	Stradbally August Bank Holiday Event
Sun 12	Duhallow Vintage Run	Autumn Run
Mon 13	IVVCC First Monday Meeting	Social Run
Sun 19	IVVCC Powerscourt Estate Picnic	41st Picnic Event - Enniskerry, Co Wicklow
Sat 25 - Sun 26	IVVCC Brass Brigade Event	2-day event for cars up to 1919 - Pembroke Hotel, Kilkenny
Sun 26	Wexford Sports & Classic Car Club	August Run

## 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 to be advised
Fri 19 - Sun 21	Kingdom Veteran, Vintage & Classic Car Club	Weekend Autumn Run

## 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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# BENZ VELO IK 52

## The rescue of an Irish motoring treasure

Purchased new in 1898 by Dr John Colohan, and later registered as IK 52 in 1904, the Benz Velo is recognized as the first petrol-driven motorcar imported into Ireland. The car is now part of the Motor Distributors Limited collection on the Naas Road. In this article, IVVCC Past President Denis Dowdall tells the remarkable story of the rescue and restoration of this historic vehicle.

In the early sixties I heard of the existence of a very early Benz car in the Tipperary area. Apparently it had lain derelict on a farm there since 1907. In those far off days my business required me to call on the Mercedes-Benz Dealer in Clonmel, a company named King & Keating, sadly no longer in business. The Managing Director, Willie King, a keen supporter of the old vehicle movement, mentioned that there was an old Benz at a farm in Mullinahone, Co Tipperary and promised to bring me to see it at some future time.

Many visits came and went but we never seemed to find time to visit the Benz. Then one day I arrived in Clonmel to be told by Willie that there would be no possibility to see the Benz now as the owner had died. A nephew had inherited the farm and had taken an interest in the car with the intention of restoring it some day.

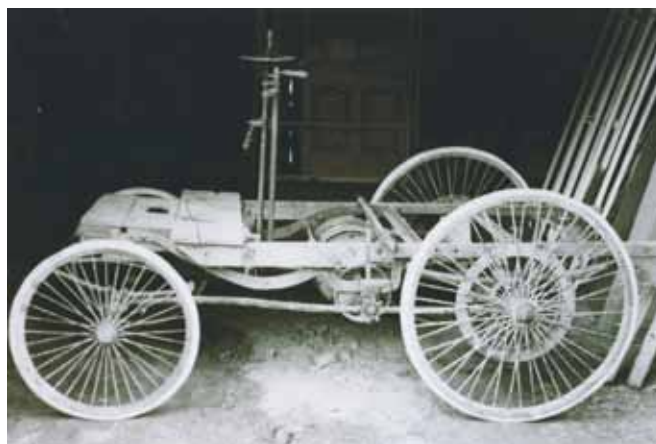
In the early eighties, when talking with my long-time friend and veteran car enthusiast supreme, Denis Lucey, I mentioned the old Benz. To my delight Denis told me that he was sure that the car was still there and gave me directions to the farmhouse of the owner. It now transpired that the person who had inherited the car in the sixties had proceeded to restore it but sadly before he could enjoy the fruits of his endeavours he became ill and died seven years later. His name was Thomas Hughes and ownership of the car then passed to his widow and son Wyndham who was nineteen years old when his father died. Wyndham took great care to ensure that the vehicle would not suffer any further deterioration and covered it completely with a thick coating of grease.

1983 was the 80th anniversary of the famous Gordon Bennett Motor Race in Ireland and, because of the significance of the occasion, I wrote to invite the curator of the Daimler-Benz Museum in Stuttgart, Max Von Pein, to come to Ireland for our commemoration and asked him to bring with him a 1902 Benz Spider which I knew to be in the museum – an original Irish-owned car which carried the Kildare Registration IO 68. Mr Von Pein kindly agreed. When he came here I mentioned the existence of the old Benz and invited him to view it, having

already made arrangements with the Hughes family. That was in July 1983. We subsequently spent a very pleasant evening at the Hughes home looking at the car and viewing old documents and photographs.

Mr Von Pein however did not express any particular interest in the old vehicle. I can only guess that he considered a restoration project to be somewhat daunting or that he already had similar vehicles, which would not require the same effort. As we left the Hughes homestead, I mentioned to Wyndham that should he ever decide to dispose of the Benz to let me know. I subsequently received a phone call from him in November 1984, advising me that he had received an offer for the car and had decided to sell. I told him that my employer, Motor Distributors Limited, would be interested. Negotiations went on for three weeks and finally Wyndham told me that our offer was successful. We took delivery of our treasure a few days later.

From November 1984 until March 1985 I spent countless hours in research, thumbing through old magazines and books, examining old photographs and checking old vehicle records in an effort to establish the model and year of our recently acquired Benz. Finally, with the assistance of the archives at the Daimler-Benz museum, we established that it was a Benz Velo, year 1898. ➔



As found – Mullinahone, Co Tipperary, 1983



Denis Dowdall at work on the restoration

My next requirement was to find technical data and drawings for such a vehicle. Alas no such information was available from Daimler-Benz as all their records had been lost in a fire at the factory during the Second World War. Then Max Von Pein came up with the most generous offer imaginable. He offered to loan me a similar model from his museum collection for as long as I required it. I immediately arranged to leave for Stuttgart with a van. But when I arrived at the museum workshop in Fellbach, near Stuttgart, I had difficulty containing my disappointment. The vehicle was there all ready for loading, but it was not the same model as ours. It was an 1894 Velo, whereas ours was an 1898 Velo Comfortable. However on closer examination I discovered that much of the mechanical aspect of the vehicle was similar and would be of considerable assistance, so I decided to bring the Benz back to Ireland.

Back home in Dublin my research began again. Where could I find a Benz Velo Comfortable, year 1898, for the purpose of studying body detail? Once again my friend Denis Lucey came to the rescue. He located one at The Peter Black Private Motor Museum at Keighley near Burnley in the North of England and arranged for a visit there at the end of May 1985, which coincided with the 'Motor 100' centenary celebration at Silverstone. There we planned to view some other Benz Velos which we expected to see exhibited there.

At the Peter Black Museum I took photographs and made drawings, templates and patterns. An interesting discovery at the museum was that the chassis number of their 1898 Benz, which is V.C.C. dated, was just ten digits after ours and the engine number was fifteen digits after ours. This confirmed that our Benz was also 1898. As there were a couple of small details which we were unable to obtain from the Peter Black car, we headed for Reigate in the South of England to view the Benz Comfortable of Bryan Goodman, where we obtained the last remaining details. We received an exceptional welcome from Bryan which included a thrilling first-time ever drive in a Benz Velo. Bryan also provided

me with much technical advice and very kindly allowed me to take home what for me were priceless old Benz documents to copy. Bryan also mentioned a source for new solid tyres for our Benz: Crofords of Ashford in Kent.

On my return home I telephoned Crofords who advised that if I would bring my wheels to them, they would fit new tyres while I waited. I took up their offer on 17th June 1985. During the same trip I called to Brentclass of Hitchin, near Luton, to discuss the manufacture of a surface carburettor with Roger Steer. I had read in an earlier edition of 'The Automobile' that Roger had already made a similar carburettor for another Benz Velo. The original carburettor from our car had already been lost somewhere in the dim and distant past.

Then the restoration began in earnest. I set my target to complete the restoration in time for our bi-annual Motor Show in Dublin at the end of February 1986, as it would be appropriate to have it completed in the 'Centenary Year of the Motor Car', which of course was also a Benz. I set about finding specialist craftsmen in a variety of fields such as brasswork, leatherwork, woodwork, coach painting, coach lining and also sand and bead blasting. I was fortunate to find highly skilled operators in all of these fields, whose combined skills resulted in a magnificent restoration.

One of the first chores was to bead blast all of the very heavily contaminated metal parts. This was done by old car restoration enthusiast, Shay Lawless, and the parts were then painted at our own paint shop at Europa Cars. A major aspect of the restoration was the bodywork, a task carried out by a carpenter friend named Jackie Dunne, who operated a small private business. Speed was now of the essence and Jackie was in a position to commence immediately. A deadline had been set for February and there was much work to be done following the body construction. While I had made as many drawings as were possible from the Benz at Keighley I was still unsure about certain details, which could not be seen in the assembled state. In this regard I had a stroke of luck, again engineered by Denis Lucey.



The 'plumbing works' assembled





Nearing completion in 1986

In September Denis and I visited the Beaulieu Autojumble where there were 1,600 stands selling second-hand bits and pieces for old cars. There Denis met a stall holder named Paul Faulkes-Halbard, who mentioned that he had a number of Benz Velo parts at his home and invited us to come to see them after the show. At his home he had the damaged body panels from a Benz Velo Comfortable which had gone on fire and which had to be re-bodied. The old panels which Paul had saved were exactly what I required to obtain the missing body detail and he very generously allowed me to take them back to Dublin, making it possible to reconstruct the body without error. The body was then built and made ready for painting by Europa Cars, where it was professionally painted inside and out in a matt finish using Corlux Coach Paint.

The body was then fitted to the chassis to be coach varnished (using Corlux Coach Varnish) and coach-lined by Bruce Kiernan. The seat, which was the only body part to survive, was expertly upholstered by Gerry Swan in leather supplied by the Daimler Benz Museum. All of the missing brass fittings were made by Alwright & Marshall in Dublin, a firm of silversmiths who have been in business in the same workshops in Dublin for over one hundred years.

By Christmas 1985 I had constructed most of the missing iron parts. Those parts which required specialist machining were made for me by Jack Kavanagh of Herbert Engineering in Dublin. The final build up then began. At this point some specialist plumbing was necessary, provided by garage equipment specialist, Alex McGregor. The project was finally

completed on Thursday, 20th February 1986.

Much credit is due to my long-time colleague and friend, Frank Clavin, who provided a great deal of assistance and support during the latter stages of the project when time was not on our side. Together we started the Velo for the first time, complete with Roger Steer's carburetor, and drove the vehicle across the workshop floor. The following evening we appeared with the car on national television on the famed 'Late Late Show' and had it on the Mercedes-Benz stand at the Motor Show in the RDS, Dublin, on Tuesday, 25th February 1986, where it received wide acclaim.

It gave me a great sense of pride to see the project completed on schedule and the fact that it had consumed all of my free time during the previous six months was of no significance. It had been a totally satisfying experience. ■



Early start for Denis on the London to Brighton Run

# Carole Nash RIAC Classic Car Show

**RDS Simmonscourt Dublin, 10-11 March 2018**

The IVVCC shared the accolades at the RDS, carrying off the prize for 'Club Car of the Show' with the spectacular 1956 Aston Martin DB3S taking centre stage of a great display of stunning cars belonging to members. 'Car of the Show' went to the 1951 Irish assembled Jaguar XK120 Roadster on the Irish Jaguar & Daimler Club stand, while the 'Motorcycle of the Show' trophy was carried off by an immaculate 1960 Puch VS 50L on the Shamrock Car & Machinery Club stand. Breffni Vintage Club, based in Cavan and surrounding counties, were winners of the 'Club Stand of the Show'.

In line with the 'Celebrating Italian Car Design' show theme, the Ferrari Owners Club of Ireland created an eye-watering display of seven magnificent red cars – ranging from a 1972 Dino 246GT to a more modern 200mph 458 Italia – just inside the main Simmonscourt hall entrance. Other Italian one-make clubs present included the Alfa Romeo Owners Club, the Lancia

Motor Club Ireland and the Classic Fiat Ireland club – all of which put on superb displays for the weekend.

Although this year's event was the 4th RIAC Classic Car Show to be held in the RDS, at least 90% of the cars on display have not been seen at one of the previous shows. In addition to the huge variety of cars from some 34 clubs, the show featured classic commercial vehicles, autojumbles and over 30 trade stands, as well as other attractions for children of all ages.

The official programme, published by Irish Vintage Scene, contained a location map of exhibitors and a comprehensive directory of all clubs entered, along with other information of interest to visitors.



## **1956 Aston Martin DB3S**

'Club Car of the Show' winner, featured on the IVVCC stand. This Aston Martin DB3S is one of only thirty of this model produced by the company.



## **1908 Delaunay Belleville F6**

Starring on the IVVCC Stand, and owned by a club member, was this beautiful 6-cylinder Delaunay Belleville. Produced by a firm of boilermakers (hence the unusual shape of the radiator cowling), the car was designed by Marius Barbarou of the Benz motor company. In its day a rival to Rolls-Royce, the car numbered Russian Tzars and Spanish Royalty among its many wealthy customers.



## **Mercedes-Benz 300SL Gullwing**

Also on the IVVCC Stand was one of the most spectacular sports cars of all time. The 300SL Gullwing with its distinctive doors gained fame as the fastest production car of its day. In the '50s it was victorious on circuits across the world before being offered as a sports car, aimed mainly at the booming American market. The iconic two-seater coupé was later offered as an open roadster.





### 1963 Lancia Flaminia Convertible

Now owned by an IVCC member, this is one of only three RHD 2.5 3C Flaminia convertibles built by Carrozzeria Touring of Milan. In July 1989 this actual car was the subject of a back-to-back road test comparison with the contemporary 'Pagoda' Mercedes-Benz, carried out by Classic & Sports Cars magazine. The Lancia was judged the better car for engineering excellence and handling.



### Mercedes-Benz 280SL

This Mercedes-Benz 280SL 'Pagoda' show-stopper was displayed at the RDS by premier Irish restorer CarDock Classics. Immaculate in every possible detail, the car was presented in 'as-new' showroom condition. The designation "Pagoda" was given to the Mercedes-Benz body styling due to its unique inverted hardtop roof shape. The 280SL is today regarded as a highly collectible classic.



### 1929 Cadillac V8 Model 341

A beautifully presented 5.8-litre Cadillac V8, this was one of the highlights of the show. In 1928 the V8 was priced at approximately \$4,000. This car, sold new in Australia, was brought back to the USA some years ago where it underwent a complete nut-and-bolt restoration. Subsequently the car was purchased by an Irish owner from a classic car specialist company in Germany.



### Goggomobil Coupe TS 250

Another winner at the show was this superbly restored Goggomobil 'micro car'. Designed and produced in Germany during the 1950s, the Goggomobil was one of the most popular examples of this genre. Powered by a twin-cylinder, 2-stroke, 245cc rear mounted engine, the car enjoyed significant sales in Ireland, where it was assembled at one stage by MDL on the Naas Road, Dublin.



### Ford Model T Hearse

The commercial vehicle of the show was undoubtedly this Ford Model T, owned by IVCC member Eamon Dunne. Decked out with irreverently amusing 'extras', this hearse is well known throughout the Irish classic vehicle community, having featured at many show events over the years. Although produced mainly as a motorcar, the Model T was also offered as many types of commercial vehicles.



### Fafnir Hall-Scott Special

The Fafnir was a German make manufactured in Aachen between 1908 and 1926, while Hall-Scott was an engine manufacturer based in Berkley, California. This example was built in 1914. It is fitted with a 10-litre 4-cylinder aero engine from 1918 built originally for a WWI biplane and has bodywork styled after the Fafnir racing cars of the early 1920s. The car is capable of attaining over 100mph.



# NEWS FROM THE AUCTION HOUSES

**2018 saw the start of the old car auction scene with several major sales taking place in the U.K. in February and March.**

On the 11th February **Charterhouse** held their first sale of the year in Shepton Mallot. A rare 1957 Singer Gazelle convertible, which was in need of total restoration, sold for £1,132 and a Jaguar XK120 which had been restored and upgraded fetched £76,976.

There was also a desirable 1947 Morgan 4/4 in this sale which had been in storage since the 1970s and now required full recommissioning; it went for £9,056. And a 1933 Morris Cowley saloon which had been rebuilt after an insurance claim made £4,302 at the Charterhouse event.

**Silverstone Auctions** held their sale at Race Retro, Coventry, on the 23/24th February. Among the lots sold was an Austin A35 HRDC race prepared saloon which had been an entrant in the 2016 Goodwood Revival and the 2017 Silverstone Classic. It sold for £19,690.

Classic cars sold at Silverstone included a 1956 Jaguar XK140 fixed head coupé, which fetched £46,125. However on the other hand an unrestored but "in running" condition 1933 Alvis Speed 20 failed to find a new home.

On the 13th March **Historics at Brooklands** held their sale at Ascot Racecourse. Austin Sevens still continue to fetch high prices and the one on offer here was a 1929 AD Tourer in beautifully restored condition and it made a strong £17,360.

An original right hand drive MGTD sold for £24,080, and an early MGA 1500, which was in patinated condition, made £20,440. In the same sale, a 1956 Bentley S1 Continental in top condition sold for £291,200.

**Brightwells** held their Leominster sale on the 7th March. A good variety of cars, including Veteran, Vintage and Classics, went under the hammer at the event. However, while an Alvis Firefly Cross & Ellis tourer of 1933, in need of restoration, made £11,200, a 1911 de-Dion Boution which was an older restoration and carried an estimate of £27,000-£30,000 failed to find a buyer. A very nice 1950 Lea-Francis 2.5 litre sports sold for £35,280 and a nice little 1955 Austin A30 saloon, with a restored interior and rebuilt engine, went for £6,160. ■



This fully restored Jaguar XK120 fetched £76,976 at Charterhouse Auctions.



A rare Singer Gazelle convertible requiring total restoration sold for £1,132.



This 1911 De-Dion Boution had an estimate of £27-30,000 but failed to sell.



This restored 1955 Austin A30 saloon with a rebuilt engine went for £6,160.



A 1950 Lea-Francis 2.5-litre sports sold for £35,280 at Brightwells auctions.





Declan at the wheel of his 2-seater 1929 Morris Cowley

# CARS AND CAMARADERIE

Memories of the late Declan O'Halloran – avid restorer and passionate IVCC rallier

My earliest memories involve four wheels in some form or other. Perhaps this was due to the nationwide influence of Smokey and the Bandit, Knight Rider or the Dukes of Hazzard upon young schoolboys of the 1980s. A more likely cause however is the fact that as a car salesman, mechanic and avid car restorer, my late father Declan O'Halloran lived for two things: his family to whom he was devoted, and the internal combustion engine which was held in similar esteem.

Dad's garage was at the back of our house in Highridge Green, Kilmacud. It was and remains to this day an Aladdin's cave of odds and ends. Apart from tools and spare parts to beat the



The "box of bits" that became the Family Favourite...

band there was also a fine collection of drills, saws and blades for Stanley knives. That I retain all my fingers is due only to Dad's vigilance whenever I was up there, ensuring no serious



...The 1928 Morris Cowley, EI-2478

injuries occurred!

While my brother Barry and I share a love of sports cars from the '50s to the '70s, it would be safe to say that 1960 was a threshold for Dad. His particular passion was for cars from the '20s to '40s, although there were a few exceptions. He was quite a hoarder, collecting cars or buying them in various stages of disrepair and, with his magic touch, giving them a new lease of life.

My earliest recollection of Dad's restoration work dates to around 1982, when he restored a 1934 Hillman Minx. It was a lovely car, and great fun to play in, as there were all kinds of strange switches in it.

## Morris Cowley, EI-2478

Dad's first foray into restoration took place about 10 years before the Hillman, when, from what was essentially a box of bits, he produced the family favourite: the 1928 Morris Cowley, EI-2478, a car bought from Willie Johnson (of Watson & Johnson) in Greystones.

This beloved family car travelled the length and breadth of the country participating in several Gordon Bennett rallies, countless Leinster Motor Club (LMC) rallies and in the Century of Motoring festival in Rostrevor, County Down, in 1985. In that same year the Cowley was also on display at the Society of the



The 1937 Austin 12 bought from photographer Joe St. Leger



The 50mph 'Cowley Special'

Irish Motor Industry's Century of Motoring exhibition at the RDS, celebrating 100 years of the motor car. It was also a wedding car favourite for family and friends, including my own in 2009. The smell of the interior, the heat from the engine and its lovely sound literally take me back 30 years in a matter of seconds.

Off the road since 2009, it has recently been shaken from its slumber and has had new tyres fitted. The Cowley has been entered in this year's Gordon Bennett. Fingers crossed that all will go well!

## 2-Seater Cowley IM-3611

Dad took on a similar model in the mid-1980s. This time it was a 2-seater 1929 Morris Cowley, complete with 'dickie' seat at the back for extra passengers (see photo page 15). This was a Galway car, IM-3611, located by Dad in Roscommon and previously owned by a man named John Bourke. It was in better shape than Dad's previous Cowley, but still required a serious amount of restoration work. It took part in several rallies, most notably to Galway in 1988 and rallies to Trim and Mosney in 1988 and 1989. Dad sold the car that year but I believe it is still in Ireland.

Then in 1989 he bought a 1937 Austin 12 from the freelance photographer Joe St. Leger. The engine was freed up, the body repaired and painted – and the result was a beautiful car. The outline of the blue paint can still be seen against the wall of Dad's garage from the time he sprayed the doors during its fairly comprehensive restoration. To improve the quality of the spark to the plugs he put a shirt button at the top of each plug so the spark would literally leap over it. The car itself was used in several low budget television period dramas. Dad got a replacement engine for it in Fermanagh and sold it to its new owner in 1995, running sweet as a nut.

Next, having acquired yet another Morris Cowley engine and chassis, he decided to do something different. The racing body from an Alvis was 'made to fit' on the chassis. The result was a 'Cowley Special' which, because of the light body, could get beyond 50 miles per hour without much difficulty, compared with the average speed of 30mph of its heavier counterpart. The only problem was that there was no roof and so in rainy Ireland you could expect to get soaked regularly.

Dad took it to the Galway rally in 1987 with his good friend Ronnie Browne, complete with period leather helmets and racing goggles! Dad eventually sold the car to a family in Arklow in the early 1990s and I believe it is still in their possession.

## Camaraderie on IVVCC rallies

The Irish Veteran and Vintage Car Club was such an important part of Dad's life. Sunday mornings would flash past in a flurry of polish, petrol and picnic preparation as the family scrambled en masse to get ready for the short drive to Clonskeagh. The Deer Park Lounge, now sadly gone, was the departure point for enjoyable runs throughout Leinster and beyond.

Arrival at the intended destination was always a plus. Reliability was never a given, but I can only remember one occasion when the car could not be fixed at the side of the road. Not a bad statistic considering the mileage these cars had done. These occurrences were never disheartening as other club members would stop, discuss, assess, and ultimately do their best to get you back on the road. No one ever left until the problem was solved. Happily, this is still the case today.

I have always been aware of this great camaraderie and team spirit in the IVVCC. There was almost always somebody among those who stopped who had the elusive 10 spanner or





The 1936 Ford Model Y – before...



...and after: The (Morgan-Morris-Jaguar-Triumph Herald) Ford Y Special

the frustrating Whitworth ones! Rally or otherwise, my father always stopped if he saw a car by the roadside with the bonnet up amid swirls of smoke. Sadly, we tend not to do this too often nowadays, something he never failed to remark on. One of Dad's last great 'square peg/round hole' restorations occurred in the mid 1990s when he bought a 1936 Model Y Ford engine and chassis. To acquire or construct a body for this car would have been a huge undertaking, so unless a body came up for sale, some sort of alternative would be required. Eventually he bought a set of rusty wings and a radiator grill, but seeing as there was no imminent sign of a Model Y body, Dad took matters into his own hands.

The end product was spectacular: His vision and ability to cut his cloth (or in this case his metal) to measure resulted in a car with a Morgan body, a Morris windscreen, Jaguar seats and a Triumph Herald dashboard, all living in harmony! A true triumph indeed! The car had not been run since the late 1990s when we recently sold it in a very shabby state to a new owner who got it fixed up and running again. Hopefully it will spend many future happy days on the road.

### Hidden Gems of Kilmacud

Kilmacud was a great area to grow up in, as one never had to look too far to find unusual vintage and classic cars hidden behind bushes in front gardens! Over the last twenty years however, there has been quite a substantial changing of the guard. New owners have, inevitably, put their own stamp on their houses, which almost always meant the abolition of the standard garages built onto the side of the semi-detached dwellings. This always makes me sad as these caves of mystery fascinated me as a child. I was always curious to know what vehicles, if any, were contained therein.

There were quite a few hidden gems to be seen in the early 1990s when I was in my teens. A house on Dale Road had a beautiful Triumph Roadster from the 1940s, the same model as the one used by Bergerac in the TV series. A house in Woodley Park had two 105e Ford Anglias. Another Woodley house boasted a mid-1960s Austin Cambridge A60, repainted a spectacular blue. This car lay up for a while after its elderly owner died and I often wonder what became of it. Slieve Rua Drive had (or maybe still has) a beautiful red MGB Roadster (IK reg placing it at 1970) and a Triumph Herald convertible. Another house in Dale Road had a Tombstone Ford Anglia outside awaiting restoration. A girl in Dale Drive drove a Wolseley Hornet, while a Hillman Imp was often seen nearby in Dale Close. A few Triumph Spitfires can be seen today, one on Lower Kilmacud Road and the other on Redesdale Road. A Rover P4 also sticks its nose out onto the Lower Kilmacud Road every now and then. I often wonder about the fate of these cars and hope that they continue to survive.

As summer approaches and cars are prepared to come out of hibernation once more, it saddens me to think that Dad is no longer with us. In fact, it's been almost four years since he passed away. Getting his Flatnose Cowley running again has brought us huge comfort however. It's like having a little bit of him back again. He was such wonderful company and his enthusiasm for anything petrol-orientated ensured that there are lots of memories of automotive adventures with his many friends in the IVVCC. I look forward, as a new member, to help my brother Barry carry on the family tradition in this great club full of great people. Thanks for everything Dad. Rest in peace until we meet again. ■

# THE PEERLESS GT

## Made in Ireland...almost

Despite a brave venture to bring the construction of this unique but little-known British sports car to Ireland, the Peerless ended in failure even before the Irish project got properly up and running. Inability to compete with mainstream manufacturers and other difficulties in its home territory saw its ambitions eventually all come to naught.

And so the Peerless nameplate must be added to those other valiant sports car projects that have been consigned to history – yet another example of ‘what might have been’.

Although there have been several attempts to establish a sports car manufacturing industry south of the border, it was in Northern Ireland that such projects achieved most success. Names such as the Crosslé, Devin, McCandless and the Sullivan Special are worthy of particular mention. Others - such as the ill-fated De Lorean - despite undoubted good qualities, barely got off the ground.

Down through the years in the Republic there have been attempts to establish a sports car industry, with varying success. A very early example was the Thomond, the first version of which was built in Dublin in 1925. The car was been described by motoring historian Michael Worthington-Williams as “an attractive car with a V-type radiator not unlike the contemporary Imperia, boasting three-quarter elliptic springing at the rear and four stud wire wheels reminiscent of the Riley Monaco”. The Thomond was built in Dublin until the end of the twenties and achieved an enviable reputation with many competition successes at trials up and down the country.

Much later, in Wexford the Thompson brothers founded the TMC Costin racer in 1983. Although the car proved very successful in competition, it is believed that only 39 cars were built. The company closed in 1987, but the chassis rights were sold to the American Panoz organisation, which went on to build a sports

car based on the Costin. The Panoz Roadster has a further claim to fame: it has been featured in video racing games - and in computer simulators for training racing drivers.

A somewhat less proud history surrounds the Shamrock. This open car with sporty pretensions was built in Castleblaney, and was intended for export to the US market. The Shamrock was described by the Motor Trend magazine in the US as “the Irish T-Bird...at half the price”. The design incorporated an oversized fiberglass body mounted on a pressed-steel chassis, powered by a 1,489cc Austin engine and gearbox and with suspension and other parts supplied by BMC.

Although the original and somewhat optimistic proposals tabled in 1959 called for a production run of 10,000 Shamrock cars per year it appears that only eight cars were ever completed. Just a few of these made the journey across the Atlantic. One was displayed at the New York Motor Show; a few were bought by private individuals in the States and one example ended up on display in the famous Harrah Motor Museum in Reno, Nevada.

### A Peerless Irish Proposal

A more practical project, instigated around the same time as the hapless Shamrock, was the proposal to build in Dublin an Irish







The Slough-built Peerless at the Volkswagen assembly plant on the Naas Road, Dublin, imported for template purposes.

version of the aforementioned British car known as the Peerless GT Coupé (pictured above). The car had come to the notice of Stephen O'Flaherty in the late fifties and an example was shipped to Dublin, where arrangements were made to examine the feasibility of building the Peerless at the O'Flaherty motor assembly factory on the Naas Road.

Peerless Motors of Slough, England, got its name from the company's first venture – selling ex-US Army refurbished Peerless trucks after the first World War ended. It was in the late '50s that the company decided to embark on a new project: the development and production of a high-performance sports car.

Designed by Bernie Rodger, the first Peerless car saw the light of day in 1958. The car had an attractive four-seater fiberglass body, mounted on a multi-tubular chassis and powered by a Triumph TR3, 1,991cc, four-cylinder in-line OHV engine. This engine delivered 100bhp and, coupled with a four-speed gearbox plus overdrive, claimed a top speed of 110 mph. All-independent suspension featured coil springs and wishbones at the front and semi-elliptic leaf springs at the rear. In 1958 the Peerless cost around £1,500 in the UK, in those days a reasonable price for a high-performance and stylish four-seater.

## Success at Le Mans

Various versions of the Peerless competed successfully in sports car racing events. But the most famous achievement was an Index of Performance Award at the 1958 Le Mans, when it won its class – and finished an astonishing 16th place in a field of the best internationally established racers. This brought immediate fame within sports car circles and resulted in an incredible boost to sales, with some 250 orders flowing in for the Peerless.

This should have been a dream start for the new company. Unfortunately however, trouble was already brewing at the Slough plant. A succession of boardroom battles led to the resignations of several directors, some of which were of critical importance to the project. During this time the car itself had also undergone several changes to both body styling and mechanicals. Chevrolet and Buick V8 engines were fitted to some versions, partly with a view to the American export market, where considerable interest had been shown in the Peerless. However the product was prone to build quality problems, sales were falling away and the company began to experience serious financial and ownership difficulties. In 1960, Peerless Cars Ltd went into liquidation. Production ceased after about 325 cars had been produced.

However the directors were not finished yet. The car's name was changed to Warwick, improvements were made to the performance and handling and the car was re-launched. An addition to the range

was also marketed in the form of a 3.5-litre V8 engined model called the Warwick 350 GT. However manufacturing was now reduced to a shoestring operation with a very reduced workforce. With money and backing support eventually drying up completely, the revamped company was wound up in January 1962.

## The Ireland Production Venture

And yet it seems the project refused to die. It was around then that a former director of the Slough company made a proposal to Motor Distributors in Dublin that they build the car at the Naas Road factory, produced entirely for export to the American market. The car would have a V8 power unit and would be badged the Peerless GT, due to that name's ready acceptance in the US.

The O'Flaherty organisation obviously saw some serious potential in the idea. A company entitled Peerless Dublin Limited was established and work began on the construction of the first Irish-built Peerless.

Under the supervision of the late Mick Rafferty of the VW assembly management team the fiberglass moulds were set up in a large building behind the Volkswagen plant. Two specialists came across from England every Monday, worked there with VW personnel until the Friday and then went back home to spend the weekend with their families. Mick told this writer that he remembered many a weekend spent trying desperately to get rid of the "fiberglass itch".

Eventually the first car was finished, painted a sporty red and with the sleek and sporty 'James Bond' styling so fashionable in those days. The Peerless GT was then shipped over to General Motors in Detroit for their assessment. Regretfully, for whatever reasons, the car did not meet with the Americans' expectations. At that stage the writing was evidently on the wall for the Irish venture. The Naas Road project was put on hold, and eventually it too died.

Back in the UK it was said that later, a final one-off version of the car, built after the original companies had failed, was badged the 'Peewick' – an unfortunate amalgamation of the car's two previous names and one unlikely to inspire consumer confidence, especially amongst the then upwardly mobile 'James Bond generation'.

It must be said that the project was a brave attempt on the part of the O'Flaherty organisation to establish a new sports car export industry in the Republic of Ireland. And who knows, had the parent companies not had their terminal difficulties, the Peerless GT might have made a significant mark in Irish automobile history.

Incidentally, it would be of great interest to know what became of that Peerless GT sports car built at the Naas Road. Did it find a buyer in the US...or did that red Dublin-built sports car finally wend its way back to Ireland? Perhaps someone out there knows. ■

The final Peerless body design (originally powered by a 2-litre Triumph engine) came with a complete forward-lifting front, à la Triumph Herald.



# NUTS & BOLTS

## JUST MIND THAT CLIFF!



**London...** UK-based Bespoke Road Rallies is organising 'The Great British Brexit Rally' – a 22-day "dash to independence" car run, flagged off in Brussels on March 8, 2019 by "a prominent Brexiteer" (gosh, we wonder who that might be?) and terminate in London on March 29.

The team that visits all 27 remaining EU member states in the shortest distance within the allotted time will receive a prize of up to £25,000. Further details of can be found at [www.gbbr.co.uk](http://www.gbbr.co.uk)

## FIVA GIVES CONCOURS AWARDS

**Brussels...** When FIVA launched World Motoring Heritage Year 2016 it initiated awards for Best Preserved Vehicle at top concours events. FIVA has now decided to also support other worldwide events – recognising vehicles that retain such a high degree of originality that they can be seen as important cultural artefacts.

FIVA has listed 10 events around the world at which it will present its prestigious Best Preserved Vehicle award during 2018. These countries include: UK (2); Italy (2); Germany (2); France (1); Mexico (1); Hungary (1) and Japan (1).

## ENTRIES OPEN FOR BRIGHTON RUN



**London...** Entries for this year's London to Brighton Run, to be staged on Sunday 4th November, are now open. Hundreds of pre-1905 vehicles will honour those intrepid early motorists on a similar 60-mile journey from Hyde Park, London to the coastal resort of Brighton.

The event commemorates the Emancipation Run of November 1896, which celebrated legislation raising the speed limit from 4mph to 14mph and abolished the requirement for a man with a red flag to walk in front of vehicles. Full information on how to enter is at [www.veterancarrun.com](http://www.veterancarrun.com)

# TERENURE SHOW

## July 1st 2018

Hosted by the Irish Jaguar & Daimler Club

**Heads up for the 27th Irish Classic & Vintage Motor Show – Ireland's largest classic car show. The event will be held in Terenure College, Dublin, on Sunday, 1st July. The Irish Jaguar & Daimler Club is affiliated to the IVVCC, which will also be participating at the show, with its own stand and a fine range of cars on display by club members.**

Entry fee for classic cars for display purposes is €15 per car (inc driver and one passenger, extra passengers €5 each). Cars for sale: €30 (all signs must be inside the car). Late entry fee will rise to €20 per car and entries will only be accepted at the gate up to noon on the day, subject to space being available. Commemorative plates will be available free for all display cars entering in advance.

The show will be open to the public from 11.00am to 6.00pm. Family admission ticket (2 Adults + 2 Children): €30. Free car parking is available within the grounds and tickets may be bought at the gate.

One marque car clubs attending will include Jaguar, Aston Martin, Ford, Citroën, Triumph, Alfa Romeo, Lancia, Porsche, Volkswagen, Mercedes-Benz, MG, BMW, Subaru, Rover, DKW, Saab and Fiat. Also on display will be selected commercial and military vehicles, kit and custom cars, as well as sports and supercars.

The charity supported this year is the 'Help Emma Beat It Fund' - helping Emma Naughten-Heavey beat fibrolamellar hepatocellular carcinoma, an extremely rare cancer that affects less than 200 people per year worldwide.

As well as cars there will be autojumbles and trade stands, refreshments and children's entertainment. Prizes will be awarded to the best cars at 4pm in the centre arena. Breakfast, at €6, will be available in the grounds from 8am to 11am and a range of food will be available during the day.

The grounds are provided by kind permission of the Carmelite Order. No dogs, charcoal fired barbecues or unapproved trading or commercial activities are permitted – this includes banners, leafleting and sign-written vehicles. Terenure College is located at the Templeogue Road/Fortfield Road crossroads in Dublin 6W. If travelling on the M50, exit at Junction 11 and head East on the N81 towards Templeogue and Dublin City Centre. ■





# 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)

## EVENT HIGHLIGHTS 2018

A full events calendar is published in the club magazine, IVVCC News, and updates are included on the club website, [www.ivvcc.ie](http://www.ivvcc.ie). First Monday Meetings feature a programme of talks, films and presentations of interest to members.

### Fri 11th May - Sun 13th May

The PERCY FRENCH VINTAGE RALLY. Celebrating the great Irish songwriter, entertainer and painter. A joint Irish Veteran & Vintage Car Club and the Ulster Vintage Car Club event for pre-war cars. Based at the Nuremore Hotel, Carrickmacross, Co Monaghan. 25 cars from each club travelled through some of the most scenic areas of Fermanagh, Tyrone, Cavan and Monaghan.

### Fri 8th - Sun 10th June

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

### Sun 1st July

The IVVCC will again participate at the 27th annual CLASSIC & VINTAGE MOTOR SHOW hosted by the Irish Jaguar & Daimler Club at Terenure College, Dublin 6. This most popular annual family event will have some 1,500 Antique, Veteran, Vintage and Classic cars on display, along with autojumbles, trade stands and other attractions.

### 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, café and restaurant, as well as shopping at the Garden Pavillion.



### Sat 25th - Sun 26th August

The 2018 IVVCC BRASS BRIGADE RUN will be based at the Pembroke Hotel Kilkenny. Last year this spectacular two-day event attracted a record ninety cars – the largest number of pre-1918 cars ever assembled in Ireland, including 18 overseas participants.

### Sun 23rd September

IVVCC AUTUMN CLASSIC CAR RUN. An event specially tailored for cars built between 1945 and 1988, with a fine range of trophies awaiting competitive participants.

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

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

For more information and to apply for membership of the IVVCC simply visit: [www.ivvcc.ie](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.

# FROM THE BACK SEAT



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

**“Privately, I decry the trend towards computerisation, online connectivity, diagnostics, and all those other buzzwords the motor industry uses to describe the gizmos and gadgets now being fitted into their vehicles.”**

Frequently, I find myself reflecting on an incident that amazed me at the time - one that highlighted a personal failing to which I have had to reconcile myself throughout my life.

I had been to a dinner in Dublin at which one of the guests was a retired gentleman who had spent his working life as a service engineer for a leading machinery distributor. His was no ordinary career. While many of his ilk worked in heated workshops, this gentleman had a characteristic that qualified him for a very special outdoor, open-air role. He had no fear of heights!

As I recall his stories about the job he did, and the challenges he faced, I can feel my body stiffen at the thought. The task to which he was regularly assigned, when

fault occurred and the need required it, was to climb to the top of those giant, tall tower cranes, there to work on the engines and motors that drove them. Included, on occasion, was a requirement

for him to walk out to the end of the boom along which cables are strung and the lifting mechanism travels back and forward from the operators cabin to the pulley wheels positioned at the tip.

Can't you just imagine for a moment how chilling such a job would be, in both sense of the word, and can't you imagine also how awe-struck I was just listening to him talk?

Returning to my story, as I left our dinner venue – all of us bow-tied, white shirted and dress suited – I noticed a group of fellow diners gathered around a Lada on the street outside as my friend made valiant efforts to get it going.

As the engine turned over, even the most ignorant amongst us could see that the battery still had lots of life in it. “Maybe it's the damp,” one shouted. “Would you like a push?” another offered. “Why don't you leave it here and come back in the morning? We'll give you a lift home,” we collectively chorused. “Yes...and we'll leave a note in the window to say it's broken so the clampers don't take it away!” another helpful voice muttered.

“No! It's okay lads...I think I know what's wrong. You guys head off home. It won't take me long to get her going,” the owner insisted.

I regularly argue for cars that rely more on engineering and less on high-tech gadgetry. Privately, I decry the trend towards computerisation, online connectivity, diagnostics, and all those other buzzwords the motor industry uses to describe the gizmos and gadgets now being fitted into their vehicles. In this case, the troublesome vehicle was, in every sense, the very personification of the sort of car I would like to see revived.

As we honoured his request and filed away, we reflected on the feeling that we had of abandoning our poor friend, leaving him alone in his hour of need, in the dark and damp.

Bright and early next morning, I called to enquire if he had succeeded in getting it fixed...and if he had got home safely

and without further difficulty. Jauntily, he replied that everything was fine...that he wasn't delayed too long...and that he had managed to get the Lada working without difficulty.

“What was the problem?” I enquired.

“It was the coil,” he explained. “I had to disconnect it, take it out, rewind it, put it back, connect it up and fire the engine. She started first time and I was home in my bed before you guys had taken your Ovaltine,” he boasted.

That was the moment when, not for the first time in my life, I had to stare my inadequacy in the face; the moment when

“

**“It was the moment when the envy that I feel towards IVVCC car owners came into sharp focus.**

I realised that, however much I may admire them, I will never, ever be a veteran or vintage car owner. It was the moment when the envy that I feel towards IVVCC car owners came into sharp focus.

While I have a broad understanding of the mechanisms that make cars work, I wouldn't have the first clue of what to do to get them running again when they break down.

Once, in a forlorn hope I might someday overcome my inadequacy, I purchased a clever item used to recover dropped screws. It's a telescopic gadget with a magnet at one end and a pocket clip on the other – like a pen!

It has never been out of its box. ■





# Memory Lane

**This view of Patrick's Street, Cork, dates from 1966. It is hard not to notice the imposing facade of Roches Stores. This building was erected in 1924/5 during the rebuilding of central Cork after the Auxiliaries (Black & Tans) burned the area in December 1920. Since 2006, this has been a Debenhams store but the words 'Roches Stores' can be still seen in the pediment over the central arched window.**

In the foreground negotiating the roundabout is a Peugeot 404, registered LPI 686, a late 1965 Cork City issue number. The car is heavily accessorised with wheel trims, wing mirrors and auxiliary driving lamps. Prior to Ireland's joining the EEC in 1973, continental models such as this were considerably more expensive than comparable British cars. This Peugeot with its 1618cc engine would have been about the same price as six-cylinder UK models like the Vauxhall Cresta or the Ford Zodiac. These 404 saloons were assembled in Sallynoggin, Co Dublin, from 1961 to 1979.

Just visible to the left is a black Fiat 1100 of the mid-Fifties. In the distance is another Fiat 1100, a D model from late 1965 with a North Tipperary registration PHI 265. Both cars would have been assembled and distributed by WJ Henderson Ltd. and F.M. Summerfield Ltd. respectively, both subsidiaries of the Magee Group.

In the middle lane is a Ford Anglia with a local 1965 number KPI 10, then an almost new Vauxhall Victor 101 (so-called on account of 101 improvements alleged by the maker), and which would have come off McCairns production line at Santry, again with a 1965 Cork City registration. Beyond that is a Commer FC van of about 1962, numbered FPI 585, which would have been assembled by Buckley Motors in Santry.

Further in the distance are two of CIE's E series single-deck buses with their rear mounted ladders for reaching the roof rack. Built at the company's Spa Road plant on Leyland Leopard chassis, some 170 were produced from 1961 to 1964 and a few were still in service in the Eighties. The double-decker with the Douglas destination sign is a Leyland Titan OPD2, an R series in CIE fleet terminology, this one BIK 305 having entered service in January 1957. The single-decker on the right partly obscures the statue of Fr. Matthew, the famous temperance campaigner, and in the distance is the ascent leading to the notoriously steep Patrick's Hill.

To the extreme right is yet another Ford Anglia 105E. Although these Anglias sold well throughout Ireland, they seem to have been especially popular in Cork, where they were assembled. Partly hidden by the Anglia is another Vauxhall Victor 101, in white. Behind can be glimpsed a Renault 8, then only recently introduced to Ireland and assembled by Smiths in their new plant in Wexford.

Pedestrians seem to ramble freely into the roadway and the large Mobile Mass X-Ray Service van is a reminder of the dark shadow of TB which had plagued Ireland for decades and which was only beginning to recede by the Sixties. ■

# BACK TO THE FUTURE

**'Dynamic Select' suspension adjustment: A modern advance – or just an updated 80-year old invention?**

Following up on Martin de Little's informative article in the Spring issue of IVVCC News about vintage shock absorbers - how they worked and how to adjust them – we came across an interesting article about suspension systems in a French magazine called "Le Miroir du Monde", published in 1932. Here's an extract...



We hear lots today about features available in new cars, such as 'Dynamic Select Driving Mode', which stiffens up the suspension at the touch of a button by the driver while on the move – and can be adjusted according to the road conditions and the speed of the vehicle. An article in the abovementioned French magazine however (part of an extensive feature covering that year's 'Salon de l'Automobile' motor show in Paris) talked about very similar features in car suspension systems back then.

The 'APEX Remote Suspension Adjustment' system was unveiled at the 1932 motor show. That system was also designed to be operated by the driver while on the move – and could also be adjusted (by moving a dial on the dash) to suit the road conditions and the speed of the vehicle. Bowden type cables linked to the shock absorbers were designed to move the adjustment lever on the Hartford-style shocks so as to tighten or loosen the pressure on the friction disks, and thereby control the movement of unsprung mass – that is, the wheels and other parts between the springs and the road.

Apparently both front and rear springs could be equipped separately with the APEX system. This allowed the driver, once having gained experience, to adjust the stiffness of the suspension in order to provide optimum comfort for himself/herself and passengers.

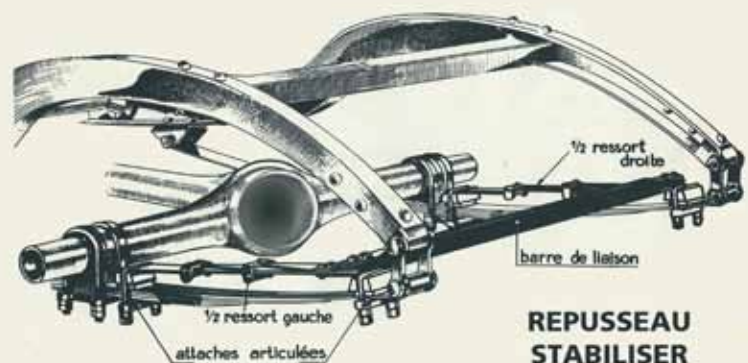
## Stabiliser Bar System

In the same magazine article there is a description of a new stabiliser arrangement for aftermarket fitting to leaf spring suspensions. Offered by the French company Repusseau, the system comprised a tie-bar with a half-length leaf spring connected to each end, which – as can be seen in the accompanying illustration – was bolted above, and to, the existing fitted springs.

The manufacturer suggests that "the stabiliser is an important addition to safety, as it allows the car to corner quickly in safety without any danger of skidding – which otherwise can be caused by the inclination of the bodywork and the load variation on the wheels". Furthermore, the article explains that, "the ingenious disposition of the stabiliser prevents the tipping of the body and brings it back into a correct position".

Although a 'stabiliser bar' patent was granted in Canada in 1919, it wasn't until the 1950s that production cars were more commonly fitted with anti-roll bars.

So, even without the benefit of high-tech electronics, it goes to show that carmakers back in vintage times were already thinking along the same lines as today's design engineers. ■





# NEVER RACED or RALLIED



Every now and then during my life I have been faced with the thought that perhaps I should reduce my collection of old cars. Pressure has been brought to bear from varied sources: mothers, lovers, neighbours, etc. Rarely have I succumbed. Still I'm not getting any younger as they say, and lately, the thought of reduction has once more raised its ugly head.

Whilst deliberating recently this dispiriting quandary, my mind was drawn back to the types of advertisement that one might have come across in the 'Motors for Sale' columns in the newspapers of bygone days.

These days, I have no idea how old cars are bought and sold. It often sounds like it requires computer skills – involving the mysteries of Ebay, Done Deal, Amazon, and so on. All of which is lost on me! But I do feel that this has probably changed forever the art of selling used cars – and the unique and often colourful language that developed during the golden era of second-hand car advertising.

So, whiling away these dull wet days of late, I have been entertaining myself by mentally composing ads in the old style. By the study of similar adverts of the day, over time one developed the ability to "read between the lines" and discern with some accuracy the hidden truth behind the purple prose.

By way of example here is a draft of an advertisement for my pride and joy – "The Waverly Wagon" as she was christened by my friend Dave Dunn.

## TOP QUALITY CLASSIC CAR

Much sought after Make and Model. Three wealthy previous owners. Large interesting history file. Matching numbers etc. Mechanically unmolested. Tastefully remodelled as desirable two door-drop head coupe some years ago and has since developed a lovely patina. Little mileage in the last forty years. A greatly loved car on which much work has been carried out at no little expense, yet scope for improvement. Elderly present owner, who only uses the car to go to church on Sundays, would like to see an old friend pass into the hands of a younger enthusiastic person capable of the T.L.C. she deserves. This is a "go anywhere car" that starts on the button every time. A most imposing conveyance, much admired and unique in this country. Avoid hesitation as this car will sell swiftly. Inspection invited, but please "no tyre kickers". Only sensible offers sought. NEVER RACED OR RALLIED.



Cartoon reproduced with the kind permission of Bill Stott

# THE GORDON BENNETT RALLY

Preview ...and a welcome to all participants from the Clerk of the Course

The 2018 International Gordon Bennett Rally, which takes place over the weekend of Friday to Sunday, 8th-10th June, commemorates the 115th Anniversary of the 1903 Gordon Bennett Cup Race. This is my third year acting as Clerk of the Course for the event, and I earnestly hope that you will enjoy what has been laid out for you.



## IVVCC INTERNATIONAL GORDON BENNETT RALLY Fri 8th - Sun 10th June 2018

This premier IVVCC rally, which commemorates the 115th anniversary of the famous 1903 Gordon Bennett Cup Race, will be based at the Mount Wolseley Hotel, Tullow, Co Carlow. A full programme has been planned to keep drivers, navigators and passengers well occupied and entertained over the three days - with a superb collection of some 150 participating Veteran and Vintage cars on show to interest rally spectators.

The emphasis has been to organise an event that will be entertaining for all. The competitive bit is there for those who enjoy it, but there is lots of free driving, with simple navigation and ample time for stopping off for refreshments. On the Saturday routes, time has been allowed between the regularities in the morning and afternoon for fuel, coffee, or other refreshments. Please avail of these breaks as it helps the social element of the event.

On Friday, for those starting at the The Green Barn, Athy, we have laid out a simple route back to our HQ at the Mount Wolseley Hotel. The Green Barn is at the home of the very artistic Fennell family, and not only is this a beautiful spot for lunch but has a stunning garden that competitors are welcome to explore.

On Saturday – the main rally event – the route consists of two loops from our hotel to our lunch halt at Graiguenamanagh and back. Half of the field will leave Tullow to head east and travel through Clonegal (coffee break halt), and after lunch, returning from Graiguenamanagh, through Royal Oak (another coffee break) and back to Mount Wolseley. The other half will leave Tullow, head west and complete the same course but in reverse. All routes will include four regularities, two in the morning and two in the afternoon. I hope that you all will have a go at the regularities, they are simple and all you need is a stopwatch, nothing else. However, if you are not bothered about trying to keep to the given speed and there is a car close behind, please let him or her through.

The timing for the event, as in the past year, is quite simple.





There will be no stopping at the time points, you simply drive over a wire laid out on the road and your time is recorded automatically. This is all done by a small timing module attached to your car. You will be given instructions as to how to attach these, but it is important that they are attached as per instructions. If you are not sure about this, just ask someone else. Also for this year, there may be more than one timing point on a regularity, and again, don't stop at these points, your time will be taken automatically.

Sometimes those in the back seat can feel left out a bit as all the action seems to be happening up front. To keep you occupied our Competitor Liaison Officer (Ian McCulloch) has compiled a set of "Passenger's Posers". This isn't to encourage exhibitionists, but just conundrums to keep you entertained. There will be a separate award for the best crew.

Assuming good weather, Graiguenamanagh has a number of pleasant spots for those that wish to bring picnics for lunch on Saturday, especially beside the river, otherwise there is a selection of cafes, pubs etc, serving food and other nourishments. There is a map of Graiguenamanagh in the road book to help you identify the various areas.

On Sunday morning (not too early), we have a pleasant drive to The Walsh Whiskey Distillery at Royal Oak. This is a relatively new but interesting distillery, situated in the beautiful grounds of an 18th century mansion. We have organised tours of the distillery with some tastings, and those who don't wish to partake of the tour can enjoy teas in the parkland grounds of the distillery.

Again, can I welcome everyone to the Gordon Bennett, and hope that you take away fond memories. ■

## PIRELLI CINTURATO AT LONGSTONE



For some years there hasn't been a period tyre available for the swaths of Sports cars such as the TR7, Chevette and early Scirocco. Now, fortunately, Pirelli have just reproduced the 175/70VR13 Cinturato CN36 – that was original equipment on The Dolomite Sprint and the Escort Mexico and RS cars of the '70s.

The 175/70VR13 is also a mainstay tyre for a wide range of everyday cars of the '70s – such as the Allegro, Hillman Avenger, Opel Kadet, Talbot Sunbeam, etc. It still has the right carcass design for cars of this period but benefits from current build quality and rubber compounds.

These tyres are now available from LONGSTONE CLASSIC TYRES at £106 + VAT, Free carriage. (See advert on Page 35 for contact details).

## NUTS & BOLTS

### HISTORIC CAR MARKET HOLDING UP



**Kensington, London...** The historic car market is holding its own, according to Chris Routledge, CEO of Coys Auction House, who says that the market for such vehicles has remained stable and resilient.

He adds that historic cars are "now more established than ever as a lifestyle choice for investors and collectors worldwide – and are out-performing virtually all other known investments over the last decade."

### ARE THESE FUTURE CLASSICS?

**Leeds, West Yorkshire...** Automotive data company HPI has issued a list of ten cars, compiled by motoring expert Clive Wilson, which it thinks could prove to be future classics and are relatively cheap to acquire today.

The list comprises: Westfield Sportcar; Vauxhall VX 220; Peugeot 205 GTi; Audi TT MKI 3.2; BMW Z3; Citroën C6; Rover Mini; Alfa Romeo GTV; Nissan Cube and Mazda RX8.

### NEW FERRARI EXHIBITION



**Kensington, London...** The Design Museum in London has opened a new section called *Ferrari: Under the Skin*, a major exhibition exploring the history and design of Ferrari throughout the 70 years of its creative development.

The display includes £140 million worth of Ferraris, including cars driven by Peter Collins and Stirling Moss. The opening section of the exhibition charts the story of Enzo Ferrari and his remorseless drive to create the perfect driving machine for track and road.

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# “WORLD’S FINEST CAR” GOES ON SHOW

It has now been announced that the famed 1929 Mercedes-Benz S Barker Tourer ‘Boat Tail’, will be on show at Concours of Elegance 2018, to be held at Hampton Court Palace from 31 August to 2 September.



This very special Mercedes-Benz, which has already won the Pebble Beach Concours d'Elegance 'Best in Show', has been acclaimed "The Best Car in the World" (although we're sure this accolade may well be disputed by some IVVCC club members currently polishing their pride and joy out in the garage).

This year's Concours of Elegance 2018 is being billed as a once-in-a-lifetime opportunity to see the award-winning Mercedes as it arrives in the UK for the first time since 1958.

Based on the 1927 Mercedes S-Type, the unique 'Boat Tail' was one of the most powerful road-going automobiles in the world in its day – and was said to be the perfect road-going, race capable car. Originally owned by racing enthusiast and British Racing Drivers' Club co-founder Earl Howe, the car was fitted with a revolutionary body, which incorporated a lightweight and aerodynamic shell with unique aircraft-inspired aluminium side pods crafted by English coachbuilders Barker.

The car was a regular on tours, trials and competition events in the UK before new ownership in 1958 took it to America, where it has since lived. When it was first sold to American owners, the car was repainted in a dark maroon colour and the rear of the car was renovated to sport an additional spare tyre instead of its distinctive 'Boat Tail'. However its most recent owner has just completed a multi-year project of restoring the car to its former glory.

The majority of Earl Howe's unique specifications were all

but lost until a host of photographs unearthed aspects of the original vehicles. They revealed the missing 'Boat Tail', numerous reflective surfaces, custom touring luggage – as well as a red spotlight which was given to Members of Parliament to alert other road users to their status. Upon disassembly, patches of the Earl Howe's signature Peacock Blue paint were also discovered, which has now been sympathetically recreated.

Visitors to this year's Concours of Elegance will not only be treated to the unique 'Boat Tail' but to around 60 other extremely rare or unique vehicles in the Main Concours event. Telling the complete story of the motorcar, the Concours will begin with a 1903 Panhard et Levassor and finish with one of 2018s most exclusive supercars.

Concours of Elegance Managing Director, Andrew Evans, commented: "The Mercedes S-Type 'Boat Tail' is such a special car, that we're incredibly privileged to have it at Concours of Elegance 2018. This car won't have turned a wheel in the UK during many people's lifetimes, so it's an opportunity for our visitors to come and see a real piece of motoring history. Added to that will be the other 60 cars in our main concours, and nearly 1,000 others over the weekend.

Only cars of the highest calibre are invited to the Concours of Elegance, from all over the world. The cars are painstakingly selected by the Concours Steering Committee, a respected team of authoritative historic car experts. ■



# AUTOMOBILE MUSEUM OF MALAGA

## Museo Automovilístico Málaga

The Museo Automovilístico Málaga opened in 2010 and houses the private collection of Portuguese car and art enthusiast Joao Magalhaes. The collection of almost one hundred cars, which is said now to be worth over €25 million, is recognised as one of the most exclusive vintage car collections in the world.

The Spanish Costa del Sol, we can now reliably report, is not all about Sun, Sand and Sangria...for it was while we were indulging in some of the aforementioned we heard that, in the nearby City of Malaga (itself a significant historical centre), there nestled one of the most interesting motor museums on the Continent of Europe. Maps, train timetables and bus routes were consulted with alacrity, and sure enough, we soon found ourselves outside the imposing façade of what was once a former tobacco factory – and which now housed an extraordinary private collection of exclusive vehicles.

The collection saw its beginnings during the 1940s in Caldas de Vizela, Portugal. It was started by Antonio Magalhaes, a textile businessman who had a passion for cars, art and fashion, and the father of the museum's current director, Joao Magalhaes. The political upheavals during Portugal's revolution in the mid 1970s however saw the collection being partially dismantled and sold off, with the remains being moved to Spain. There the collection was re-built and improved by Joao Magalhaes, who has brought it to its current splendor, located in the now superbly refurbished Royal Tobacco Factory building near Malaga port.

With perhaps the idea of mollifying less 'car fanatical' visitors, the designers of Museo Automovilístico Málaga had the clever foresight to include – both in a separate exhibition area and weaved throughout the displays of cars – contemporary art installations and examples of exclusive haute couture fashion from Chanel, Yves Saint Laurent and Dior, thereby allowing those not particularly entranced by machinery to browse and examine fashions of bygone years.

The car collection comprises almost a hundred vehicles restored to the highest level – along with more than 200 haute couture pieces and contemporary art installations. Cars displayed include Mercedes-Benz, Hispano Suiza, Bugatti, Bentley, Rolls-Royce, Ferrari and many others. You can see luxury saloons upholstered in ostrich and mink fur, with precious woods, Lalique glass mascots, mother-of-pearl dashboards,

ivory and silver handles. Also featured are sports cars and racers from across the decades as well as examples of more humble transports such as the Fulda, Austin Seven and Fiat Topolino – all displayed in magnificent settings.

Museum founder and director, Joao Magalhaes, realising that there are already many splendid motor museums around the world, has striven to present something special for visitors to the Malaga project – hence the combination of cars intermingled with art and fashion. As he says: "nowadays, because almost everything has already been seen, either we do something extraordinary or it is not worth doing at all".

The museum is open from Tuesday to Sunday from 10am to 7pm. Admission is €8,50 per adult, with concession price of €6,00. ■



Along with the fashion and art installations shown beside the cars, there is also a separate exhibition hall full of exclusive dresses, designed to allow those not entranced by the machinery to browse and examine the fashions of bygone years.

The following pages show a selection of the cars on display ➔





The Helicron 2, built in 1932, when it was necessary to recycle the many surplus aero engines after the First World War. This is one of only two such cars now known to exist – the other one is in the Lane Motor Museum in Nashville, Tennessee.



1904 6hp De Dion-Bouton. A popular automobile of its time, this rear-entrance tonneau was a huge sales success in Paris where, by the end of the 'Belle Époque' in 1914, there were about 30,000 cars in the French capital.



The unique 1947 Tatra 87 from Czechoslovakia, one of the oldest brands in the world. Ferdinand Porsche is believed to have used several features of the car when developing Hitler's Kdf-Wagen, now of course known as the Volkswagen Beetle.



This 1911 Renault 'Coupe de Ville' is surrounded by displays of original 100-year old clothing. Popular with period drama productions, similar versions of this Renault have appeared in the TV series 'Downton Abbey' and in the recent film 'Titanic'.



This 1939 Lancia Astura is considered to be the last great work of Vincenzo Lancia - the pioneer, driver, inventor and entrepreneur. The Astura was first presented in 1937, the year of his death. This 80-year old model was customised for an Italian countess.



A predecessor of today's Bugatti Veyron, this 1939 Type 57 is one of the star attractions at the Malaga museum, which has given the car the title 'Rolling Sculpture'. It shows the design talents of Ettore Bugatti, himself born into a family of artists.





The compressor-supercharged sports version of the 8-cylinder, 4.7-litre American Cord. Part of the Errett Lobban Cord empire, which included Auburn and Duesenberg, this car was the creation of Gordon Buehrig, one of the most talented designers of all time.



A 14.5-litre monster – the American LaFrance Simplex of 1918. In 1903 the firm, which still made fire engines up to recent times, partnered with Simplex to produce cars - many of which were turned into racers, such as this one, due to their power.



This 1939 Packard, is known as 'The White House Car' because it was the official transport of U.S. President Franklin Delano Roosevelt during his term of office. Powered by a V12, 175hp 7,800cc engine, it comes equipped with a cocktail cabinet.



The Peugeot 'Eclipse' of 1937. The foldable roof system was designed by a dentist. It was another 60 years before the same feature was offered by car manufacturers. Buried during WWII, the car was recovered and restored by the museum - apparently with great difficulty.



Nicknamed 'The Egg', with a single-cylinder 200cc air-cooled engine, the 3-wheeled Fuldamobil was built in Germany (in the town of Fulda) during the '50s. A 1955 Fuldamobil (Reg No. NRI 443) was owned by Paraic Pyne in Dublin and was in daily use until 1959.



1938 Panhard et Levassor Dynamic - with unique Art Deco body styling. This car with its flamboyant styling, is designed with the steering wheel in the middle, leading perhaps one to imagine the driver sitting in the middle, with a beautiful woman on either side of him.

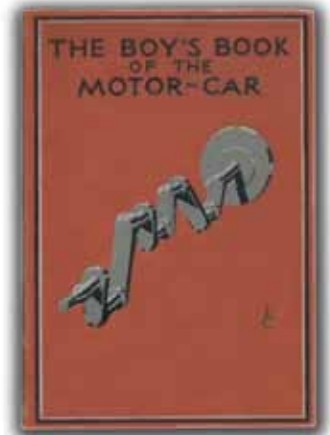
# VINTAGE ADVICE for a MOTOR APPRENTICE

The old expression “Don’t judge a book by its cover” aptly fits *The Boy’s Book of the Motor Car*.

Published in 1926, *The Boy’s Book of the Motor Car*, by John Harrison, is aimed directly at aspiring apprentice motor mechanics (a rare breed today, regrettably). The book clearly explains the principles of automotive engineering, as well as what lies ahead of any young person going into the trade – including training costs, wages (starting at six shillings per week at Vauxhall) and rules at work.

Within the book’s 200 pages there is a wealth of information. Not just on the emerging technologies of the ‘vintage years of motoring’, but also on how the Great War affected automotive trends and market forces.

The extracts below, written during the mid 1920s, give an insight into the thinking that prevailed within motoring circles between the wars, over 90 years ago. The illustrations have been selected from the book.



## The Engines of War

*In August 1914 Europe was rent by war...The motor works of Great Britain were turned into arsenals as speedily as possible, and shells, aero engines, armoured cars, and ambulances poured forth from factories hitherto producing pleasure cars.*

*The early months of the war showed us the folly of having allowed such an important industry as the making of magnetos to become a German monopoly. During those dark days it happened more than once that munitions were held up because the lorries were magneto-less.*

*On January 13th, 1915, in the interests of safety from air attack, the streets of London were darkened, and motor-cars were compelled to proceed with very reduced lighting.*

*In the evening of the last day of May 1915, a new era began in the lives of the English people, for no longer were they immune from invasion. The internal combustion engine – developed from the motor-car – had battered down the old sea wall, and the first air-raid on London was in progress. The night was made hideous by the roar of guns, the rattle of Zeppelin-Maybach engines, and the explosion of bombs.*

## Technical Advances...Get-rich-quick Gentry... Motor Stealing

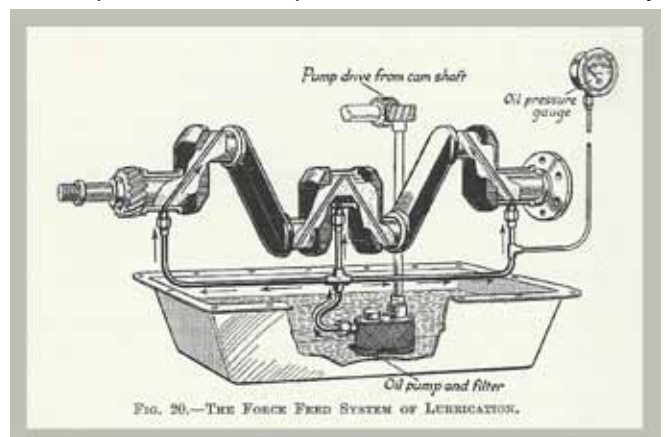
*Perhaps the outstanding feature of the war as far as the motor trade was concerned was the manufacture of magnetos – hitherto a German monopoly. As a result, we now possess a great new industry.*

*The year following the cessation of fighting the motor boom began, and many new firms sprang into being – often ill-financed and selling cars badly conceived and constructed.*

*On February 22nd the Autocar published the first of its lists of post-war cars, but no delivery dates or prices were given. The Government began to unload its stocks of cars gradually at auction sales, and the wildest prices ruled. In one case 800 guineas was given for a pre-war Sunbeam, and even a war-battered and rusty Ford fetched 170 guineas. The get-rich-quick gentry who had left the motor trade alone for nearly twenty years re-entered and reaped a rich harvest. Motor stealing became one of the staple industries of a certain section of the community.*

*At the Motor Show held at Olympia, London, during November 1919, it was noted that the monobloc engine had come to stay. Aluminium cylinder blocks were in evidence, and the aluminium piston made its first bid for supremacy. Electric starting and lighting were, of course, universal, and some four-wheel brakes were shown.*

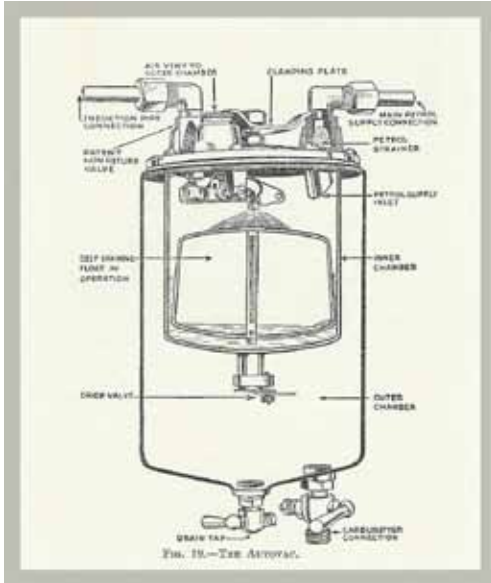
*The early cars were extremely noisy and uncomfortable, and the occupants had but little protection from the elements. Today*





the car is a thing of luxury and beauty.

Gradually we have seen the abolition of chain drive, which was fitted to six cars out of every ten at the 1904 Show, and to one out of ten in 1908; only seven out of 585 possessed chain drive by 1911.



Later we were to see another change of fashion in rear drives by the introduction of the spiral-toothed bevel wheel. In the 1919 Show 59 per cent of the cars had straight-toothed bevels, 24 per cent spiral bevels, and 17 per cent worm gears. In 1924 the spiral led with 82 per cent, leaving the straight bevel with 3.4 per cent, the worm with 8.6 per cent, and miscellaneous devices with 6 per cent.

Electric lighting was first exhibited in 1911 on one or two cars, and in the following year Cadillac showed the first electric starter. The 1912 Show also introduced the aluminium piston on the N.B. engine. Twelve years later this piston was to become all but universal.

The last Show before the war was held in 1913. Here one British car was exhibited with a detachable head, which Ford had made popular in his product years before. Monobloc castings were becoming evident. Three firms staged cars fitted with compressed air starters, and a few with the now ubiquitous electric starters.

## Hastily Conceived Freaks

The 1919 Show was remarkable not only for some hastily conceived freaks, but even more so for the numerous luxury vehicles. In that time of inflated but largely fictitious prosperity, everyone seemed to be determined to build a more costly (but not of necessity better) car than the Rolls-Royce. Aeroplane practice was making its influence felt; 164 out of 176 cars used electric starters. Overhead valves and aluminium pistons were beginning to make headway.

The following year's Show brought us the introduction of four-wheel brakes on one or two imported cars.

By 1924 several important changes were taking place. The era of mass production had started in England, and there were now a few reliable four-cylinder cars to be bought for less than £200. Both Morris and Ford, in fact, were staging British cars for well below that figure. Grease-gun lubrication was making the

maintenance of a car a less dirty and laborious task. Four out of every five engines were fitted with detachable heads; unit construction was becoming popular. The desire for increased efficiency was evidenced by the fact that 40 per cent of engines were fitted with over-head valves. There were an equal number of cars at the Show fitted with two- and four-wheel brakes, but in the spring of the following year many more cars were added to the adherents of the new method. Balloon tyres from America were making their first coy appearance in this country, to grow to almost universal popularity within the next year. Mercedes alone, however, fitted superchargers to standard cars.

## Future Innovations

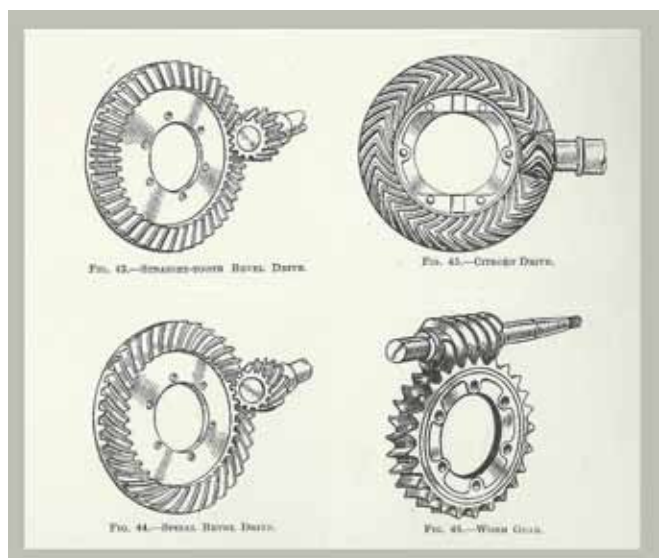
It is difficult to don the mantle of a prophet and say what form the final car will take. Mr. S. F. Edge in creating some post-war records was kept in touch with his helpers by wireless; and the car-owner of the future may have the advantage of being in wireless communication with his home. Rumpler has shown us the delights of a car with the engine at the rear; Alvis and others are experimenting with front-wheel-drive cars; and on very powerful vehicles four-wheel driving may follow four-wheel braking.

The grease-gun idea will undoubtedly be extended, and the time is not far distant when an owner, by depressing one or two plungers, may lubricate every part of his car.

It is curious that the engine-driven tyre pump has not made more progress. True, the puncture-resisting cord tyre has reduced tyre trouble by 90 per cent and has at least doubled the life of tyres. It is only, however, a question of time before the engine-driven tyre pump becomes quite common.

The supercharger will make progress on sports cars; but it is a moot point whether it will become universal. ■

[We are indebted to IVVCC member Colm O'Neill, who presented the editor with the book from which the above extracts have been taken. We hope to publish more interesting extracts in future issues]



# Book Reviews

## MOTOR ASSEMBLY IN IRELAND

By Bob Montgomery  
Dreoilín – March 2018.  
Price €20  
dreoilin95@icloud.com



In his latest book, *Motor Assembly in Ireland*, Bob Montgomery charts in great detail the history of this now almost forgotten industry, which was a vital contribution to the development of the young Irish State as it evolved from a farming to an industrial economy.

"The motor assembly industry in Ireland has never received the recognition it deserves," said Bob at the launch of his book in the MDL Motor Museum in April. "When the then Minister for Industry and Commerce, Sean Lemass, approved a proposal in 1933 to give a tax incentive to locally assembled vehicles, he could scarcely have envisaged what a vital and successful part it would play in moving Ireland towards a modern industrial economy."

Conscious of the danger of facts, stories and literature being lost forever as time moves on, Montgomery has included as much relevant detail as possible in *Motor Assembly in Ireland*. And the chronicle includes a host of yarns from those once involved in the assembly business – along with numerous photographs of cars, personalities, reproductions of advertisements and sales literature – all rounded off by a comprehensive index at the back of the publication.

## ‘AUTO ADDICTS’ YEARBOOK

### Magnificent Classic Adventures

Editor: Sarah Bennett-Baggs  
January 2018  
UK price: £10 + post & packing  
www.autoaddicts-shop



A new classic motorsport magazine has arrived with the release of this yearbook. The new coffee-table book-style publication covers a

diverse cross-section of classic races, trials and adventures, accompanied by images from some of classic motorsport's very best photographers.

The magazine is edited by racing driver Sarah Bennett-Baggs, who commented:

"Our yearbook celebrates modern day motor racing heroes and their inspiring stories of endeavour whilst showcasing the best classic motorsport photographers of our time. It is a small piece of automotive art, which will become a keepsake for racers, motorsport fans and collectors to treasure."

Entitled '*Auto Addicts – Magnificent Classic Adventures*', the first 132-page issue features stories about the incredible Modena Cento Ore four-day stage rally, the Royal Automobile Club's wonderful 1,000-mile trial and the greatest classic endurance race on earth, the amazing Spa Six Hours.



### The Ballyjamesduff, Dundalk & Dun Laoghaire Motor Races

By Robin McCullagh  
Dreoilín, February 2018 €12

**Street racing...a highly popular tradition in Ireland that started in the 1920s, was eventually swept away by the rise of permanent circuits and the demands of modern motor racing.**

With his latest book on motor sport, *The Ballyjamesduff, Dundalk & Dun Laoghaire Motor Races*, IVVCC Past President Robin McCullagh is sure to bring memories flooding back to those who participated, as drivers, support teams and spectators, in these round-the-houses races held during the 1980s.

Many participants from Northern Ireland came south to take part in these full race programmes, while the participation of the famed Sterling Moss brought added flair to the GT and Classic Sports Car events in Dundalk.

In addition to listing all events in detail, along with all participants, Robin McCullagh recounts many tales of triumphs – as well as near disasters. In Dun Laoghaire it was only when the practice started and the circuit area went into virtual lockdown that some residents realised just how restricted their movements were going to be. In Cumberland Street for example their front doors opened straight onto the footpath, where spectators were not permitted. With home owners up in arms, race officials provided a coach to take residents to Killiney Castle Hotel for a slap-up meal during the next day of racing. However, the fact that only four residents took up the offer goes to show just how popular the spectacle was to the locals.

Another indication of enthusiasm for the festivals of street racing could be seen in the support from local businesses, shown in the sponsored race titles. These included the *Cavan Mineral Waters Saloon Car Race*; the *Britvic 55 Production Saloon Car Race*; the *Percy French Hotel Race* and the *Palm Grove Ice Cream Formula VW Race*.

Part of the Dreoilín Irish Transport Series, this is a must-read for all classic race car fans. ■

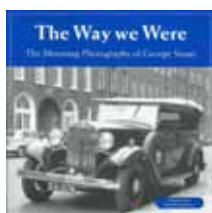


# GEORGE STUART 1939 – 2018

George Stuart, a well-known member of the Irish Veteran & Vintage Car Club over many years, died in Dublin on 27th February 2018. Robin McCullagh, whose early photograph shows George here with his beloved Morris Cowley, talks of the man he knew.



George with his beloved Morris Cowley, photographed by Robin McCullagh,



The Way We Were... A selection of George's historic photographs.

George was born in Dublin and was a Stockbroker by profession. His father died when George was still quite young, and George, an only child, and his mother moved to the house in Goatstown, which was to be his home for the rest of his days.

George was always keen on cars, and it was through this mutual interest that we first met. I had the privilege of travelling with him in his 1929 Morris Cowley Doctor's Coupé on the first ever event run by the IVVCC to Athlone in 1964. That was when we both joined the Club.

George had a passion for photography and many of his superb car shots appeared in the book *The Way we Were*, which he produced in collaboration with Bob Montgomery. Following his mother's death in the 1970s he gave up photography for some time, and put his beloved Morris Cowley up on blocks. George had a reputation as someone who didn't like to spend money, yet he was most generous in giving people copies of photographs of their cars he had taken at events.

At his funeral it was stated that George had financially supported many good causes. In later years George decided to investigate his family tree, and at his funeral some newly found relatives arrived from America and Canada to pay their respects.

May he Rest in Peace.



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# ARM Report - April in Killaloe



**The letter from Tom Clarke said: "We plan to meet for coffee and scones in the 'Library of Civilisation' at Roundwood House outside Mountrath at 10.30am on Wednesday 25th, then on to an overnight at the Lakeside Hotel Killaloe."**

And so it began, our first overnight of 2018. Over the two days, 25th and 26th April, we were to cover much distance and many venues, following the work of Tom Clarke and his team.

Roundwood House is one of those old houses located deep in the countryside, pleasant and quiet and maybe by-passed by modern Ireland. Located on 20 acres of wood and farmland, it was built in 1730 and is a charming place to stay for a few days holiday. We had our morning tea/coffee break there with lovely home baked scones in the old style library. Then it was time for our busy schedule.

There followed a picturesque drive through the Slieve Bloom Mountains, on to our next stop point at Roscrea. In the past I have travelled through Roscrea many times but never stopped there. This time we corrected that and had a walking tour of the town centre, given by a very helpful young lady named Pamela. We finished in Roscrea with a nice lunch in the White House.

Then it was time to move on to our next destination, Killaloe on the Shannon, our route taking us along the eastern shore of the river. We stopped at the viewing point car park, where there are great views of Lough Derg and the River Shannon. That evening we booked into our hotel for our planned overnight stay and pre-booked meal, very welcome after a long day's driving.

The following morning was showery. After breakfast

we checked out of the hotel and then prepared for our first assignment. Tom, our organiser, was making sure we were going to have another busy day – starting with an enjoyable hour-long cruise on 'The Spirit of Killaloe' along the River Shannon and Lough Derg.

On arrival back on dry land it was time to hit the road again. We crossed the river bridge at Killaloe and travelled up the western side of the Shannon, all the way to Portumna. It was a lovely drive, mostly in sunny weather and on traffic-free winding roads, great for enjoying old-car driving. We stopped at the waterside in Portumna for a short time. However the clock was ticking and we were due in Kinnitty village by 2.30pm, where Tom had us booked into the Banqueting Hall of Kinnitty Castle for lunch, which turned out to be a really good experience.

After lunch it was time to depart from Kinnitty and head in the direction of home. As we were very close to the Slieve Bloom mountains we decided to take the scenic drive over the mountains and then on to the motorway for Dublin.

We had a very enjoyable time over the two days and everything worked like clockwork – to be expected when preparation work is well done, as it certainly was. Tom and Irene Clarke, assisted by Robert and Lesley Kemp, must have put many miles and hours into organising this ARM event. It showed, and the Tulip style instructions were excellent. Well done and thanks from us members. ■







# MODEL T CLUB

## Spring Run 2018

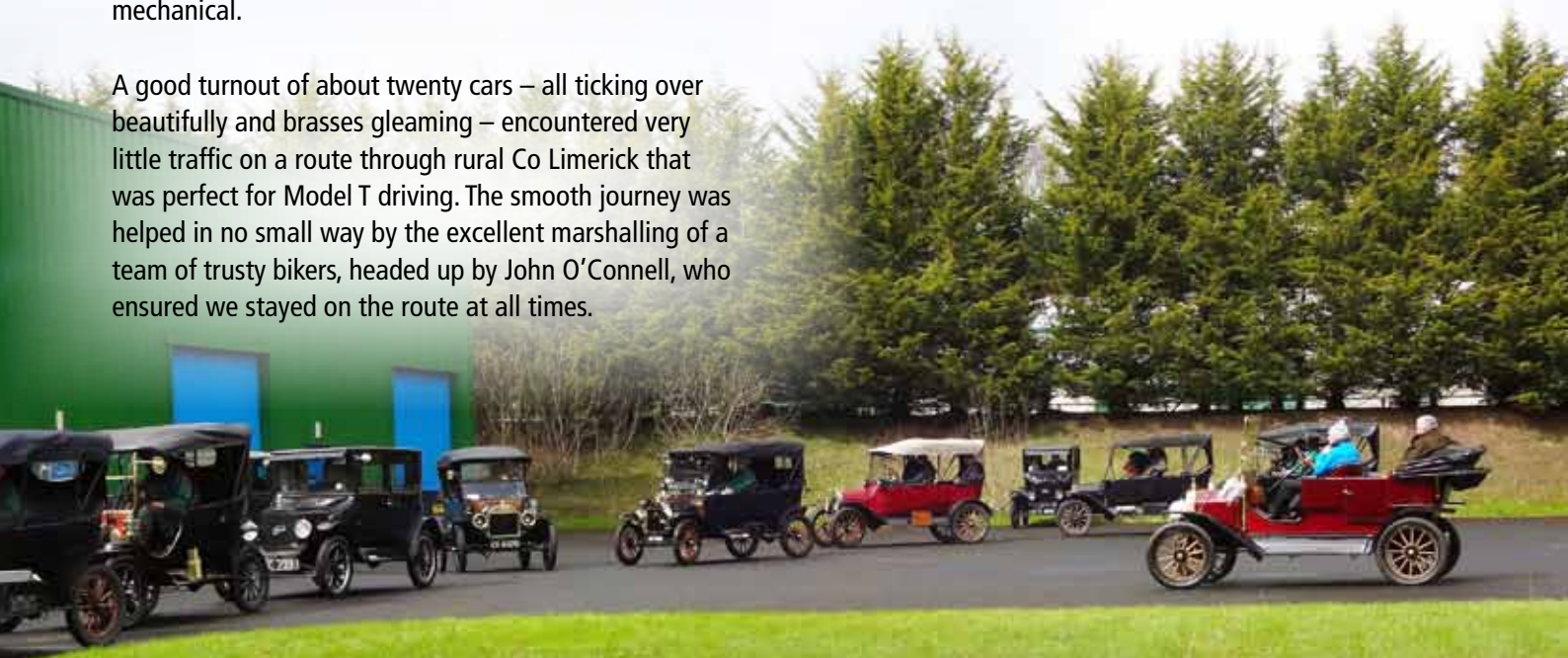
**The Cork-based Ford Model T Club, a long-standing affiliated member of the IVVCC, held its first run of the new season on Sunday 15 April 2018. Starting point was at Adare Machinery just outside Croom.**

Tea and coffee, as well as an abundance of homemade goodies were provided there by David and Marian Cuddy and family. Great buzz of chatter was to be heard as friends greeted one another after the long winter break.

Pride of place in the reception area went to a cut-out working model of a Model T engine. This was created by John O'Neill and was acclaimed as an excellent piece of work of educational value to all those interested in things mechanical.

A good turnout of about twenty cars – all ticking over beautifully and brasses gleaming – encountered very little traffic on a route through rural Co Limerick that was perfect for Model T driving. The smooth journey was helped in no small way by the excellent marshalling of a team of trusty bikers, headed up by John O'Connell, who ensured we stayed on the route at all times.

After lunch, our Hon Secretary gave a short speech thanking the Cuddy family for many years of stalwart work in organising the annual run and then presented a hand carved wooden bowl to David and grandson James. An Irish native grown beech timber bowl was also presented to John O'Neill, Dublin, for his sterling work in organising the Model T event in the RDS in early March, which included the cut-out working model of a T engine that was mounted on the club stand.



First stop was in Kilmallock where we drove into the Business Park and lined up the Ts for a visit to JJ's Craft Brewing. Following a tour of the brewing plant, we were invited to sample some of the product. There were also other refreshments available including chocolate brownies made with Abbey Stout, and delicious brown and white breads also made with stout and ale. A most enjoyable experience for everyone. It was then on to Bruff for a late and leisurely lunch at the Bakehouse Restaurant.

Our Model T Club President, Raymond Megaw thanked all the Cuddy family who, year after year, organise a fabulous day out. Special thanks were also offered to the team of motorcycle marshals and to the breakdown driver, John O'Shaughnessy. Although John's services were thankfully not called upon, it was good to know he was there in support. 🍷





The cut-away Model T engine and transmission created by John O'Neill



Club President Raymond Megaw presents John O'Neill with the Irish beech bowl in recognition of his cut-away engine.



Departing JJ's Craft Brewing Company at Kilmallock



The 1915 Model T of Hugh and Maura Clarke



Paul Noctor arriving at Bruff in his 1915 Model T Ford Touring Car



David Cuddy, who hosted the Adare assembly, received a hand crafted Irish beech bowl from Raymond Megaw, held by grandson James Ryan




Wednesday 13th June 2018 | Marlay Park Rathfarnham | 4.00 - 8.30pm

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## FOR SALE

1960 Austin 3000 Mk 1 BT7 (2+2). Heritage Certificate. Ex U.S. converted to R.H.drive. Earlier bare metal restoration (many photos). Hardtop/Soft-top and tonneau cover. Colorado Red, Seats-black with white piping. H.D. Springs/Dampers/Roll Bar. C.W.W.; H.D.8 S.U.s. Overdrive, Electronic Ignition. Spotlights. Brantz Trip. £49,950 (stg) ono. Phone: 087-2927800



## FOR SALE

1970 M.G.B - British Racing Green, good condition, drives well, good tyres and new hood. Serviced yearly, taxed and insured for 2018. This car performs very well and has really good brakes, dry garaged all year. Reluctantly retiring. Offers over €7,500. Contact Denis at: [dgm12537@gmail.com](mailto:dgm12537@gmail.com)



## FOR SALE

1982 very rare Mercedes W123. 300 Turbo Diesel, 7 seats. In pristine condition with many extras and no rust. One previous owner in Spain. View in Dublin. Excellent example of a highly sought-after model from the Mercedes-Benz classic range. Phone: 01-2803669. Or email: [ptkwte@gmail.com](mailto:ptkwte@gmail.com)



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# MOTOR LOG

*Capt. Neal E. Sherman*

*VOISIN C1*



The name of Gabriel Voisin and that of his unique automobiles is not a familiar one among today's motorists. As a young man Voisin achieved fame as the constructor of Europe's first manned, heavier-than-air airplane – and subsequently became a major producer of military aircraft during WWI. After the war he switched to the design and production of luxury automobiles – one of which was tested, as reported here, by Captain Neal Sherman.

*An unorthodox motorcar - built by France's self-styled 'Father of Powered Flight'*

*Paris, May 1920*

While in Paris during the summer of 1920 I had been given the task of finding an alternative automobile for Count Jules-Albert de Dion's former associate Mr Monet. This was at the behest of Monet's daughter Francoise, who had encouraged him to change his "dreadfully old-fashioned" De Dion-Bouton saloon for something with more élan.

My proposal that her father buy a Renault, she dismissed out of hand, considering it far too dull. And a Darracq? Worse even than her father's current De Dion-Bouton. No, Francoise had decreed that her father's car must be France's newest and most fashionable marque: a car designed and produced by the famous Gabriel Voisin.

Voisin achieved fame as an aviation pioneer. Indeed, he himself fervently believes that he should properly be known as the father of heavier-than-air flying. He considers that his claim to be the first man to take off, fly, and land in an engine-driven aeroplane is justified – and indeed it seems that a good case can be made for this contention.



Although we know that the Wright brothers flew an aeroplane in 1903, a year before Voisin, it is also true that for weight reasons the Wright's engine had to be so small that it could not get off the ground without the help of a launching trolley, which ran along a rail track. Herein lies the basis of Voisin's claim: his craft used only its own engine power at all times.

Voisin, only just turned 40, has proved himself to be a man of great talent. But with this goes the reputation of a man with whom it is difficult to do business. A friend of mine in the aviation business, who knows him well, referred to him as "that eccentric, irascible, volatile, womanising genius".

Although Voisin had tinkered with a prototype vehicle before the turn of the century he did not pursue the project. By the time the Great War finally ended, he and his brother Charles had built several thousand aeroplanes for use by the French military. These machines were built in his factory at Issy-les-Moulineaux, in the Seine district of Paris. But, while the firm prospered during the conflict, orders dried up as soon as hostilities ended. Gabriel's brother was then tragically killed in a road accident and he, being left with a large factory on his hands with no orders coming in, decided to turn once again to the production of motor cars under the nameplate Avions Voisin. As he needed to move quickly on this plan, he began looking about for a new, ready-made design.

So it was that two years ago, Voisin bought the plans and four running prototypes of a car designed by Arnould & Dufresne - which apparently that other up-and-coming automotive constructor, Andre Citroën, had considered building, but rejected. Having adapted it to include some of his own ideas, Voisin has now put it on the market - calling it the model C1 (or 18cv).

The C1 model that Francoise and I were given to try out was not a saloon or landaulet version, but a sports tourer. This is a big machine, nearly 15ft from front to back and with a width of just under 6ft. I noted that the 'V' type radiator and grille surround is not dissimilar in shape to Andre Citroën's new and diminutive Type A runabout, a car now becoming extremely popular here on the streets of Paris (a comparison, needless to say, that should not be voiced in the presence of Voisin owners).

The C1 mechanicals are on the whole rather standard fare - apart, that is, from the American designed Knight sleeve-valve engine. This 3,970cc 4-cylinder unit has a cast-iron block with a detachable head, a long stroke of 140mm and a bore of 95mm. As with all Knight engines, it has thin cylindrical sleeves moving up and down between the pistons and cylinder walls, the sleeves having apertures at appropriate points for inlet and exhaust gasses, so replacing conventional poppet valves.





Advantages of the system include a longer life (poppet valves need to be reground or replaced every few thousand miles) and, because there are no tappets, push-rods, or rockers to create a clatter, the engine is extremely silent. Drawbacks include a tendency to create clouds of blue smoke, particularly when cold, due to oil creeping up into the combustion chambers. Also, the sleeve valves are very thin and must be machined with great accuracy; consequently they are very vulnerable to damage. Gabriel Voisin has made changes to the engine by incorporating in it elements of aviation design, including the extensive use of light metals in parts such as the pistons, which are made from aluminium alloy.

The power produced by the resulting lively engine is indeed necessary in order to counteract the car's weight, which is over 1½ tons; but an excellent 4-speed gearbox is fitted and I found that its smooth gear-change, linked to the strong but quiet motor, made the car a pleasure to drive. The car's size and weight suggests that it is not exactly nimble on the road. But then the car is really a big sports tourer, and is not intended to be used in competition events. Although a large car, it is hardly ideal for Francoise's father, he being accustomed to a stately, chauffeur driven vehicle.

When we were well away from the Paris suburbs Francoise decided that she would take the wheel. This, I argued, was not part of the agreement, but she hastened to assure me that she was an expert driver, having had many (unauthorised) lessons from her father's chauffeur in the big De Dion-Bouton. I had a fleeting sympathy for that poor man's unfortunate dilemma, and I, like him, eventually relented - although under strict conditions.

The brakes on the C1 are of a slightly unusual arrangement: acting on the rear wheels only, each hub contains two sets of shoes, one pair is operated by the foot pedal while a separate pair is worked by the hand-brake lever. For an emergency halt, it requires considerable pulling effort on the lever, as well as at the same time hard pressure on the foot pedal in order to stop the big vehicle.

The stated maximum speed of the version we drove is about 78 miles per hour, and we were moving at well over 60 mph when the road conditions suddenly deteriorated. The car (which isn't equipped with suspension dampers) began bucking over the rough road. Francoise was going too fast. Ahead, coming up rapidly, was a tight, blind corner. Although we swept around the bend in a thrice, I had viewed all of my previous life by the time we emerged on the other side.

Needless to say, my report to her father did not dwell on references to the Voisin's uncanny cornering ability, now proven to my complete satisfaction. However for my part, I have no particular attraction to the car. But then perhaps in forming that view I have been influenced more by my experience as a passenger than as a driver. ■



*Gabriel Voisin's early automobiles were considered amongst the finest luxury vehicles in the world. However, the Great Depression of the '30s curtailed sales. Then, following the invasion of France by Nazi Germany in 1940, Voisin was forced to close his factory. After the war he continued to work as an automotive designer. In 1965 he was made a Commander of the Legion d'Honneur. He died on Christmas Day 1973 at the age of 93.*

*Today, Gabriel Voisin's pre-war luxury automobiles have become highly prized by collectors. Although a total of about 11,000 cars came from the Paris factory, few survive today. However the Avions Voisin nameplate has left its mark on the automotive industry. In 2008 a Type C1, the earliest Avions Voisin car in existence, was sold for \$359,000.*

*\*Next issue: Captain Sherman test drives the fantastic Hispano-Suiza H6 – a car with technology used later under licence by arch-rival Rolls-Royce.*

## 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.5

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 30th July 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 \_\_\_\_\_

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## MOTORCLIPS

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

### Dun Laoghaire Road Races 1986

[www.youtube.com/watch?v=RZNBRCRMjW4](http://www.youtube.com/watch?v=RZNBRCRMjW4)



A full-colour film of the 1986 Dun Laoghaire Grand Prix Festival – where Formula Ford, Formula VW, GTs and Classic Sports Cars battled it out around the street of Dun Laoghaire – with many familiar names featuring.

### Market Street, San Francisco 1906

[www.youtube.com/watch?v=pEvB\\_ZIWtAg](http://www.youtube.com/watch?v=pEvB_ZIWtAg)



Fascinating film of Market Street, San Francisco, taken from a trolley bus shortly before the earthquake and fire destroyed most of the city. Automobiles, horse-drawn carts and cyclists all feature – along with jay-walking pedestrians.

### 5-year-old Driving Loader

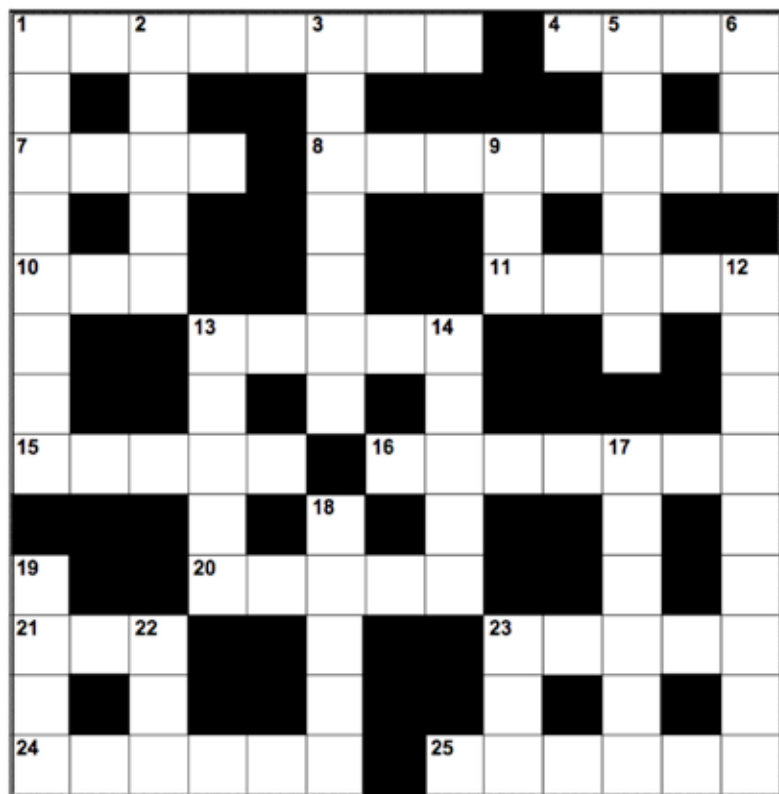
[www.youtube.com/watch?v=sA0WDoTtTT8](http://www.youtube.com/watch?v=sA0WDoTtTT8)



They start them young in Asia. Though for all we know the child at the wheel could be the boss of this sand and gravel company. He certainly looks competent enough – years of hands-on experience, no doubt!



# IVVCC CROSSWORD - No: 5



## ACROSS:

1. Aeroplane for elephant transport? (5,3)
4. Thank God it's the end of the prayer (4)
7. Roads don't get any slimmer than this (4)
8. Aintree had a Grand one in April (8)
10. On course for an average score (3)
11. A wand is useful to make this (5)
13. Twelve, unless you're a baker (5)
15. Huddle of rugby players (5)
16. Don't throw this in the works! (7)
20. Back up seat for a vintage car (5)
21. Seems this cloth is always oily (3)
23. British car and motorcycle maker (5)
24. Malaga has one on page 29 (6)
25. Look for a hood in the US for this (6)

## DOWN:

1. Unkind term for our Pride & Joys! (8)
2. A lesser Morris? Surely not! (5)
3. Winner of the great Irish 1903 race (7)
5. Control - or maybe just make do (6)
6. Nothing...Nada...Zilch! (9)
9. Intercontinental ballistic missile, initially (3)
12. Car or carriage - but for fine weather! (9)
13. Priest in these islands in ancient times (5)
14. Lively little Austin vintage car (5)
17. With Al away from 8 across, it's a country (6)
18. Just go away! (5)
19. You can't beat this type of brake! (4)
22. Funny, it's fuel in the US (3)
23. A long time...in the past (3)

Post your entry (A PHOTOCOPY IS FINE – and Googling is allowed!) to arrive on or before Monday 30th July 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.4

Top wing missing from bi-plane  
 Blue sign missing from pillar  
 Line of chairs on floor missing  
 Roundal missing from silver wing  
 Spare wheel missing from yellow car  
 Rear window missing from green coupé  
 Wiper missing from green car  
 Number plate missing from red convertible  
 Headlamp missing from black car  
 Rope barrier missing at bottom of picture.

*Photo Competition No.4*  
*The winner is...*  
*Criostoir O Mordha, Co. Dublin.*

## Answer to Crossword No.4

### Across:

1. Motoring
4. Bolt
7. Gone
8. Assembly
10. EIR
11. Dutch
13. Crazy
15. Spain
16. Veteran
20. Knead
21. Imp
23. Alibi
24. Carole
25. Amulet

### Crossword No.4

*The winner is...*  
*Margaret McNamara, Co. Galway.*

### Down:

1. Magnetos
2. Tuner
3. Italian
5. Orbits
6. Try
9. End
12. Hypnotist
13. Click
14. Yield
17. Radial
18. Sense
19. RIAC
22. Par
23. ARM



## WHEN WAS YOUR EUREKA MOMENT?



Probably many car enthusiasts have had a time when their heart jumps with joy at the sheer beauty of a particular car. Mine happened as a very young boy when I first saw pictures of the Jaguar XK120 – unveiled at the 1948 International Motor Exhibition, Earls Court, London (to put the era into perspective, the ‘low-light’ Morris Minor was also launched at this show).

The body design was penned by William Lyons (later Sir). A production team – led by Bill Heynes, which included Wally Hassan, Claude Bailey and Harry Weslake – were responsible for the rest of the project. The project began back in 1939, before the war intervened. Various engine designs were produced over time, from four cylinder versions up, before everyone was satisfied that they had got it just right. The design was then given the designation XK. X for experimental, and K as it was the eleventh engine in the series that they had developed.

The XK engine went on to successfully power both saloon and open top Jaguars for many years. The 3442cc twin overhead camshaft six-cylinder engine produced 160bhp at 5,200rpm. The compression ratio was 8:1. The front suspension consisted of independent wide-based top and bottom wishbones with long torsion bars located around the middle of the chassis. Rear springs were semi-elliptic and lever-type shock absorbers were used. Brakes were full hydraulic Lockheed in twelve-inch drums all round. The four-speed gearbox had synchromesh on the top three gears. The standard axle ratio was 3.54:1.

In 1948 the XK120 could be purchased in Britain for just under £1,000 (excluding purchase tax). Some bargain!

Of course my heart did another flip in 1951 when the XK120 Fixed Head Coupe was announced. It was another stunner. Later models of the XK were probably more comfortable to drive and travel in, but they had lost the clean lines of the 120. In other words they had put on weight (like Topsy, they growed and growed). To be honest, I was somewhat disappointed years later when I did eventually get my hands on an XK120. While the acceleration was fantastic, the road holding did leave a little to be desired, and the brakes faded much too quickly (a personal opinion, I admit). ■

## JAGUAR REVIVES D-TYPE



In what’s been described as a “once in a lifetime project”, Jaguar has revived the iconic six-cylinder D-Type roadster, the car that won the Le Mans 24 Hours race three times from 1955 to 1957.

As covered in an article in the Spring 2018 issue of IVVCC News, our long-time member Pat Meehan worked as a racing mechanic on the D-Type in the ‘50s.

The new D-Type made its first public appearance at the Salon Retromobile in Paris in February this year, where indications were that buyers will need to shell out in excess of £1 million for the privilege of owning an example of the iconic revival. This price however compares favourably with the original D-Type once owned by Bernie Ecclestone, former head of Formula 1, which was offered for sale for \$12 million earlier this year at an auction in Arizona.

While the Ecclestone Jaguar didn’t sell, MWS 301, the car Pat Meehan worked on during the 1957 Mille Miglia and other races, was sold in 2016 by Bonhams to an American enthusiast for \$21 million. Against those prices, this new one looks like a bargain.

The original D-Type was heavily influenced by the most advanced aeronautical technology of the mid-1900s, with a monocoque cockpit fashioned from sheets of aluminium alloy. When then produced, the car delivered 250 horsepower and could hit a top speed of 269 kph (167 mph).

The new version will look exactly like the ‘50s car and will follow the original specifications – including the sleek hood, wide-angle cylinder heads, quick-change brake calipers, as well as having that remarkable high tail fin.

Jaguar plan to build twenty-five of the new version. Deliveries will begin later this year, and buyers will have the option of either a 1955-spec short-nose or a 1956-spec long-nose version.



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